

BRITT, WILLIAM B.	Observer	2nd Lt.	
RENDALL, WILLIAM A.	Passenger	2nd Lt.	Buffalo, New York

Note: This listing shows eleven, but there were others on board who cannot be identified. After the emergency landing, the plane was salvaged.

Norman Ross, who was the navigator on the original Irby crew, noted that the name “Helen B. Happy” was picked for John Cox’s wife, Helen. Ross recalled, “It was a play on words as we were quite sure where we were going, but we would be happy about it. John was a former California state trooper and a heck of a good Armor Gunner.”

On 11 October, Lt. Irby and his crew of 10, along with three other men, took off from Libya bound for Marrakech, Morocco, the first leg of the trip back to England. But shortly after take off and at about 600 feet altitude, all power was lost. The pilots put the plane into a glide to attempt a wheels-up crash-landing. But just when the plane lost power, Lt. Saenger decided to bail out.

Lt. William Rendall, navigator, adds, “We had climbed just enough for Saenger and I to go down to the nose compartment. When we lost power, Saenger put on his chest pack and opened the nose wheel door. I put my hand on his shoulder and when he looked at me, I shook my head – but he had ditched once and did not intend to crash-land. He went out over a slight valley where he probably had his best chance. I climbed up on the navigator’s table and braced myself to the left side because I could see a row of trees coming up. We clipped the tops of the trees and Irby put her down tail low on the first six feet of plowed land – wheels up, no power.

“She plowed a 150 yard furrow through the field, and when I put my feet down, I was standing on bare ground with my head in the astro dome in a crouched position. I was trying to loosen the wing nuts of the astro dome when Irby kicked it in so I could get out. We used gun barrels to pry out the waist windows to get the people out of the rear, many of whom were badly cut up.

“A French Lieutenant raced over in a Jeep and told me that he had seen the chute come out. I jumped into the Jeep and the two of us went back to where Saenger’s body was. Obviously, his back was broken, but I still feel that he almost made it – just a few more feet would have done it. I remember that I sat down in that desert and cried...”

Of the Helen B. Happy crash landing Norman Ross notes: “This was probably the only take off that I ever missed with the crew...All of the crew came back after this crash except for Les Saenger. Of course, he should have rode the ship down, but it was not his way. He was always the most nervous one of the crew and I can remember him saying that if anything went wrong with the aircraft, he was going to get out. The rest of us all returned to Shipdham for many more missions over Germany, but not with the Helen B. Happy...”

5 November 1943

Munster, Germany

The specific target here was the railroad junction that supplied traffic and war materiel through the Ruhr Valley, both by rail and canal. The flak in this area lived up to its reputation, ranging from heavy, accurate, intense to moderate. Flak Alley it was! Many were wounded. The target was hit visually.

66th SQUADRON:

66th Sq., #41-29148, Armstrong	Returned to base
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66th Squadron Crew (partial):

DENT, FREDERICK R.	Command Pilot	Colonel
ARMSTRONG, CHARLES L.	Pilot	Lt.

Although not officially recorded on this mission, Colonel Dent was seriously wounded in his lower back area, hospitalized, and later returned to the U.S. to recover. This was his last mission with the 44th. S/Sgt. Arthur A. Hand, the left waist gunner, wrote, " My recollection is either twelve or maybe twenty-four yellow-nose FW 190s. However I notice the interrogation report shows only nine. They came in train straight at us, but did not fire until they were lined up with the box beside us. I started firing when the first one got in range and did not stop until the last one was past. If I hit anything, it never went down. They also made a pass from the right side at the same time as the left side. I do remember when they started their attack Col. Dent said, 'Navigator, this is Col. Dent, what is the fastest way out of here?' "

68th SQUADRON:

68th Sq., #42-7551, Williams	Returned to base
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68th Squadron Crew (partial):

WILLIAMS, SAM D. ASN 0-524481	Pilot	2nd Lt.
McDONALD, JAMES R. ASN 0-738994	Bombardier Wounded	2nd Lt.

Few details are available on this incident, however Lt. James McDonald, a bombardier on Lt. Williams' aircraft, was injured by flak on this mission. He returned to duty in February.

One 506th Squadron aircraft was badly damaged, with nine of the ten men receiving wounds.

506th SQUADRON:

506th Sq., #42-7535 Bar-U, Parker	PEEPSIGHT	Crash-landed
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506th Squadron Crew:

PARKER, RICHARD A. ASN 0-734262	Pilot Slight Wound	1st Lt.	Pacific Palisades, California
SIMONS, DAVID R. ASN 0-805692	Co-pilot Wounded	1st Lt.	Philadelphia, Pennsylvania
RUTHERFORD, EDWARD L. ASN 0-738790	Navigator Wounded	1st Lt.	
COFFEE, JOHN E. ASN 0-678410	Bombardier	2nd Lt.	
NYHOFF, IVAN G. ASN 37334756	Engineer Wounded	T/Sgt.	Cawker City, Kansas
LIECK, DAVID L. ASN 38144739	Radio Oper. Wounded	T/Sgt.	Pleasanton, Texas
WHITLOCK, DOY V. ASN 17055472	Waist Gun. Wounded	S/Sgt.	Lander, Wyoming

COVONE, JOSEPH T. ASN 33325351	Waist Gun. Wounded	S/Sgt.	Philadelphia, Pennsylvania
HARDWICK, MACK Jr. ASN 34331191	Ball Turret Wounded	S/Sgt.	Halesburg, Alabama
SORROW, CLAUDE ASN 34261117	Tail Turret Wounded	S/Sgt.	Commerce, Georgia

This emergency landing is not recorded in the 44th BG casualty file, but a photo and text was found in "Jaws Over Europe" (and "44th BG Libs. Over Europe"): "On a mission to bomb Munster, Germany, PEEPSIGHT, aircraft #535, piloted by Lt. R. A. Parker took off at 1015 hours flying number 9 position in the second squadron, led by Lt. Richard D. Butler. The Group leader was Lt. Shelby L. Irby, with Lt. Col. Dexter L. Hodge as Command Pilot.

"Approaching the initial point (IP) at 1340 hours, the formation was engaged by approximately twenty enemy aircraft, but despite continuous attacks, a good bomb-run was made and the target was bombed at 1352. Attacks were resumed as the formation made the turn away from the flak-covered target area and PEEPSIGHT received direct hits as the result of a vicious attack at approximately 1432 hours, which was half way from the target to the coast. Hits were sustained in the right wing, #4 engine, right and left waist sections, top and tail turrets. Control cables and the instrument panel were damaged and the oxygen system was knocked out.

"The ship had to fall out of formation and drop to a lower altitude because of the wounded and lack of oxygen. The wounded were Lt. D.R. Simons, co-pilot; Lt. E.L. Rutherford, navigator; T/Sgts. D.L. Lieck, radio operator; Sgts. Covone, Hardwick, and Sorrow, gunners. Lt. Parker, too, was slightly wounded, but not too seriously to bring the battered bomber back to base and land it with a flat tire." The photos shows a man being removed from PEEPSIGHT on a stretcher, as well as holes in the fuselage, etc.

Lt. Parker had his radio wire shot out where it made contact with the metal on the back of the pilot's seat. One round had hit his head, cerebellum area. Parker said that the tail gunner, Sgt. Sorrow, was hit in the buttocks by a bullet, but hardly noticed the pain due to the uncomfortable position in the small turret. "My radio man, Lieck, took a round through his left elbow while he was resting that arm on the back of my seat – a few inches from my neck. #4 engine was shot out, and #4 throttle cable was cut at the quadrant (in the cockpit). Had it cut another one, I'd never have made it back. Simons kicked his seat back to clear the controls and I was cut on the neck from flying glass and thought my throat had been cut. I told myself, 'What the hell do I do now?' But I escaped with only minor cuts and burns. I had too many wounded to consider bailing them out, so just stuck with it.

"Two P-38s picked us up and escorted us back across the Channel. Our right main gear tire was flat so we ran off the runway and wound up stuck in the mud. My C.O. gave me hell for that. I was very tired, but didn't have time to get scared."

Lt. Parker thought that the aircraft had been too badly damaged to be repaired, but records show that it completed the war. The two men with the most serious wounds were taken to a hospital near London for treatment. When they asked for food they were told that there was no food available, which angered the wounded men. Their story was published in Stars & Stripes, with pictures of Cavone and Nyhoff in the hospital. While there, they were visited by the Queen, who presented them with their Purple Heart medals.

Lt. Parker and crew flew the 31 Dec 43 mission and then were transferred to the 93rd BG to serve as a PFF (Pathfinder) lead crew. They completed their tour with a total of 31 missions.

Co-pilot Lt. Simons said that, "I got my Purple Heart the hard way. The exploding 20-mm shell hit part of the radio equipment and sent a shower of metal shards into the back of my head. The medics never got all of them out so I still get an occasional piece coming to the surface. When I was hit, I thought it was fatal so immediately pushed my seat back so that I wouldn't fall against the wheel and interfere with Lt. Parker's control of the ship.

"The shells also knocked all of our oxygen system out, so we were in a bad way at that altitude. The engineer [Nyhoff] realized this and was coming to our aid with a walk-around bottle when he was hit by another shell from the next attacking aircraft. He was knocked to the floor of the flight deck and the bottle was set on fire. He bravely picked up the bottle and threw it into the bomb bay, no doubt saving all our lives. Broken pieces of plexiglass and shrapnel had showered us all. Both our waist gunners [Whitlock and Covone] were wounded as well." This is obvious when the photos of PEEPSIGHT are examined – one hole in front of the waist window on the left and two on the right behind the right waist window, one of them huge.

13 November 1943

Bremen, Germany

The second largest port in Germany was the objective for this mission, with its extensive port facilities and large manufacturing and storage facilities as well as an important rail transport center. Adverse weather conditions, severe cold, and enemy fighters which rose to give fierce engagements to our formation, made this raid a most difficult one. About 50 enemy aircraft made their attacks on the bombers from all directions, using the dense contrails to hide their approach. Due to these attacks, the Group suffered two aircraft lost as well as two other men KIA in returning aircraft; and another ship crash-landed. Three men were seriously wounded, none of them were identified on the casualty listing, are now identified in Squadron papers and shown later in this section.

66th SQUADRON:

66th Sq., #42-40973 D, Almlie	BATTLEAXE	MACR #1375
66th Squadron Crew:	Entire Crew KIA	
ALMLIE, HARLAN C. ASN 0-676714	Pilot KIA, WOM Margraten	1st Lt. Bricelyn, Minnesota
HACKER, WILLIAM E. ASN 0-531342	Co-pilot KIA, WOM Margraten	2nd Lt. Roslindale, Massachusetts
SCHEXNAYDER, JOSEPH L. ASN 0-684807	Navigator KIA, WOM Margraten	2nd Lt. Garyville, Louisiana
SEILER, WALTER J. ASN 0-678476	Bombardier KIA	2nd Lt. Chicago, Illinois
DAVIS, DONALD A. ASN 36343869	Engineer KIA	T/Sgt. Rockford, Illinois
PERMAR, EVERETT E. ASN 35497759	Radio Oper. KIA, WOM Margraten	T/Sgt. Aurora, Indiana
IORGOV, GEORGE W. ASN 18025712	Belly Gun KIA, buried Margraten (B-1-3)	S/Sgt. Donna, Texas

TOWNING, JOHN L. ASN 39542241	RW Gunner KIA	S/Sgt.	Bell, California
LUNDSTROM, JOHN V. ASN 35372611	LW Gunner KIA, buried Margraten (A-8-30)	S/Sgt.	Terra Haute, Indiana
ROBINSON, FREDERICK A. ASN 12171724	Tail Turret KIA, WOM Margraten	S/Sgt.	Albany, New York

2nd Lt. Harlan C. Almlie was the pilot of this 66th Squadron aircraft. The Squadron reported that at the IP, slight inaccurate flak was encountered at 24,000 feet; bombs were away at 1147 hours. Over the target, flak was slight and inaccurate and fighter opposition slackened due to support of P-38s. From the target out to the coast, flak again was inaccurate, spasmodic.

BATTLEAXE was last seen flying in a diamond formation with the Group to within 20 minutes from the English coast, one engine was smoking heavily, and the aircraft was gliding down under control. Air-Sea Rescue Service was notified as soon as crews were interrogated, but there were no eyewitnesses to a ditching or crash of this craft. It seems most likely that they ditched, as later bodies of two crew members were found and buried at Margraten, Netherlands. Five are listed on the Wall of the Missing. Three others were recovered and are buried in the United States.

67th SQUADRON:

67th Sq., #42-7650 J-Bar, Hansen

MACR #1376

67th Squadron Crew:	Entire Crew POW		
HANSEN, LEROY M. ASN 0-733647	Pilot POW	1st Lt.	Los Angeles, California
HANSON, JOHN D. ASN 0-740800	Co-pilot POW	2nd Lt.	Warroad, Minnesota
PECKA, WILBUR J. ASN 0-795296	Navigator POW	2nd Lt.	Cicero, Illinois
TOPPING, WILLIAM H. ASN 0-668836	Bombardier POW	2nd Lt.	Clifton Forge, Virginia
SPEARMAN, CHARLES C. ASN 14104095	Engineer POW	T/Sgt.	Cedartown, Georgia
SCHATTE, WILBUR C. ASN 36074941	Radio Oper. POW	T/Sgt.	St. Louis, Missouri
HENDERSON, DAN S. ASN 34125526	Ball Turret POW	S/Sgt.	Savannah, Georgia
NORTON, JAMES W. ASN 13048793	Waist Gun POW	S/Sgt.	Kittanning, Pennsylvania
SUZDAK, JOSEPH J. ASN 32490243	Waist Gun POW	S/Sgt.	Massons, New York
BAKER, BOYD B. ASN 38136365	Tail Turret POW	S/Sgt.	Ozona, Texas

Note: Jan J. van der Veer, a noted Friesland Air War author and historian, wrote and published a book covering this crew, from their training days to completion of this event. It is titled, "De Dag Van De Liberator" printed in Dutch, and not available in English except as a manuscript.

67th Squadron's 1st Lt. Leroy M. Hansen and crew, were flying on their first combat mission even though they were an experienced crew, having been utilized for crew training at Shipdham.

The Hansen crew arrived in the 67th shortly before the temporary duty move to Africa. The original bombardier was Lt. Charles L. Rouser (who had gone down on the 17 July 1943 mission in Lt. C.S. Griffin's LADY FIFINILLA). He was replaced by William Topping who arrived from the Anti-Sub group when patrolling was turned over to the Navy in England.

On the route in to the target, the formation was attacked by nearly every type of fighter the Germans had. Finally, on one more pass, the #4 engine was hit and started smoking, and the prop had to be feathered. The damage was inflicted by an Me 210 using rockets. But they maintained formation on three engines, bombed, and were turning for home when a flak burst knocked #4 engine completely out and #2 was damaged.

The pilots managed to nurse their plane back to the Dutch coast on one good engine and two sick ones. But just after getting out over the sea, one of the sick engines gave out so Lt. Hansen turned back, knowing they could not reach England now, and ditching so far from England probably would be fatal to all. When attempting to lower their landing gear for a crash-landing it was found to be damaged, only one main gear came down, and then could not be retracted. Too low now for the men to parachute, Lt. Hansen saw a canal and headed for it, dipped down to it and successfully tore off this gear on the far bank, lifted the nose again just enough to allow a miraculous, safe belly landing. No one was seriously injured in the aircraft!

A German flak battery was near by, so the Frisian citizens could not attempt to hide the crew, and they were all captured almost immediately to become Prisoners Of War.

Aircraft #41-29168, piloted by 1st Lt. Robert Bickerstaff, crash-landed upon return to England.

66th SQUADRON:

66th Sq., #41-29168 F, Bickerstaff

Crash-landed

66th Squadron Crew:

BICKERSTAFF, ROBERT G.	Pilot	1st Lt.
SUMMERS, JAMES C.	Co-pilot	1st Lt.
JOPE, F. L.	Navigator	1st Lt.
	Seriously injured	
HOLTZMAN, JACK	Bombardier	1st Lt.
NOWAK, ANDREW B.	Radio Oper.	T/Sgt.
ELKIN, ALTON M.	Eng./Top Turret	T/Sgt.
BALCA, MICHAEL J.	Belly Gunner	S/Sgt.
BARNETT, THOMAS J.	RW Gunner	S/Sgt.
CUNNINGHAM, CHARLES E.	LW Gunner	S/Sgt.
BETHKE, ELMER J.	Tail Turret	S/Sgt.

Note: Nowak, Elkin, Balca, and Bethke all were killed in action on 20 February 1944.

Co-pilot James C. Summers wrote the following account: "My crew and I were assigned to the 66th Squadron of the 44th BG; [during September] while the bulk of this group was in Africa. This flight to Bremen was my first visit to enemy territory. It was policy at that time for all first-pilots to fly as Co-pilot with another crew for their first mission to 'see how it should be done'.

"I don't remember our exact position in the formation, but we were fairly high on the right side of the group. We were carrying a load of incendiary bombs. The outbound flight was over the

North Sea, approaching Bremen from the North. I saw my first real live flak off in the distance as we passed Heligoland. (One would think there was something there that the Germans wanted us to stay away from.) Shortly thereafter I saw my first real, live enemy fighters. Unfortunately we did not see any of the friendly escort that had been scheduled.

“I watched an FW 190 fly along parallel to our formation, then turn toward us with little puffs of smoke trailing behind him. Our left waist gunner called to say that a B-24 was diving out of formation. No one saw any parachutes.

“I spotted another FW 190 flying along parallel to our formation, I called him out and the top gunner said that he was too far away, out of range at this time. I said, “Why don’t you lob a few shots at him anyway, just to let him know we are watching him”. He did. The FW 190 made an abrupt turn and disappeared behind us. I am sure we didn’t shoot him down, but at least we scared him. No doubt he was planning to attack our plane.

“I saw no more fighters up close, but many in the distance. As we came over land, we were surrounded by little puffs of smoke (flak). Lt. Bickerstaff said that these puffs can’t hurt you unless they are close enough to be heard. I was relieved until I heard several of them, and our #3 engine lost oil pressure. Lt. Bickerstaff ordered its propeller feathered and we continued on the bomb run.

“After ‘bombs away,’ Lt. Bickerstaff requested a damage report. No one had been injured, but fuel was streaming off the trailing edge of each wing. And, of course, #3 engine had been shut down. Lt. Bickerstaff elected to leave the formation to conserve what fuel we had while flying on three engines. We started a slow descent, hoping to reach England before running out of altitude.

“We discussed what throttle setting would most likely be successful, not really knowing how bad the fuel leaks were. The engineer made frequent checks of the fuel level in the standpipes (the B-24 did not have fuel quantity gauges), knowing that their accuracy was questionable even when the airplane was level.

“Almost immediately we were alone in the sky. Everyone kept a vigilant watch for enemy aircraft, but saw none. Our return route to England was over the western part of Germany, then Holland to the English Channel. Our navigator, Lt. Jope, kept careful track of our position, avoiding anyplace that might have a flak gun.

“After what seemed like an eternity, we arrived over the English Channel without further incident. Lt. Bickerstaff directed the crew to throw overboard everything that was loose. We in the cockpit did not know it at the time, but the crew dumped all of the ammunition overboard, but for some unknown reason, they saved the ammo boxes.

“The engineer reported that the fuel standpipes indicated empty, but somehow three engines were still running. Lt. Bickerstaff directed the crew to review their ditching positions and procedures. He ordered the bombardier and the navigator out of the nose compartment. Our navigator, Lt. Jope, requested permission to remain in the nose until the last minute, hoping possibly to guide us to an airport. This was approved.

“We reached land with maybe a thousand feet of altitude but we still had three engines running. They evidently were running on “crossfeed,” because they all quit at the same time. I ordered everyone to take ditching positions and evacuate the nose. “We are about to land.” Lt. Bickerstaff requested the extension of “1/2 flaps”. I selected them but they did not extend. (The

only engine driven hydraulic pump on a B-24 is on engine #3. The electric pump had limited capability.) We had previously agreed that we would land with the landing gear retracted unless we reached an airport.

“Lt. Bickerstaff made a perfect “no flap” approach to an open field of Brussels sprouts. As we crossed the field boundary, the right wing struck a tree, which caused the airplane to yaw to the right. We touched down sliding somewhat to the left. I remember #4 engine tore loose and was bounding along beside us. The airplane slid to a stop sitting nearly perpendicular to our approach path. The #4 engine crashed into my side window and bounced over the top of the airplane. The fuselage had been ground off until the center section of the wing was resting on the ground. (You remember that this was a high wing airplane.) The nose section was entirely gone. I stepped out of my side window, which now was missing, directly onto the ground.

“Lt. Bickerstaff assembled the crew and found Lt. Jope was missing. We could hear him calling from inside the wreckage. Lt. Bickerstaff headed for the nearest farmhouse while the rest of us attempted to rescue Lt. Jope. He was trapped beneath the center section of the wing. This was as far as he got in vacating the nose section.

“Several of the crewmembers had been injured, in the landing, primarily from empty ammo boxes flying around the airplane. Those of us who were able started digging a tunnel in the soft ground beneath the wing, using scraps of metal shed from the airplane during the landing. We finally reached Lt. Jope, but could not get him free from the tangle of wreckage. He appeared to have at least a broken leg and was in considerable pain. Someone found the first aid kit and gave him a shot of morphine.

“After another eternity, an English mobile crane came down the road. That was able to pick up the entire airplane and get Lt. Jope free.

“I was given a week off at a rest camp while my crew flew missions with other pilots. When I returned, they all requested assignment with me except for my Bombardier, Lt. Nielson, and my navigator, Lt. Marcouiler. They both insisted that they were not superstitious, but they did not want to tempt fate. Lt. Nielson was killed a few days later in a midair collision over England, and Lt. Marcouiler was killed in an airplane shot down over France.

“The rest of my crew stayed with me. We were all transferred to Italy several months later in a crew exchange program, and eventually ended up in B-17s. Everyone received credit for at least 50 missions, and no one was even scratched while they were with me.”

The following information comes from the mission interrogation: “Sgt. Elkin, engineer, released bombs from bomb bay manually at 25,000 feet without a parachute. Six of the bombs were knocked out over the target; the other six were jettisoned in the North Sea below oxygen level. Bomb bay doors would not close (#3 engine out).”

The mission interrogation also contained a description of the crash-landing: “#3 engine was feathered and #1 was running away. When the fuel pressure would come up, the #4 engine would function satisfactorily. At other times, it would windmill. Then #4 ceased to function and #2 was the only engine operative. The hydraulic system was out, which made it impossible for them to put down the landing gear, and it was decided to crash land in a field near the town of Cromer. The co-pilot signaled the crew to stand by for a crash landing. At approximately the same time they hit, the switches were out. The ship skidded through a field, across a road, and over a ditch which pulled the #4 engine from its mounting. It continued skidding to the right and

the right wing caught a tree, pulling the ship to a stop after a skid of from 90 to 100 yards. During the landing, it is unknown whether it was the aircraft or a piece of it, which hit a young girl returning on a bicycle. At the initial point of impact, where the ship hit the ground, the earth was not torn at all. The right and left waist gunners and tail gunner were behind the bulkhead between the ball turret. Lt. Jope was standing by the put-put; all others were on the flight deck. All the crew but Lt. Jope climbed out, suffering from severe shock, Sgt. Cunningham with internal injuries, Lt. Bickerstaff with cuts and bruises, and Lt. Jope with a broken leg. Lt. Jope was entirely cool and calm, and instructed the crew in the best method of extricating him. Sgt. Elkin gave him morphine to ease his pain and Lt. Jope passed out. An RAF unit came out and immediately took over, and worked for four hours to extricate Lt. Jope, who was conscious for about an hour. They dug a tunnel three feet deep from the trailing edge of the right wing up to the flight deck.

Note: No record can be found of a killed or injured civilian, so it is not clear what happened to the bicyclist mentioned in this account.

Three men were seriously wounded in Lt. A. R. Anderson's aircraft #42-7551 Y.

68th SQUADRON:

68th Sq., #42-7551 Y, Anderson			Returned to base
68th Squadron Crew:			
ANDERSON, ARTHUR R.	Pilot	2nd Lt.	
BARTOL, STOCKTON R.	Co-pilot	2nd Lt.	
BARKER, WILLIAM H.	Navigator	2nd Lt.	
O'MALLEY, CHARLES H.	Bombardier	2nd Lt.	
CAPIZZI, THOMAS F.	Radio Oper.	T/Sgt.	
CASKEY, JAMES W. Jr.	Eng./Top Gunner	T/Sgt.	
ALBRIGHT, LLOYD V. ASN 35360530	RW Gunner Wounded	S/Sgt.	Muncie, Indiana
MOORE, WARREN E. ASN 36406564	LW Gunner Wounded	S/Sgt.	Detroit, Michigan
SCOTT, JOHN P. ASN 14139690	Belly Gunner Wounded	S/Sgt.	Rome, Georgia
KOPKO, EDWARD E.	Tail Turret	S/Sgt.	

Note: Two men from this crew were killed in action later in the war: Stockton Bartol (8 April 1944) and Thomas Capizzi (21 January 1944).

This aircraft sustained extensive battle damage, returning with one engine running normally and landed with a flat tire on one main landing gear. (This same plane crashed and burned on 13 January 1944.)

Albright, Moore, and Scott were wounded at about the same time as the plane was damaged and still under attack. These three men remained at their guns, refusing any sort of first aid, in order to call out the fighter attacks and helping all of the men defend their ship better.

Lt. Anderson did a remarkable job of landing their plane successfully with no further damaged to the plane or injuries to his crewmen. The aircraft had to be sent to the 3rd S.A.D. (Strategic Air Depot) for repairs.

506th SQUADRON:

506th Sq., #42-7647, Hart			Crash-landed
506th Squadron crew:			
HART, WILLIAM H.	Pilot	2nd Lt.	
KNIGHT, EARL B.	Co-pilot	2nd Lt.	
HOREY, JOHN J.	Navigator	2nd Lt.	
COURTAWAY, ROBERT M.	Bombardier	2nd Lt.	
STAMBAUGH, JACOB F.	Radio Oper.	S/Sgt.	
PROCYSZYN, WALTER W.	Eng./Top Turret	T/Sgt.	
OVERLY, RUSSELL E.	Belly Gunner	Sgt.	
STRAIT, RALPH E.	RW Gunner	S/Sgt.	
	Seriously wounded		
HURST, CLIFFORD C. Jr.	LW Gunner	S/Sgt.	Youngstown, Ohio
	KIA		
OLSEN, GEORGE E.	Tail Turret	Sgt.	East Englewood, New Jersey
	KIA, buried Cambridge (B-5-36)		

Note: Ralph Strait was killed in action on 2 February 1944.

On this same mission of 13 November, the Group suffered two additional men KIA on a 506th Squadron aircraft that was forced to crash-land when returning to England.

Upon return from this raid, Lt. W.H. Hart, in A/C #647, circled the field and then crashed in some trees near the base. Killed were young George Olsen and Clifford Hurst. Ralph Strait was so badly wounded that he was not expected to live through the night, but he did, and ultimately returned to duty. All men with blood type AB were asked to report to the hospital due to the needs of these men. The pilot and other surviving crewmembers all had been injured or wounded prior to the crash. Only the two men killed had not been wounded by enemy action.

18 November 1943

Kjeller Airfield, Oslo, Norway

The primary target was the Motor Works at this airfield near Oslo, which was bombed exceptionally well, with some aircraft bombing from as low as 5,000 feet. Being a neutral and friendly country, special care was made to hit only Nazi targets. The Group had great difficulty in assembling in the pre-dawn take off and in adverse weather. Several planes could not make assembly and had to return. But critical fuel supplies were expended by our planes in this assembly, and the very long flight over the North Sea to the target. Enemy aircraft made attacks both before the target and again on the return. Many ships were damaged by an unexpected attack out of the sun on the return, and were lost due to these attacks or by running out of fuel and having to ditch. The 67th Squadron lost three and the 68th lost two, plus two men KIA on return. There was also a spectacular crash-landing.

All four of the 67th Squadron ships went down in the North Sea on the return, it is believed, with no survivors from any of them to obtain further details as to damages or wounded aboard any of them.

67th SQUADRON:

67th Sq., #42-7603 L-Bar, Dobson	RAGGEDY ANN/JUNIOR	MACR #1380
67th Squadron Crew:	Entire crew KIA, all on WOM, Cambridge	
DOBSON, EDWARD M. ASN 0-668216	Pilot 1st Lt. KIA, WOM Cambridge	Bellmore, L.I., New York
CHARLESON, NORMAN ASN 0-740744	Co-pilot 1st Lt. KIA, WOM Cambridge	Modesto, California
LATIMER, BYRON H. ASN 0-674210	Navigator 2nd Lt. KIA, WOM Cambridge	Texarkana, Texas
BURROUGHS, SIDNEY M. ASN 0-661588	Bombardier 2nd Lt. KIA, WOM Cambridge	Georgia
GALLAGHER, JOSEPH W. ASN 31071580	Engineer Sgt. KIA, WOM Cambridge	Winthrop, Massachusetts
FAUST, DAVID F. ASN 32297428	Radio Oper. Sgt. KIA, WOM Cambridge	Bronx, New York
VOORHIES, HENRY H. ASN 38263445	Ball Turret Sgt. KIA, WOM Cambridge	Moreauville, Louisiana
HELPHREY, AARON L. ASN 39013517	RW Gunner Sgt. KIA, WOM Cambridge	California
GILBERT, JOSEPH D. ASN 34339959	LW Gunner S/Sgt. KIA, WOM Cambridge	Lafayette, Alabama
FEICHTER, HERSCHEL H. ASN 35162685	Tail Turret Sgt. KIA, WOM Cambridge	Ft. Wayne, Indiana

Note: Lt. Dobson named his plane "Junior" for his infant son.

Capt. Richard D. Butler states that, "I was on that mission and either led the 67th Squadron or an element of it. We did lose four planes – one of which we saw shot down by a JU-88 just after we left the coast of Norway. One other that I vividly remember was one of my wingmen. I believe the pilot's name was Houle." Capt. Butler's account appears below under the story of Lt. Houle.

67th SQUADRON:

67th Sq., #41-29164 I, Houle		MACR #1379
67th Squadron Crew:	Entire crew KIA, all on WOM, Cambridge	
HOULE, JOSEPH L. ASN 0-526201	Pilot 1st Lt. KIA, WOM Cambridge	Muskegon, Michigan
JOHNSON, FARMER A. Jr. ASN T-001010	Co-pilot Flt Of. KIA, WOM Cambridge	Hazard, Kentucky
MURPHY, WILLIAM T. ASN 0-801142	Navigator 2nd Lt. KIA, WOM Cambridge	Highland Falls, New York
STIGORA, JOSEPH H. ASN 0-734393	Bombardier 2nd Lt. KIA, WOM Cambridge	Nanticoke, Pennsylvania
GOODFELLOW, GEORGE E. ASN 11042195	Engineer T/Sgt. KIA, WOM Cambridge	New Bedford, Massachusetts
DILLAHUNTY, JACK C. ASN 18160347	Radio Oper. T/Sgt. KIA, WOM Cambridge	Tulsa, Oklahoma
PETERSON, RAY O. ASN 36609092	Belly Gun S/Sgt. KIA, WOM Cambridge	Chicago, Illinois

GRUSHKEVICH, ARON ASN 32501788	RW Gunner KIA, WOM Cambridge	Sgt.	Bronx, New York
POOLE, ELMER H. ASN 34366534	LW Gunner KIA, WOM Cambridge	S/Sgt.	Detroit, Michigan
GOODE, ARMEL M. ASN 38235476	Tail Turret KIA, WOM Cambridge	S/Sgt.	No. Little Rock, Arkansas

The second of the four 67th Squadron ships lost was that piloted by 1st Lt. Joseph L. Houle. Like the others, this aircraft was severely damaged but was making a gallant effort to stay airborne back to England. But it ran out of fuel and was forced to ditch approximately 50 miles short of landfall. Upon ditching, it broke in two just back of the wing, and four men were seen in the icy water trying to free their liferafts. None of the 10 men survived or were found.

Capt. Butler gave his observations for this loss, "We were very short of fuel and about 10 minutes from the English coast when Lt. Houle said he wasn't going to make it. I dropped back and flew formation on him as he ditched. We were calling 'May Day' for him. We saw the plane hit the water and immediately break in two. I made a tight 360 degree and came back to him. By then the plane was floating nose down and the wing was intact. The plane was broken at the bulkhead at the rear of the bomb bay. No sign of the tail section or any crew members. The next pass over, we threw all of our one-man dinghies out the waist windows, but still saw no sign of survivors. We stayed in the area about 10 to 15 minutes but had to leave because our own fuel situation was critical. Our calls for Air-Sea Rescue were acknowledged but nobody ever showed up. I seriously doubt that anyone survived the impact."

67th SQUADRON:

67th Sq., #42-7545 D-Bar, Johnson	MACR #1378
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67th Squadron Crew:	Entire crew KIA, all on WOM, Cambridge	
JOHNSON, EARL T. ASN 0-799569	Pilot KIA, WOM Cambridge	1st Lt. Montgomery, Alabama
JARRETT, DANIEL D. ASN 0-683457	Co-pilot KIA, WOM Cambridge	2nd Lt. Roundup, Montana
FANN, IRWIN ASN 0-798775	Bombardier KIA, WOM Cambridge	2nd Lt. Gary, Indiana
SIEGEL, LOUIS ASN 0-678397	Navigator KIA, WOM Cambridge	2nd Lt. New York City, New York
HOLLAND, EARL M. ASN 37299913	Engineer KIA, WOM Cambridge	T/Sgt. Hendrum, Minnesota
SULLIVAN, WILFRED C. ASN 35457629	Radio Oper. KIA, WOM Cambridge	T/Sgt. Cincinnati, Ohio
GLASSCOCK, KENNETH J. ASN 37197914	Ball Turret KIA, WOM Cambridge	S/Sgt. Stuart, Iowa
REASONS, JOHN W. ASN 34194483	RW Gunner KIA, WOM Cambridge	S/Sgt. Maury City, Tennessee
RUSSELL, LLOYD E. ASN 37224426	LW Gunner KIA, WOM Cambridge	S/Sgt. Galena, Kansas
SNIDER, EDWON R. ASN 34435403	Tail Turret KIA, WOM Cambridge	S/Sgt. Winston Salem, North Carolina

The third 67th aircraft lost was that piloted by 2nd Lt. Earl T. Johnson. Like the other three 67th ships, this plane and crew went down in the North Sea on the return from Sweden. Like the other 67th Squadron planes, the loss surely was due to the combination of battle damage and shortage of fuel. Again, all men were KIA with no bodies ever found. This could have been the one Capt. Butler described as shot down just off the coast of Norway.

Yet another 67th Squadron aircraft was damaged and made a remarkable crash-landing at Shipdham.

67th SQUADRON:

67th Sq., #41-29161 H-Bar, Griffith		Crash-landed
67th Squadron crew:		
GRIFFITH, ROCKFORD C.	Pilot	1st Lt.
GRONO, LAWRENCE W.	Co-pilot	1st Lt.
WEATHERWAX, ROBERT B.	Navigator	1st Lt.
GOFF, MAURICE L.	Bombardier	1st Lt.
GIBBONEY, JOHN W.	Engineer	S/Sgt
SOFFERMAN, ABE	Radio Oper.	S/Sgt
PARRISH, EARL J.	Gunner	
McANDREWS, LEO J.	Gunner	
KUBAN, WILLIAM T.	Ball Turret	S/Sgt.
	Head, Body Wounds	
CLARK, FORREST S.	Gunner	

Note: All bailed out over the field except for Griffith, Grono, and Kuban. Abe Sofferman went down on the 29 January 1944 mission and evaded for several months but was killed while trying to avoid capture.

Pilot of this aircraft, 1st Lt. Rockford C. Griffith, (later interned) had also circled a plane as it ditched, his radio operator notifying Air-Sea Rescue. But also low on fuel and battle damaged, flew on to Shipdham.

Once there, he attempted to lower his landing gear but discovered the right gear was damaged, came only part way down, and then could not be retracted. Having one seriously wounded man aboard, they could not all bail out, as this man was in no condition to jump or be assisted in jumping. Lt. Griffith decided to have his crew bail out over the field, which they did successfully, retaining only his co-pilot, Lt. Grono, to assist him in this dangerous attempt to crash-land in order to save his gunner's life. These two pilots then performed an unbelievable feat of setting this damaged bomber down on the main runway, on only the left main gear until the fuselage and two right side propellers hit the pavement, skidded along and then off onto the grass at a very precarious angle until the left gear finally collapsed, ending in a ground loop! But it was a most successful landing, with no further injuries and no fire. Sgt. Kuban then was given immediate medical attention to his wounded head, neck and body.

Lt. Griffith was awarded a Silver Star for his actions.

Sgt. Miles McCue was on the ground when Griffith's aircraft came in: "As it was sliding and spinning toward me after landing, I turned to run, tripped over a bicycle and lay on the ground for a moment in panic. One of the seven chutes failed to open until it was about five or six hundred feet from the ground. As it opened, a great cheer went up from myself and the many

others who were watching. We all must have had the same sickening feeling for it seemed as though the chute was about to fail.”

After this hair-raising show, Miles could only wait for his aircraft. Some moments later, Ed Taylor landed safely with CALABAN but still no trace of Miles' crew, E. T. Johnson's aircraft. The plane his crew was flying was not POOP DECK PAPPY, but an unnamed one, 42-7545 D-Bar. D-Bar would not return! Incidentally, on this mission, this plane was “Tail-End Charlie,” with 1st Lt. Edward Mitchell flying just ahead of D-Bar, and Joe Houle just in front of it. All three were lost on that mission, apparently from a concentrated attack on that rear section.

Miles remembered: “I'll never forget my feelings as I waited for their return and realized that these great and brave friends were lost. I'll never forget those wonderful men I lived with for six months as they moved to their fate. Their act of charity is so outstanding that there are no words worthy enough to eulogize these men properly.”

67th SQUADRON:

67th Sq., Brown	Returned to base
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67th Squadron Crew:

BROWN, DELLAS A.	Pilot	Lt.	
TAYLER, JOHN P.	Co-Pilot	Lt.	
SEIBERT, FRANK R.	Navigator	Lt.	
MORRIS LEONARD C.	Bombardier	Lt.	
CAPUTO, ANTHONY	Radio Oper.	S/Sgt.	
MILLER, JOHN D.	Eng./Top Turret	S/Sgt.	
REED, ROBERT M.	Belly Gunner	Sgt.	
FALLON, EDWARD J.	RW Gunner	Sgt.	
GAZIUKEVICZUS, ALBERT ASN #11054081	Waist Gunner KIA, buried Cambridge (C-0-41)	S/Sgt.	Haverhill, Massachusetts
DESOTELLE, GEORGE A.	Tail Turret	Sgt.	

In addition to the men lost above, the 67th Squadron suffered another man KIA aboard a plane which returned to base. Lt. Dellas A. Brown, pilot of this plane, gave me this information, “Al Gaziukeviczus (Little Al) joined my crew at Davis-Monthan in April 1943. We trained there and at Biggs Field in El Paso until Aug '43. Little Al married a Mexican girl just before we left for England.

“Al was a waist gunner for me when he was struck in the head by a single bullet, presumably from an Me 210, on our way back from Kjeller. He was killed instantly, and was buried at Cambridge, England.”

This 67th Squadron aircraft (A/C #41-29139) went down in the North Sea along with three others from the 67th Squadron.

67th SQUADRON:

67th Sq., #41-29139 E-Bar, Mitchell	MACR #1381
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67th Squadron Crew:

	Entire crew KIA, all on WOM, Cambridge	
MITCHELL, EDWARD R. ASN 0-728013	Pilot KIA, WOM Cambridge	Capt. Sioux City, Iowa

OSBURN, RICHARD R. ASN 0-678132	Co-pilot KIA, WOM Cambridge	2nd Lt.	Washington, Dist. of Col.
HARDWICK, ROBERT E. ASN 0-746482	Navigator KIA, WOM Cambridge	2nd Lt.	Barnesville, Ohio
HANSEN, JAMES E. ASN 0-671429	Bombardier KIA, WOM Cambridge	2nd Lt.	Cardeville, Illinois
GENTRY, WILLIAM H. ASN 39389081	Engineer KIA, WOM Cambridge	T/Sgt.	Pomeroy, Washington
HESS, WILLIAM H. ASN 15095162	Radio Oper. KIA, WOM Cambridge	T/Sgt.	Logansport, Indiana
O'HARA, HENRY H. ASN 32436174	Belly Gun. KIA, WOM Cambridge	S/Sgt.	Brewster, New York
CRAWFORD, MICHAEL S. ASN 34267452	RW Gunner KIA, WOM Cambridge	S/Sgt.	Blue Ridge, Georgia
HESTER, MILTON Jr. ASN 18076405	LW Gunner KIA, WOM Cambridge	S/Sgt.	Post, Texas
MYERS, BILLIE B. ASN 18166363	Tail Turret KIA, WOM Cambridge	S/Sgt.	McCrary, Arkansas

Capt. Edward R. Mitchell was the pilot of this aircraft lost in the North Sea. Lt. Mitchell had also piloted a plane on the Ploesti mission and was forced to land in Turkey.

This plane and crew, like the three others from the 67th, was lost with no survivors and almost no observers. So the cause of this loss is not known positively, but most likely involved enemy damage and shortage of fuel. Lt. Mitchell and crew were to be transferred to the 68th Squadron after this mission.

68th SQUADRON:

68th Sq., #42-63971 W, Weant	HELEN HYWATER	MACR #1377
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68th Squadron Crew:

WEANT, W. BAXTER ASN 0-729938	Pilot Interned, returned	Capt.	China Grove, North Carolina
BRANDON, WILLIAM H. ASN 0-404078	Command Pilot Interned, returned	Lt. Col.	Florasville, Texas
KELLEY, GEORGE J. Jr. ASN 0-727021	Navigator Interned, returned	Capt.	Annapolis, Maryland
JORDAN, JOHN R. ASN 0-734920	Bombardier Interned, returned 1 Sept. 1944	2nd Lt.	Wilkes-Barre, Pennsylvania
GAVIN, FRANK W. ASN 7001235	Engineer Interned, returned	T/Sgt.	Turley, Oklahoma
PAFFENROTH, SAMUEL ASN 32402095	Radio Oper. Interned, returned 1 Sept. 1944	T/Sgt.	Jersey City, New Jersey
KELSEY, GEORGE L. ASN 18053366	Asst. Eng. Interned, returned 1 Sept. 1944	T/Sgt.	Bokchito, Oklahoma
WELLS, WALTER U. ASN 17160572	Gunner Interned, returned 1 Sept. 1944	S/Sgt.	St. Joseph, Missouri
MILLER, SAMUEL H. ASN 13090675	Asst. Radio Interned, returned 1 Sept. 1944	S/Sgt.	Loganville, Pennsylvania

GOZA, JAMES M. ASN 38208089	Tail Turret Interned, returned 1 Sept. 1944	S/Sgt.	Malvern, Arkansas
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Note: After returning from internment, the pilots and others were put on temporary duty to initiate procedures for the return of many airmen interned in Sweden. Super secret!

This 68th Squadron aircraft was flown by Captain W. Baxter Weant and was forced to land in Sweden. This aircraft had been hit after attacking Kjeller and was badly damaged. Captain Weant knew that he would not be able to make it back to England, so he flew to Trollhattan and began circling that city, and had his crew fire signal flares to advise the Swedes that he intended to land there. He did not want them to be shooting at him as he was attempting a difficult landing.

He then made a crash-landing just outside of Trollhattan, and before the Swedish officials arrived he had the crew set fire to the plane to keep the Germans from capturing it. However, the plane did not burn fully and the Swedes were able to save part of it. They sent the engines to the Swedish Civil Air company and salvaged as much as possible for themselves. The entire crew of 10 were interned, later nine returned to duty. T/Sgt. Gavin, the engineer, was retained to repair B-24 aircraft for use by the Swedish Air Force.

68th SQUADRON:

68th Sq., #41-23788, Hughes	AVENGER	Returned to base
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68th Squadron Crew (partial):

MERRIGAN, JOHN ASN 10601009	Waist Gun. KIA, buried Cambridge (B-5-58)	S/Sgt.	Bronx, New York
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On this same 18 November mission, the 68th also suffered a KIA on a returning aircraft #41-23788 AVENGER, piloted by Lt. William D. Hughes. S/Sgt. John Merrigan, waist gunner, had earlier in this mission shot down an enemy aircraft, but was hit by a bullet from another plane as it attacked from below, and was killed almost instantly. He previously had flown the famous low-level attack on Ploesti, 1 Aug. 1943.

26 November 1943

Bremen, Germany

The primary target at Bremen was the industrial area, which was hit with a good pattern. Weather conditions were quite bad in that it was exceptionally cold, which probably contributed to the collision early in the mission and the loss of one plane and crew. None of the eleven casualties was caused by enemy action on this mission.

66th SQUADRON:

66th Sq., #41-24234 N, Trolese	MR. 5 X 5	MACR #1501
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66th Squadron Crew:

TROLESE, ALEXANDER ASN 0-743297	Pilot KIA, buried Ardennes (A-36-54)	1st Lt.	Richmond, California
HARPER, JAMES A. ASN 0-681402	Co-pilot KIA	2nd Lt.	Ellwood City, Pennsylvania
MARCOUILLER, GORDON L. ASN 0-749680	Navigator KIA, buried Ardennes (D-13-7)	2nd Lt.	Chicago, Illinois

GATES, JACK A. ASN 0-663253	Bombardier KIA	2nd Lt.	Odessa, Texas
RAY, THOMAS C. ASN 34280331	Engineer KIA, buried Ardennes (D-18-20)	S/Sgt.	Illinois
KRAUSS, CHARLES E. ASN 33338303	Radio Oper. KIA	T/Sgt.	Springfield, Pennsylvania
APPLEDORN, THOMAS J. ASN 15087738	Belly Gun. KIA, buried Ardennes (A-23-3)	S/Sgt.	Huntington, West Virginia
RAILING, ALTON S. ASN 35338599	RW Gunner KIA	S/Sgt.	Decator, Indiana
MARKUS, EDWARD R. ASN 32536008	LW Gunner KIA, buried Ardennes (A-37-15)	S/Sgt.	Yonkers, New York
WRIGHT, RAYMOND E. ASN 35474099	Tail Turret KIA, buried Ardennes (C-15-4)	S/Sgt.	Cincinnati, Ohio

2nd Lt. Alexander Trolese, pilot of A/C #41-24234 (MR. 5 X 5), was flying close formation with the plane flown by 1st Lt. J. G. Cary (#42-7501). Apparently, MR. 5 X 5 was caught in the prop wash of the planes ahead and was forced up into a collision with #501. The propellers of #501 cut and sheared off the entire tail section of MR. 5 X 5 causing it to crash, apparently into the sea. Six parachutes were observed coming out of MR. 5 X 5 on its descent, but no one survived. All bodies were recovered. Lt. Cary and crew from the 68th Squadron escaped from the collision and returned to base, but only after succeeding in recovering from their spin at an altitude of only 4,000 feet.

68th SQUADRON:

68th Sq., # 42-7501, Cary	BING'S BIG BOX	Returned to base
68th Squadron Crew:	All uninjured	
CARY, JAMES G.	Pilot	2nd Lt.
LEE, ROBERT L.	Co-pilot	2nd Lt.
CLARK, WARREN J.	Navigator	2nd Lt.
PURCELL, EDWIN J.	Bombardier	2nd Lt.
LONGAN, MYRON H. Jr. .	Radio Oper.	T/Sgt.
MERCER, JAMES W.	Eng./Top Turret	T/Sgt.
PIERCE, ROBERT G.	Belly Gunner	S/Sgt.
MYERS, RUDY S. Jr.	RW Gunner	S/Sgt.
CONNORS, EDMUND F.	LW Gunner	S/Sgt.
CRANTZ, CHESTER F.	Tail Turret	S/Sgt.

Note: Rudy Myers was killed in action on 11 February 1944.

2nd Lt. Robert L. Lee, the co-pilot on Cary's aircraft, reported: "As I recall, the other plane was not flying on our wing but we were flying on the wing of a plane on the pilot's side of our plane. Cary, our pilot, was flying the plane as we never flew cross cockpit. I have always felt that the other aircraft had lost its place in the formation and was trying to tuck itself back into the squadron some place. It slid out from underneath us and came up on the right side of our plane bringing its tail into contact with our #4 engine. It immediately went down out of our sight.

“We seemed to slide off to the right and into a very severe spin. It all happened so fast that neither I or the waist and ball turret gunners had time to sound an alarm of any kind. Both Cary and I were pulling back on the controls and standing on the rudders in a vain attempt at getting out of the spin and leveling off.

“We sounded the bail out alarm but fortunately, the gravity pull was so severe that none of the crew could move. I suppose the formation was flying at about 24,000 feet and we eventually pulled the plane out of the spin at around 10,000 feet. We looked around and found ourselves all alone with a full bomb load, our #4 engine out, and the prop gone. No injuries and the plane operating well.

“We salvoed our bombs in an open field (we did not want to get anybody mad at us being so low and by ourselves) and headed home. There was some cloud cover at that altitude and we took good advantage of it as we periodically suffered individual fighter attacks. No real problems though until we hit the coast and were hit by some fairly heavy flak barrages. Fortunately, being by ourselves, we took some effective evasive actions and managed to get over the Channel and headed home. We landed the plane without incident, but only after the rest of the group had landed and reported us missing.

“After de-briefing, we got back to our quarters as soon as possible before other crews raided them, which was a popular practice at that time when crews were reported missing.

“My flight log shows we were given over six hours for that mission. I can only surmise that we were approaching the IP when the collision occurred as we usually tightened up the formation at the IP prior to releasing our bombs over the target and that was when there was a lot of movement within the formation.”

68th SQUADRON:

68th Sq., #41-23699, Marcoullier	LEMON DROP	Returned to base
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68th Squadron Crew:

MARCOULLIER, ARTHUR S.	Pilot	2nd Lt.	
PETERSON, NORMAN J.	Co-pilot	2nd Lt.	
MOCKLEY, JAMES H.	Navigator	2nd Lt.	
TRUMBO, GROVER C.	Bombardier	2nd Lt.	
BRYSON, FRANK R.	Radio Oper.	T/Sgt.	
HOLENBECK, JOHN A.	Eng./Top Turret	T/Sgt.	
TATE, THOMAS M.	Belly Gunner	S/Sgt.	
BRENAN, JOSEPH R.	RW Gunner	S/Sgt.	
SEMONS, EARL M. ASN 35420784	LW Gunner KIA	S/Sgt.	Columbus, Ohio
O'LAUGHAN, WALTER E.	Tail Turret	S/Sgt.	

The severely cold weather caused many cases of frost-bite on hands, feet and faces, and there were a few men wounded by flak. But S/Sgt. Earl M. Semons, from the 68th Squadron and a member of the Marcoullier crew, was killed when his oxygen mask froze so badly that he suffocated before he was observed to be in trouble. This was his fourth mission. Two others on this aircraft, S/Sgts. Thomas M. Tate and Walter E. O'Laughan, also suffered frozen hands and feet.

68th SQUADRON:

68th Sq., Kessler

Returned to base

68th Squadron Crew (partial):

KESSLER, JOSEPH P. ASN 0-733662	Pilot Suffered frostbite, returned to duty in U.S.	1st Lt.
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In addition, Lt. Joseph P. Kessler, a 68th Squadron pilot, suffered frozen hands and feet. He was sent to the 2nd General Hospital for further treatment on 18 December 43. He was then returned to duty in the United States.

1 December 1943

Solingen, Germany

The main objective in this city was the aero-casting works, that had to be bombed by Pathfinder (PFF) method due to bad weather. Twenty aircraft were dispatched for this target, one did not return – the one piloted by 1st Lt. Edward F. Taylor from the 67th Squadron.

67th SQUADRON:

67th Sq., #42-7544 C-Bar, Taylor

MACR #1382

67th Squadron Crew:

TAYLOR, EDWARD F. ASN 0-530758	Pilot Evadee, returned	1st Lt.	Perry, Oklahoma
AKINS, JAMES C. ASN 0-677193	Co-pilot Evadee, POW	2nd Lt.	Haskell, Texas
FOARD, JACK D. ASN 0-678629	Navigator POW	2nd Lt.	Summerville, Missouri
DOLGIN, WILLIAM J. ASN 0-676576	Bombardier Evadee, POW	2nd Lt.	Los Angeles, California
WOJCIK, EDWARD S. ASN 39094162	Engineer POW	S/Sgt.	Portland, Oregon
KNOLL, ROBERT S. ASN 33358743	Radio Oper POW	T/Sgt.	Warnersville, Pennsylvania
DZWONKOWSKI, HENRY J. ASN 35318190	Belly Gun. Evadee, returned	S/Sgt.	Cleveland, Ohio
McCUE, MILES J. ASN 33303966	RW Gunner POW	S/Sgt.	Pittsburgh, Pennsylvania
BAYER, ARTHUR T. ASN 37377434	LW Gunner POW	S/Sgt.	St. Louis, Missouri
MORRIS, WILLIAM F. ASN 12138123	Tail Turret POW	S/Sgt.	Chadwick, New York

Sgt. Miles J. McCue, right waist gunner on this crew, relates this account, “We had dropped our bombs over Solingen and were on our way home on what had been a comparatively uneventful trip. But as we neared the coast of Belgium, Lt. Taylor and the engineer (Wojcik) began exchanging small talk about the gasoline supply. ‘Did you switch tanks?’ ‘No, I didn’t, but I will.’ Eventually I realized that we were just about out of gas. The navigator (Lt. Foard) was