

303rd BG (H) Combat Mission No. 67

6 September 1943

Target: Robert Bosch A.G. Factory, Stuttgart, Germany

Crews Dispatched: 19

Crews Lost: Lt. Hullar ditched at sea; Lt. James crash landed,
3 crewmen injured

Length of Mission: 7 hours, 25 minutes

Bomb Load: 10 x 500 lb M-43 G.P. bombs

Bombing Altitude: 25,100 ft

Ammo Fired: 56,795 rounds

Enemy Aircraft: 6 Destroyed, 5 Probable

Air Commander Brigadier General **Robert F. Travis**' 1st Bomb Division was leading the 8th Air Force on another deep penetration mission in Germany. He flew as CoPilot with Major **Lewis E. Lyle** in #42-29931 *Satan's Workshop*. The target was Stuttgart, where instruments and other critical war materials were manufactured.

Two of the nineteen 303rd BG(H) B-17s dispatched aborted the mission:

#42-29524 *Meat Hound* 359BS (**Thompson**) - The No. 3 supercharger ran out, the No. 3 engine lagged and an oxygen leak forced the ship to turn back at Hastings.

#42-5434 *Lady Luck* 360BS (**Casello**) - A bad No. 3 engine oil leak forced the *Lady Luck* to turn back at the French coast after two hours.

Seventeen Group aircraft arrived at the target at their 25,000 ft. bombing altitude. They were loaded with 45 tons of M-43 500-lb. bombs plus leaflets in some aircraft. On the bomb run a 10/10 cloud cover obscured the target with only a few scattered holes. The formation circled the city for about 10 minutes making three bomb runs. Bombs were dropped on the third run at the approximate aiming point. Bombing results could not be observed.

Flak over the target was moderate to intense and fairly accurate. From 50 to 100 enemy fighters were seen and they made about 35 attacks on the Combat Wing. Formations were excellent until the many ships were low on gas and there were several stragglers. Many of the wing men peeled off, attempting to make the first airdrome in England. Only five returned directly to Molesworth. Ten landed at other bases to refuel.

Lt. Jacob C. **James** crash landed #42-29944 *Winning Run* 427BS at Deanland (near Uckland), a small RAF fighter field after running out of gas. The aircraft was a total loss and three men sustained slight injuries as a result of the crash. *Winning Run* was named by Capt. Billy **Southworth**, whose father was manager of the St. Louis Cardinals baseball team. Capt. **Southworth** had finished his missions and returned home. He was later killed in an aircraft accident in New York. Mr. Frank **Scherschel**, a war correspondent for *Life* magazine, was a passenger on the aircraft. A story appeared in *Life* magazine in October, 1943.

The Old Squaw #42-3002 427BS, ran out of gas over the English Channel. The B-17 was ditched about six miles southwest of Beachy Head. An Air-Sea Rescue vessel, HSL 183 of the RAF's 28th Marine Craft Unit, picked up the crew within 10 minutes and they were taken to Newhaven.

One of the life rafts failed to fully inflate. The crew was advised by the captain of the rescue craft that they had picked a good place to ditch. Minefields were located a few miles to the north and dangerous rip tides would have caught them a few miles to the south. At their interrogation, the crew suggested that all crews should receive more instructions on where to ditch a plane in the channel to avoid mined beach areas and rip tides. They also requested a two-day pass. They were the third 303rd BG(H) crew to ditch and become "Goldfish Club" members.

**Lt. Elmer Brown's story of the ditching in the North Sea where all returned
6 September 1943, seventh raid, Stuttgart, Germany, 10 500-lb. bombs**

We were flying #6 position in the High Squadron Lead Group. It was a very long hop into southern Germany, just about 75 miles north of good old Switzerland. We had gotten a bad weather report. We had just about a 10/10 undercast which was thin enough in spots to see the ground from our altitude of 25,000 ft. They had a difficult time locating one of the targets and bombs were dropped at several different times. We circled the target area several times which proved disastrous on our fuel consumption. We didn't have any reserve gas as it was. Over the target area we met heavy barrage-type flak and the most fighter opposition of the mission. The fighters included FW-190s, ME-109Fs and JU-88s. The fighters and flak were meager on the rest of the mission. We were taking violent evasive action to avoid fighters on our tail after leaving the target. We were figuring our gas consumption all the way and we knew over Germany that the best we could hope for was to ditch in the channel and that we possibly might not get out of France. All the way back I was figuring a course to Switzerland and the point of no return to Switzerland. About halfway across France I recommended jettisoning excess equipment to reduce the weight and aid us on gas consumption and we started throwing things out. We just kept enough ammunition to ward off fighter attacks which, thank goodness, we didn't get. About 20 miles short of the French coast we were all by ourselves because we had gradually lagged behind our formation. We left the French coast at 14,000 ft. By that time we had started throwing our gun barrels and everything out. I estimated we threw over 7,500 rounds of ammunition out of the plane—I threw about 1,500 of that out of the nose.

Before leaving France, the Nos. 1 and 3 engines had quit because of no fuel. Soon after leaving France the alarm was sounded and all of us except the pilot and copilot assembled in the radio room to prepare for ditching. The radio operator had been busy sending an SOS and was still doing so. Soon our No. 2 engine quit. At about 1,000 ft. the pilot said he was going straight for a boat he had seen and we all sat tight. I, for one, said a prayer. We made a nice landing into the wind with an indicated air speed of about 80 mph. The tail hit first and it didn't jar us too badly. Then the nose and whole fuselage hit and we stopped dead with a violent jolt. The water immediately rushed in from the bomb bays and the camera well. We scrambled to our feet and anxiously awaited our turn to climb out of the hatch, as the plane seemed to be sinking fast.

That was the only time we got excited, and even then everyone was calm enough to do their jobs and to climb out in a hurry. I imagine we were all out of the plane within 10 to 15 seconds after landing and I think the pilot and co-pilot beat us all out. I imagine that the nose went to pieces, the co-pilot said parts started flying up that way when it hit. We got in our dinghies and looked around. A few hundred yards away we saw the Air-Sea Rescue Boat coming after us. I was the first to board the boat and I estimated I was on board less than five minutes after the plane landed. The last man in the second dinghy was probably aboard in less than 10 minutes. The plane remained afloat about eight minutes.



Satan's Workshop #42-29931 (360BS) PU-L

1st AD Lead (360BS) - Pilot Maj L.E. Lyle / CoPilot B/Gen R.F. Travis

Maj. L.E. Lyle (P) DCO 303BG (back row, 3rd from right),
B/Gen R.F. Travis (CP) GC 1AD (back row, 2nd from right),
Lt E.F. Effinger (N), Lt J.B. Fawcett (B), Lt N.N. Jacobsen (N)

T/Sgt L.E. Nordyke (R) (front row, 2nd from left)
Lt S.F. Case (PHO) (front row, far right)
T/Sgt F.J. Green (E), S/Sgt J.E. Schneider (AE),
Sgt P.C. Robillard (WG), Sgt S.A. Boling (WG), F/O B.H. Haplin (TG)

(other crewmen are not in order)

Gen. Travis had a lot of praise for the mission. He stated, "If the weather had been better, it would have been a perfect mission. Despite that, we had to circle the target several times. Maj. Lyle did a wonderful job of flying that plane. I can't commend him enough for it. He was constantly talking to all crew members, pepping them up and reporting enemy fighters that were coming within range of our plane. He kept them on their toes all the time. It could have been a lot worse but those gunners of ours just raised hell with those fighters. Two of them just disintegrated in the air in front of us. The fighters were attacking us all the way to the target and back out, but our boys kept them out there pretty well. The flak was quite intense over the target but Maj. Lyle took evasive action when it was necessary, and it didn't bother us much."

Maj. Lyle, flying on his 30th mission added, "It was not really as rough as I thought it would be. Our fighter support was out there when they were supposed to be. Things went along pretty well except that we couldn't see all of the target like we had hoped to because of the heavy clouds covering the area. We dropped the bombs where they will do some good though, I am sure of that. We had to take three passes at the target to do it." Commenting on the enemy fighters, Capt. George Stallings, pilot of #42-5854 *Alley Oop* 360BS said, "They seemed like amateurs to me today. I guess they were scared or just weren't eager."

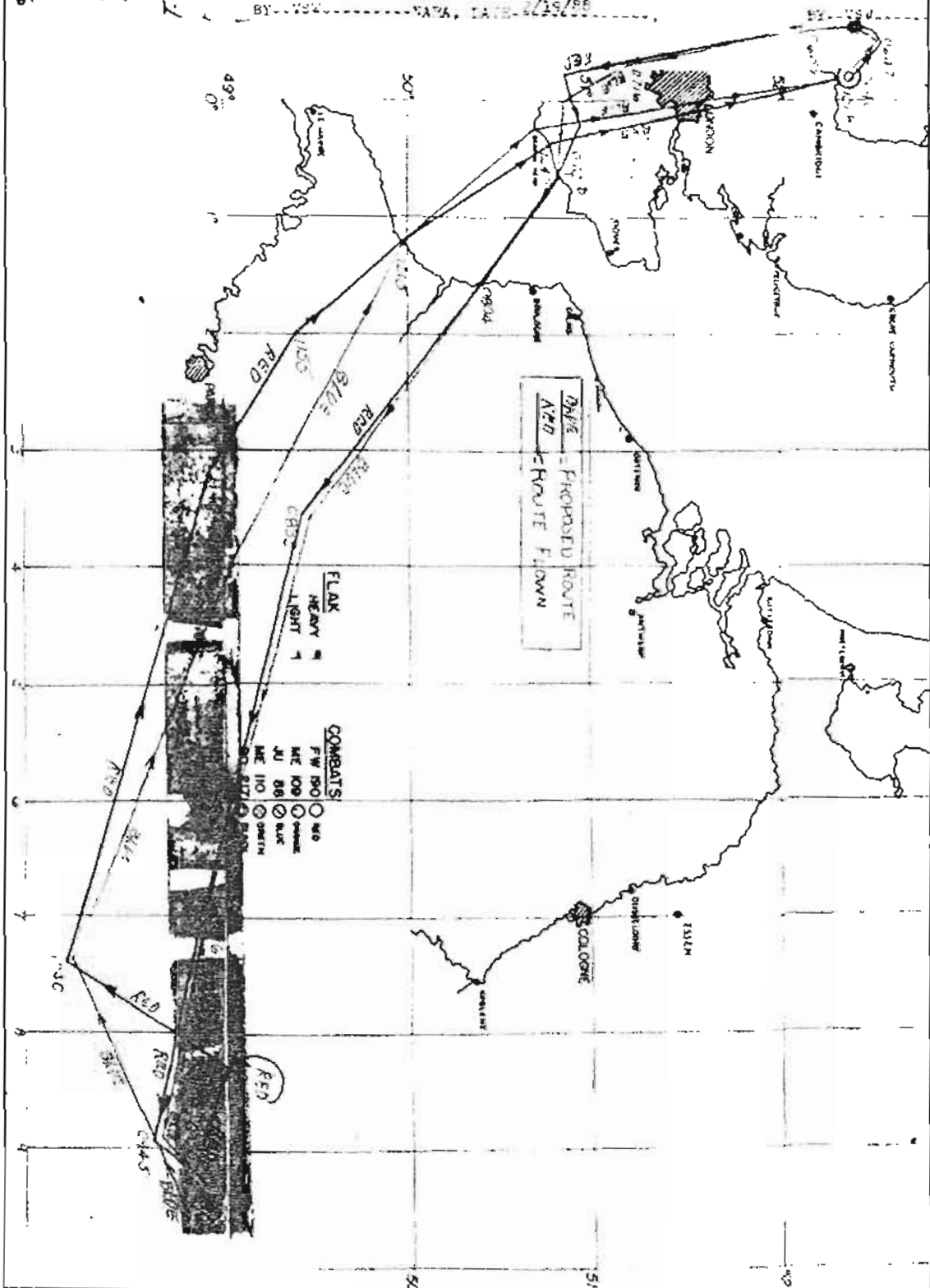
Crew Reports of Enemy Aircraft Destroyed or Damaged

Sgt. William T. Hat (571)	FW-190	Destroyed
S/Sgt. John J. Doherty (577)	ME-109	Damaged
T/Sgt. William T. Hembree (571)	FW-190	Destroyed
Sgt. J.L. Perryman (177)	FW-190	Probable
T/Sgt. F.M. Joubert (257)	ME-109	Damaged
Sgt. L.L. Mace (565)	ME-109	No Claim
1Lt. L.V. Gordon (177)	FW-190	Damaged
T/Sgt. G.E. Bengston (483)	FW-190	Probable
S/Sgt. J.R. Sawicki (393)	FW-190	Probable
S/Sgt. Robert R. Humphreys (131)	FW-190	Destroyed
Sgt. F.O. Garrett (619)	FW-190	Probable

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SPITZGART

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BY: 4524 NARA, DATE: 2/25/88



Route Map

Aircraft Formation at Assembly Point

		<u>Lyle-Travis</u> 931		
		<u>Manning</u> 565		<u>Phelps</u> 177
			<u>Campbell</u> 605	
		<u>Loughnan</u> 029		<u>Brown</u> 257
	<u>Stallings</u> 854			<u>Gamble</u> 864
<u>Fyler</u> 393		<u>Baker</u> 260		<u>Thompson</u> 524
	<u>Casello</u> 434			<u>James</u> 944
<u>Cote</u> 131		<u>Cogswell</u> 483		<u>Hendry</u> 577
				<u>Shelhamer</u> 619

Two (2) aircraft aborted this mission:

Lt. Thompson in 524

Lt. Casello in 434

KEY TO ABBREVIATIONS

<u>CREW POSITIONS</u> CMP - Command Pilot P - Pilot CP - Co-Pilot NAV - Navigator ANV - Ass't. Navigator MNV - Mickey Navigator ENG - Engineer BOM - Bombardier RO - Radio Operator	TOG - Toggler BT - Ball Turret Operator TT - Top Turret Operator TG - Tail Gunner NG - Nose Gunner RG - Radio Gunner WG - Waist Gunner LWG - Left Waist Gunner RWG - Right Waist Gunner GUN - Gunner	VI - Voice Interpreter OBS - Observer PAS - Passenger PHO - Photographer <u>RESULTS OF MISSION</u> KIA - Killed in action WIA - Wounded in action MIA - Missing in action POW - Prisoner of war	DOW - Died of wounds EVD - Evaded the enemy INT - Interned in neu. cntry REP - Repatriated RES - Rescued ESC - Escaped BO - Bailed out DCH - Ditched CR-L - Crashed on land CR-S - Crashed at sea
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360th Bombardment Squadron Crew Lists

B-17F #42-5260 *Yardbird II*

P Baker, William T., 1Lt
 CP Gahimer, Loyd D., 2Lt
 NAV McLane, Joseph T., Lt
 NG Huddleston, D.O., Sgt
 ENG Fielder, Neal F., T/Sgt
 RWG Bowman, Vergil E., S/Sgt
 RO Bonn, Charles J., Sgt
 BT Dioquardo, Fred J., Sgt
 TG Borrer, Norwood D., S/Sgt
 LWG Pierson, Lawrence C., Sgt

B-17F #42-5854 *Alley Oop*

P Stallings, George V., Jr., Capt
 CP Ward, Robert C., Lt
 NAV Molnar, George, Lt
 BOM Kulesa, Frank E., Lt
 ENG Watson, James A., T/Sgt
 RWG Yattaw, Robert H., S/Sgt
 RO Morrison, Eugene D., T/Sgt
 BT Stevens, A.S., T/Sgt
 TG Stickler, John J., S/Sgt
 LWG Levin, Meyer, T/Sgt

B-17F #42-5393 *Thumper Again*

P Fyler, Carl J., 1Lt
 CP Tippet, Paul S., Lt
 BOM Gibson, Steve M., Lt
 ENG Addison, Bill J., T/Sgt
 NG Crowder, Gayther B., T/Sgt
 RWG Fisher, George C., S/Sgt
 RO Jillson, John S., S/Sgt
 BT Ford, Ray D., S/Sgt
 TG Sawicki, Joseph R., S/Sgt
 LWG Stachowiak, Martin G., Sgt

B-17F #42-5483 *Red Ass*

P Cogswell, Robert W., Lt
 CP DeWall, Hershel R., Lt
 NAV Cobb, Edward L., Lt
 BOM Kennedy, John D., Lt
 ENG Bengston, Gilbert E., T/Sgt
 RWG Patterson, Harry L., Sgt
 RO Deerfield, Eddie, S/Sgt
 BT Ayres, Arthur B., S/Sgt
 LWG Peterson, Eimer L., Sgt
 TG Deffinger, John P., Sgt

B-17F #42-5434 *Lady Luck*

P Casello, John J., Lt
 CP Garvey, John L., Lt
 NAV Davis, Darius R., Lt
 BOM Stamper, William B., M/Sgt
 ENG Camathan, Hugh S., T/Sgt
 RWG Gray, Johnnie E., S/Sgt
 RO Calco, Anthony, T/Sgt
 LWG Frost, Carlyle A., S/Sgt
 BT Ponder, Truly S., S/Sgt
 TG Stout, Otis T., S/Sgt
 PHO Luman, Morton, Sgt
 (Abortive Sortie)

427th Bombardment Squadron Crew Lists

B-17F #42-3002 *The Old Squaw* DCH

P Hullar, Robert J., Lt
 CP Klint, Wilbur, Lt
 NAV Brown, Elmer L., Lt
 BOM McCormick, James E., Lt
 ENG Rice, Dale W., S/Sgt
 RWG Fullem, Charles, S/Sgt
 RO Hoyt, George F., S/Sgt
 BT Sampson, Norman A., S/Sgt
 TG Miller, Merlin D., S/Sgt
 LWG Marson, Charles H., S/Sgt

B-17F #41-24619 *S for Sugar*

P Shelhamer, David P., Jr., Lt
 CP Tucker, Frederick W., Lt
 NAV Kotz, Warren C., Lt
 BOM Lewis, William L., Lt
 ENG Willett, John K., S/Sgt
 RO Harvie, Warren L., T/Sgt
 BT Garrett, Frank O., Sgt
 RWG Knight, Frederick B., S/Sgt
 TG Valis, William, Sgt
 LWG Volz, Robert J., S/Sgt

B-17F #42-29944 *Winning Run* CR-L

P James, Jacob C., Lt
 CP Ness, Howard C., Lt
 NAV Scroggins, Paul W., Lt
 BOM Witt, Walter E., Lt
 ENG Watts, William A.
 BT Longo, Angelo L., S/Sgt
 RO Hamilton, A.J., S/Sgt
 RWG Misiak, Frank L., S/Sgt
 LWG Martel, Albert E., Jr., T/Sgt
 TG Tripp, Jesse E., Sgt

B-17F #42-3131 *Flak Wolf*

P Cote, Addell A., Lt
 CP Eckhart, Alan, Lt
 NAV Iverson, Ingvald M., Lt
 BOM Hull, John W., Lt
 ENG Arter, John R., T/Sgt
 BT Tambe, Angelo J., S/Sgt
 RO Reaves, Vaughan, T/Sgt
 TG Humphreys, Robert R., S/Sgt
 LWG Micek, John M., S/Sgt
 RWG Keaton, Joe J., S/Sgt