

# 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

**A**ir 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 toward 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, peping 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."

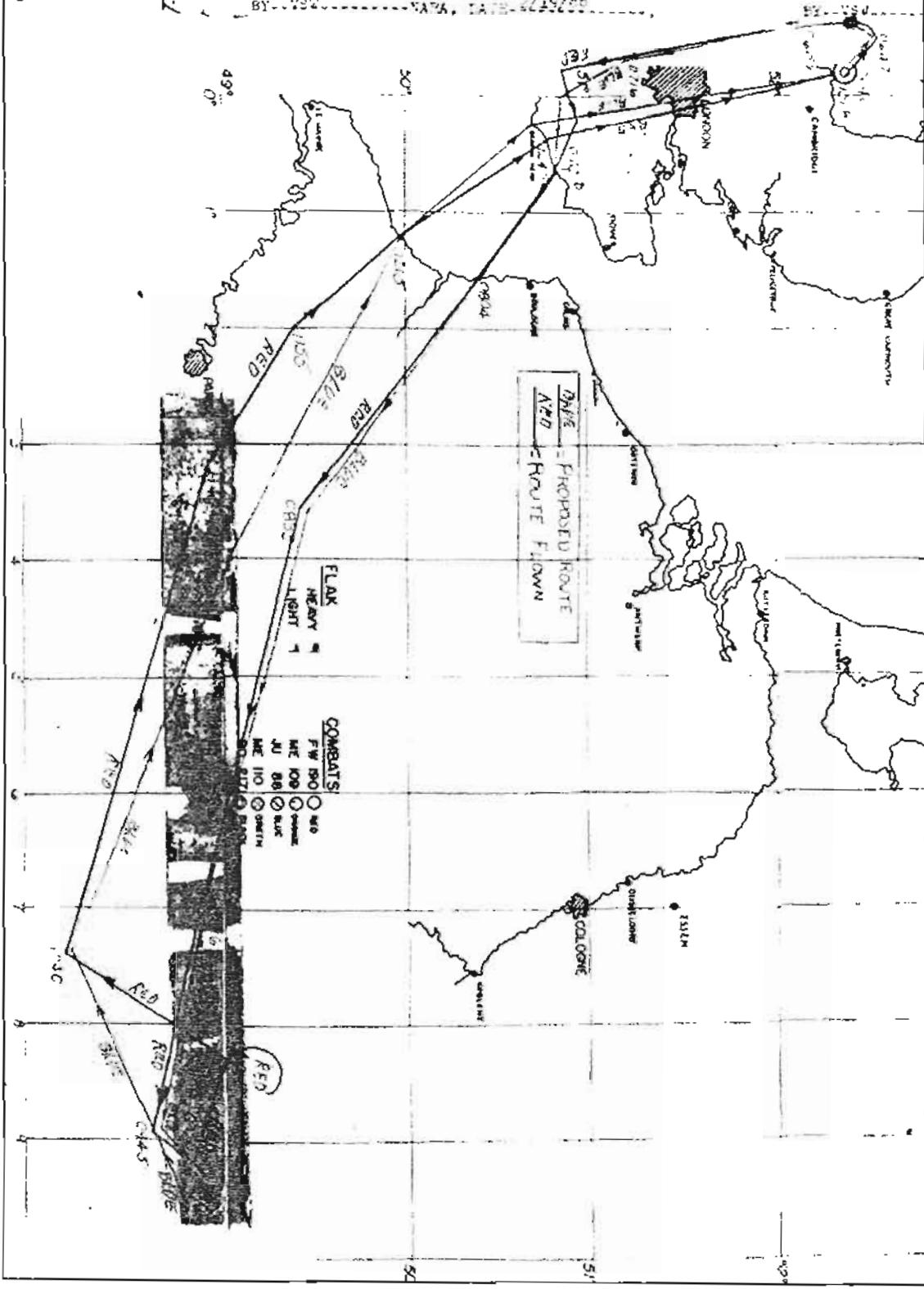
#### Crew Reports of Enemy Aircraft Destroyed or Damaged

Sgt. William T. Hitt (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

3038 9-6-43  
p67 STUTTGART

7-730

DECLASSIFIED BY USAF-----DATE 4/28/89-----



## Route Map

# Aircraft Formation at Assembly Point

## Lyle-Travis

931

Manning  
565

Phelps  
177

Campbell  
605

Loughnan  
029

Brown  
257

Stallings  
854

Gamble  
664

Fyler  
393

Baker  
260

Clark  
571

Thompson  
524

Casello  
434

James  
944

Cote  
131

Cogswell  
483

Hullar  
002

Hendry  
577

Shelhamer  
619

Two (2) aircraft aborted this mission:

Lt. Thompson in 524

Lt. Casello in 434

## KEY TO ABBREVIATIONS

### CREW POSITIONS

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 - Togglier  
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

### RESULTS OF MISSION

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

# 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	Borror, 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, Elmer 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	Carnathan, 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, Addeil 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