

The 457th Bomb Group Association

United States 8th Air Force



748th Squadron



719th Squadron



750th Squadron



751st Squadron

ESTABLISHED JULY 1971 - BENTONVILLE, AR

Volume 40

October 2010

Issue 73

IF YOU CAN READ THIS...

THANK A TEACHER.

IF YOU CAN READ THIS IN ENGLISH...

THANK A VETERAN.



PREZ SEZ...

Once again, the Bomb Group had a great reunion in England this past May. I was not able to attend but have been told by several people that everyone had a great time. I thank the Fluman family and all of our English Historians for the hard work they put in to organize such a successful event.

On a sad note, I am sorry to have to announce to our Association members that one of our English Historians, George Pobgee, has resigned for personal reasons. George took over for his father Ray, after Ray's death several years ago. George spent many hours organizing reunions, and taking care of our Memorial Monument in Conington Village. His input and participation will sure be missed. Our remaining English Historians: John Walker, Tim Newall, Richard Pobgee and Chris Cronin have assured us that looking out for our interests in England will continue to be their goal and we appreciate all that they do.

Next up is the next stateside reunion in Savannah, Georgia in the Fall of 2011. Lori Barnett is our host and we already know this will be a great reunion because she has shown her ability to organize a good time at a previous Savannah reunion.

I'm continuing to work on organizing and upgrading our Memorabilia collection. I would appreciate pictures you would like to see added to our Memorabilia. If you can provide names of crew members pictured, that would be helpful.

That's all for now.

-Joe Toth, President 457th Bomb Group Association

Letter from the Editor:



In the last issue of the newsletter, I let the membership know that I was ready to hand over the production of the newsletter to someone new. I have been doing the newsletter for 12 years and felt it was time to 'retire'. Chris Sechrist has stepped forward and will be taking over the Editor's job beginning with the next issue. I can't thank Chris enough for taking over this task. I will continue to serve as Secretary of the Association for as long as the membership likes. I feel a certain sadness about no longer doing the newsletter and now that I am actually giving it up, I almost have second thoughts. However, Chris will do a terrific job and make the newsletter better than ever. I have really been honored to have had the opportunity to be your Editor. Mickey Briggs left me with big shoes to fill! Chris---thank you so much! Nancy



MISSING LOADING LISTS...

IF ANYONE FLEW ON ANY OF THE FOLLOWING DATES, I NEED THE
COMPLETE CREW/SQUADRON LIST.
ALL OF THESE MISSIONS WERE IN

1944

---JOE TOTH

<u>21 FEBRUARY</u>	ALL SQUADRONS	GUTERSLOH-LIPPSTADT, GER
<u>24 FEBRUARY</u>	748 TH SQD only	SCHWEINFURT, GERMANY
<u>2 MARCH</u>	ALL SQUADRONS	FRANKFURT, GERMANY
<u>11 MARCH</u>	748 TH SQD only	MUNSTER, GERMANY
<u>18 MARCH</u>	ALL SQUADRONS	LANDSBERG am LEC, GERMANY
<u>22 MARCH</u>	750 TH SQD only	ORANIENBURG, GERMANY
<u>13 APRIL</u>	ALL SQUADRONS	SCHWEINFURT, GERMANY
<u>25 APRIL</u>	ALL SQUADRONS	NANCY/ESSEY, FRANCE
<u>30 APRIL</u>	ALL SQUADRONS	LYON, FRANCE
<u>1 MAY</u>	ALL SQUADRONS	SIRACOURT-ST. POL., FRANCE
<u>6 MAY</u>	ALL SQUADRONS	OSCHERLEBEN, GERMANY
<u>30 MAY</u>	ALL SQUADRONS	
<u>18 JUNE</u>	ALL SQUADRONS	HAMBURG, GERMANY
<u>21 JUNE</u>	ALL SQUADRONS	BERLIN, GERMANY
<u>22 JUNE</u>	ALL SQUADRONS	ROUEN, FRANCE
<u>7 JULY</u>	ALL SQUADRONS	LEIPZIG, GERMANY
<u>21 JULY</u>	ALL SQUADRONS	SCHWEINFURT, GERMANY
<u>3 AUGUST</u>	ALL SQUADRONS	STRASBOURG, FRANCE

RETURN TO GLATTON, 2010

The mini-reunion for the 457th Bomb Group Association was again held in Peterborough, England, May 29th through June 1st, 2010. The reunion convened at the Bull Hotel in Peterborough for lodging, meeting in the memorabilia room and the closing banquet.

The 2010 Return to Glatton included the following 7 Veterans:

James Bass (748th Sqd.)
Joseph De Luccia (748th Sqd.)
Willmore Fluman, (750th Sqd.)
James Hanley, (748th Sqd.)
Donald Osborne, (748th Sqd.)
John Pearson, (748th Sqd.)
William Siler, (748th Sqd.)

With relatives of other veterans and various friends and family of the attendees, a total of 25 "Yanks" participated in the reunion this year.

After registration on Saturday, the remaining days were filled with activities including Memorial Services at All Saints Church Conington, the Glatton and Water Tower Monuments, a stop off at the Conington Flying Club, and afternoon Tea at the home of English Historians, Tim and Angie Newell. Lunch that Sunday was again provided by the Yaxley Branch of the Royal British Legion.

Monday, the group attended the memorial Service at the American Cemetery Maddingly, Cambridge. With "free time" in the afternoon, many met in the Wakeford Room to visit and review the archival memorabilia.

After a morning Mayor's Tea on Tuesday, with "free time" in the afternoon, the closing Banquet was held for members of the 457th Bomb Group, their families and friends, and many friends of the Association from the local area. As part of the program for the evening, Mrs. Sue Threader provided a presentation concerning the Rochester Bridge Trust, an organization which has purchased the Conington Estate.

The Association recognized John Walker as Senior English Historian and presented a plaque of appreciation for his work on behalf of the 457th Bomb Group Association.

As in the past, this mini-reunion could not have been planned without the very capable help of the current English Historians:

Jane and George Pobgee
Sylvia and John Walker
Angela and Tim Newell
Erin and Richard Pobgee
Mary and Chris Cronin

The Association extends our warmest thanks to this group of individuals.

—The Fluman Family: Candy, Will Jr., and Will Sr.



www.457thbombgroupassoc.org

**ANNOUNCING
THE NEW WEBSITE
OF THE
457TH BOMB GROUP ASSOCIATION.**

This site is dedicated to the brave men of the 457th and their families for their service and eternal sacrifices made to our country and all humanity during World War II.

Please note that not all links on the site are up and running. It takes blood, sweat, tears and time to complete a project such as this one. Once done, however, this will be the premier site of any bomb group out there.

B-17



Three B-17Es in the 97th BG, led by 41-2578 *Butcher Shop*, taxi out at Grafton Underwood. This particular aircraft later transferred to the 326th BS/92nd BG, before moving again to the 457th BG at Glatton on 3 March 1944. It was re-named *Big Tin Bird*, and at Kingscliffe was used as a hack for Lt Col Cy Wilson, CO of the 20th FG. The oldest B-17 in the Eighth Air Force, 41-2578 was salvaged on 6 August 1945.

Despite the significant losses of the 20th, 'Big Week' had only just begun, and the following day the heavies were again sent out in force. The bomber stream was swelled by 36 B-

17s of the 457th BG, who were sent to attack the aircraft factories at Brunswick on their debut mission. However, thick clouds obscured the mission's primary

objective, and bombing had to be completed using PFF techniques. Many groups chose instead to attack targets of opportunity, and airfields and aircraft depots were heavily bombed.



B-17G-30-DL 42-38113 was the 1000th Fortress built by the Douglas Aircraft Company (altogether, Douglas built 2395 T-models) at Long Beach, CA. Assigned to the 750th BS/457th BG and named *Rene III* in honor of CO Col James R Luper's wife. On 27 May 1944 Luper led the 'Fireball Outfit', and the 1st BD, to Ludwigshafen in *Rene III*. The flak was heavy and fighters made head-on attacks that verged on the suicidal. The bomber was badly shot up, but Luper managed to nurse her back to a crash-landing at Glatton, where the B-17 was repaired to fly again. Three other Fortresses in the 457th failed to return, and a further 19 were severely mauled. On 7 October Luper led the 457th BG to Politz, whereupon *Rene III* was hit in two engines, which burst into flames. The fires quickly spread, engulfing the starboard wing and causing the outboard engine to fall away. Seven crew, including Luper, jumped from the doomed B17, crashed in Stettin Bay, its bombload exploding on impact. Luper became a POW. Having survived WWII, Luper was subsequently killed in a B-26 crash in February 1953 while serving as deputy inspector general for security at Strategic Air Command.

On 7 October Luper led the 457th BG to Politz, whereupon *Rene III* was hit in two engines, which burst into flames. The fires quickly spread, engulfing the starboard wing and causing the outboard engine to fall away. The bomb-bay doors were immediately closed, and Luper managed to keep the crippled bomber level for a few moments. Seven crew, including Luper, jumped from the doomed B-17, which still contained its full bomb load. *Rene III* subsequently exploded when it crashed in Stettin Bay, its bombload exploding on impact. Only Luper and Capt. Norman Kriehn survived being shot down to become POWs.

Three more B-17s from the 457th BG were lost over the target, including Luper's wingman, and the deputy lead ship, flown by 2Lt Vernon M. Moland. Thirty-eight aircraft that returned to Glatton were all badly damaged and 16 B-17s required sub-depot repairs – only four bombers had come through unscathed. A short time later Col Harris E. Rogner assumed command of the 'Fireball Outfit'.

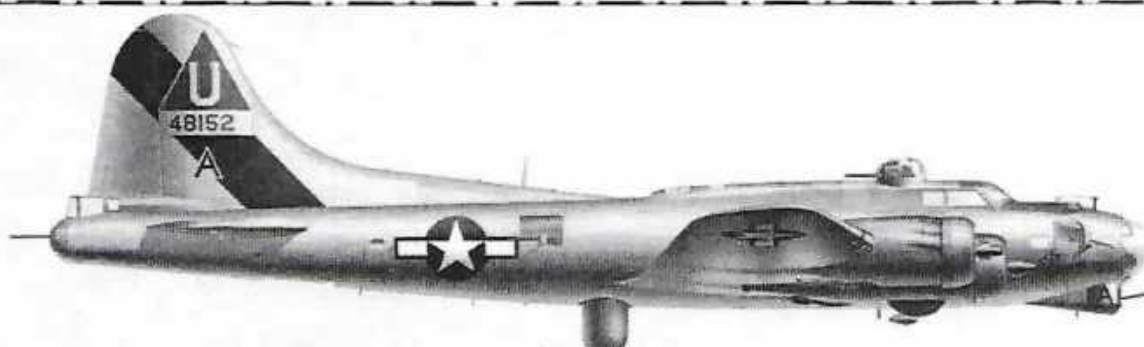
Having survived WWII, Luper was subsequently killed in a B-26 crash in February 1953 while serving as deputy inspector general for security at Strategic Air Command.

On Christmas Eve 1944 the Field Order at all bases called for a maximum effort, and to meet it most groups put up all available aircraft, including 'war wearies' and assembly ships. Visibility was poor and this led to many accidents during take-off. For instance, at Podington 2Lt Robert K Seeber's Fortress crashed into a wood about 200 yards to the left of the runway which had not been visible during the take-off run because of the thick fog. Two minutes later that plane exploded, killing six of the crew.

At Glatton the 457th managed to get six aircraft off in reduced visibility, but the seventh crashed at the end of the runway and operations were brought to a halt for a time. Despite these accidents the Eighth mounted

the largest single attack so far when 2034 'heavies' headed for Germany (almost 1900 actually bombed). The 1st BD made a direct tactical assault on airfields in the Frankfurt area and on lines of communication immediately behind the German 'bulge'. Crews were told that their route was planned on purpose to overfly the ground troops' positions in order to boost their morale

Hitting a variety of targets, the Christmas Eve raids severely hampered von Rundstedt's lines of communication, although many bombers crashed upon their return to England, where drizzle and overcast played havoc with landing patterns. Tired crews put down where they could.



B-17G *Miss Ida* of the 748th BS/457th BG. Received by the 457th BG on 22 September 1944, this aircraft was fitted out as a PFF platform with H2X radar in a retractable opaque dome in place of the ball turret. On 5 April the aircraft was designated as the lead ship for the raid on Ingolstadt, although during taking off in the pre-dawn darkness, it suffered an engine fire and crashed near the base. Full of fuel and ordnance, the B-17 exploded when it hit the ground, killing nine of its ten-man crew including the 748th BS's CO Maj Ed Dozier. Lt. William Meng was the lone survivor.



Certain statistics are important. It is significant that of all the bombs hurled against the Reich in World War II, only *half* that tonnage fell on Germany proper. But there were other targets which the exigencies of the moment demanded—trucks, airfields, ships, harbors, armies in the field, bridges, railways and marshaling yards. It is important to note as well, that the strategic air attack against Germany did not attain its full power until the latter part of 1944. Most of the bomb damage to Germany came in the final eight months of the war.

These statistics are germane to the B-17. During World War II, the B-24 dropped on European targets a total of 452,508 tons of bombs. The B-17 released the staggering weight of 640,036 tons! The magnitude of this effort may better be appreciated when we see that another 463,544 tons of bombs were dropped by *all other aircraft*.

During operations in Europe the fortresses flew a total of 291,508 combat sorties.

Certain statistics provide interesting comparisons. Per each raid of a thousand aircraft (statistically) the Fortresses amassed an average of twenty-three enemy aircraft shot down in combat. This may be compared to the B-24s eleven enemy planes shot down per thousand-plane raid; the escorting fighters at eleven; and the medium bombers at three.



9

Aerial Gunner Training

SONG OF THE GUNNER

written by G.R. Johnson, sent in by Jack Scarborough. (Jack's father sent this to Jack and his mother before his father had ever seen him.)

You can talk about the crew chief,
Or the doughty bombardier,
Or the radio operator
With the educated ear.

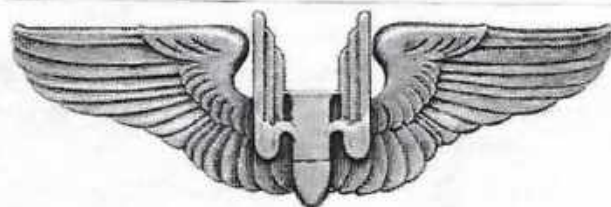
You can laud the skilled mechanic
And the navigator too,
Or brag about the pilot
'til your face is set and blue.

You can tell about their exploits
Over Rome and Dover Straits,
The Solomans, New Guinea,
Where 'ere they dared the fates.

You can sing the praise of every man
Who ever wore a chute,
And all those in the air crew
And the hanger crew to boot.

But when the going is really tough
And a Zero's on your tail,
Or a Heinkel's high above you
And the lead comes down like hail.

Who's the guy you look to then
When your life's not worth a dime.
It's the clear eyed, tight lipped gunner.
It's the gunner every time.



Sure, it's fine to be the pilot,
And wear those wings upon your chest,
But it's fine to be a gunner too
When over some cloudy crest

Comes a flight of hell bent Nazis
With plain murder in their eyes,
And a burning, half crazed purpose,
To knock you from the skies.

That's when your pulse thumps madly
And you wonder what's ahead.
Will you end your mission safely
Or be numbered among the dead?

Will your bomber wing back homeward,
Every crewman at his post,
Or be shot down, shattered, flaming,
To inspire a Nazi's boast.

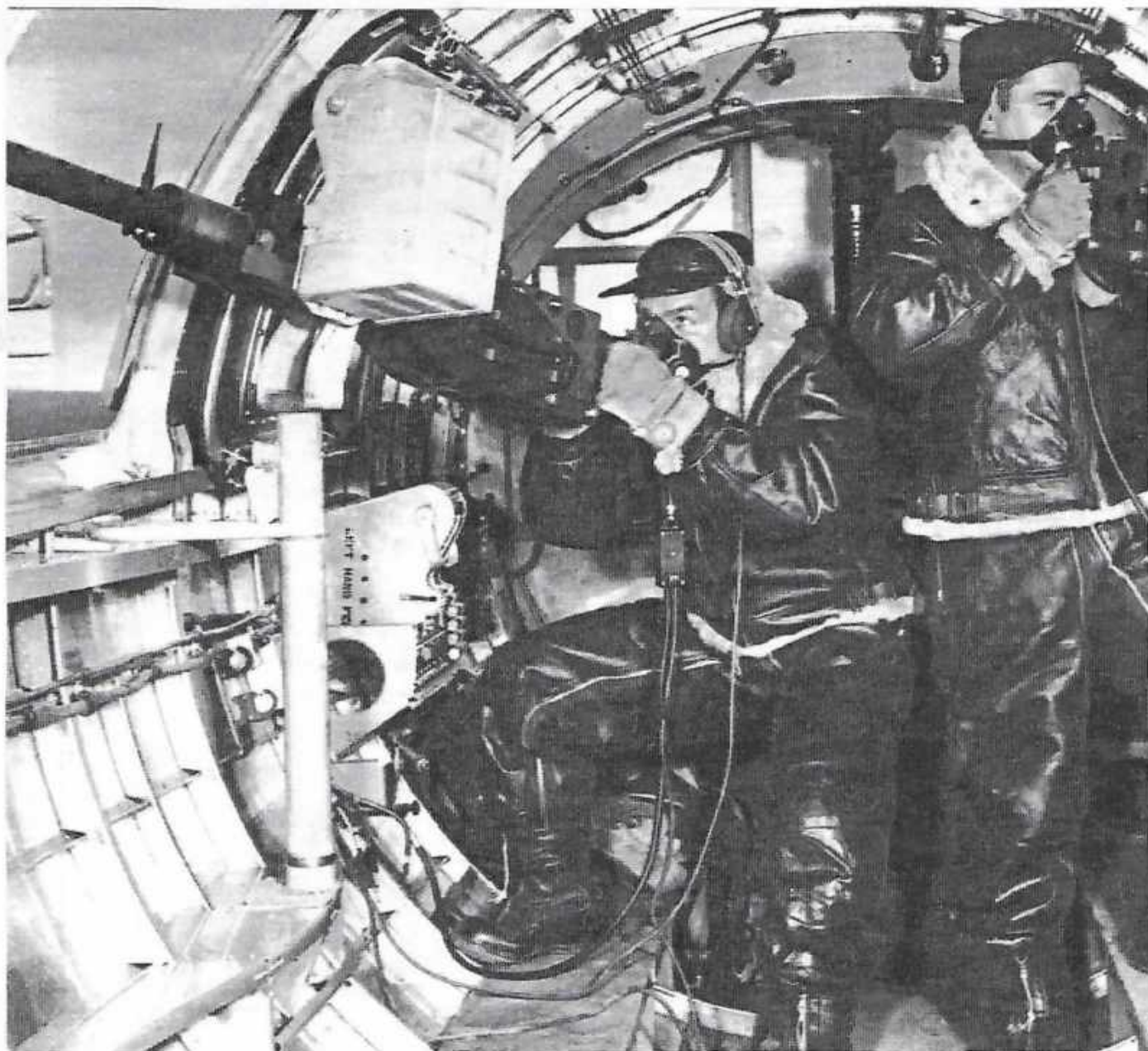
You can think a thousand things like that
When slugs begin to wail,
Unless there's one your faith is in,
The one you know won't fail.

He's that guy you look to
When your life's not worth a dime,
He's the clear eyed, tight lipped gunner
Yes, the gunner every time.

Planners of the strategic bombing campaign believed the concentrated firepower of hundreds and thousands of machine guns would render a bomber formation invincible to enemy fighter attack. This turned out to be a costly miscalculation. Much of what the aerial gunners had been taught in the schools in the first two years was, for the most part, experimental and ineffectual in preparation for combat. The early gunners who survived felt their real training came in action, "on-the-job". Only when enough veterans returned from overseas to share their experiences as instructors did training improve.

The total number of men who graduated from gunnery schools during the war – more than 297,000 – was larger than that of any other Air Force specialty except aircraft maintenance. Aerial gunners fought in all theaters, firing over 227 million rounds of ammunition on more than one million combat sorties, destroying in excess of 15,000 enemy aircraft.

After the war, most of America's bomber inventory was declared obsolete and scrapped. Of those seven Army Airfields that produced gunners, only one remains an active Air Force base today. But the job title of Aerial Gunner would endure and fill a vital need in military operations up to the end of the 20th century. The sacrifices made by those men and their contributions to the Allied victory must never be forgotten. They had an extraordinarily difficult, demanding, and hazardous job, and they were all volunteers.





Blinkin' Code!

When they volunteered for combat, the would-be gunners never expected they'd have to learn Morse Code, just like a radio operator.

Why? The Aldis lamp enabled communication in conditions of radio silence and low visibility and darkness between ships, and between ground control and ships. When bombers attempted to join their group formation in early morning darkness or fog, an Aldis operator would flash the bomb group call sign from the tail turret of the group's assembly ship. Tail Gunner, Edwin Hays of the 95th Bomb Group talks about his duties with Aldis lamp.

"We used to take off in the dark, in foggy, overcast conditions and were up as high as ten, twelve, fifteen thousand feet before we broke out of the clouds. One of my duties was to stay in that tail turret and blink an Aldis lamp, which is just a glorified flashlight. But it gave out a signal so that a plane approaching from the rear and wouldn't run into you. I used to do that sometimes for maybe an hour until my fingers were sore from squeezing that trigger. But let me tell you, that light kept blinking. One of the greatest feelings in the world was to break out of that fog and come up into the sunlight. It was a very risky and hair-raising experience to assemble in bad weather."



Gable



In October 1942, Hollywood actor Clark Gable reported to Tyndall for aerial gunnery training.

Gable did well in all his classes at Tyndall but one – he had difficulty with blinker code. Like most other students, he spent long hours struggling to memorize the code. Many of those hours were after lights out in the barracks' latrine with others who were worried about passing the test. Somehow a rumor spread that Gable was at Harlingen and the persistent queries from newcomers and starry-eyed females, "So where's Gable?" apparently led to the installation of a sign declaring, "NO! Clark Gable is not in Harlingen!"





Students then advance up to the Browning .50 caliber machine gun range.



Shotguns mounted on moving (and bouncing) trucks helped students develop their skills shooting at moving targets.



Using shotguns mounted on a moving platform (a Dodge WC-3), students develop their skills at shooting at a moving target.



Linking machine gun cartridges for gunnery training.



Students practice range estimation on an approaching AT-6 trainer using wooden machine guns and ring sights.



Waist gun trainer



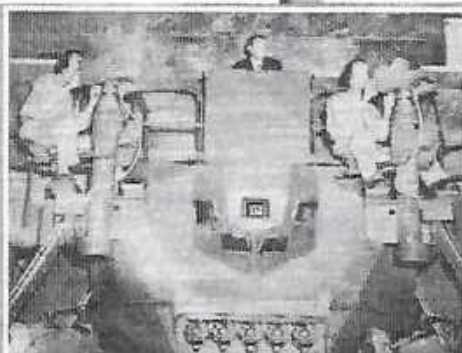
BB gun trainers. These BB machine guns are used to knock down rows of fast moving airplane silhouettes.



Students learning how use the ring sight on this Browning .30 caliber machine gun.



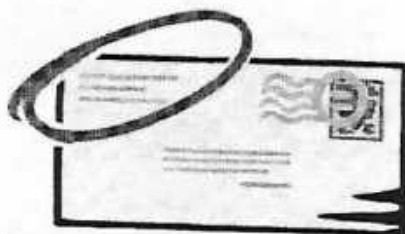
landy trainer used images projected ten. The student aimed his .50 cal. images using an optical sight.



The Waller trainer used five motion picture projectors operating together and helped teach gunnery students the correct aim point for a moving target.



The Waller trainer from the perspective.



HELP NEEDED TO FIND MEMBERS WHOSE NEWSLETTERS HAVE BEEN RETURNED. IF YOU KNOW THE WHEREABOUTS OF ANY OF THE FOLLOWING MEMBERS, PLEASE INFORM NANCY OR HAVE THEM SEND MAILING INFORMATION:

**Brown, Minnie
523 St Andrews Dr
Greensburg PA
15601**

**Honeberger, Harley
752 W Martin St
Amherst OH 44001**

**Kelly, Daulton
8000 Calmont Ave
#132
Fort Worth TX 76116**

**Connors, Harry
31 W Los Reales Rd
#130
Tucson AZ 85706**

**Hoaglund, Raymond
514-A Sutton Way
Monroe Twp NJ
08831**

**Schorr, Edward Jr.
2935 Champagne Ct
Cumming GA 30041**

**Bowers, Charles Jr.
PO Box 631247
Highlands Ranch CO
80163**

**Wilson, James
97 Kingsgate Rd
#H-11
Lake Oswego OR
97035**

**Dahler, Lee
5212 Lacy Rd
Madison, WI 53711**

**Watson, Jay
208 Salem Dr
Everman TX 76140**

**Gaudinier, Bailey
11501 15th Ave NE
#225
Seattle WA 98125**

**Maitland, Doris
16 Millers Run
Glen Mills PA 19390**

**Pemberton, Phillip
37171 Sycamore St
#1221
Neward CA 94560**

**Waszkierscz, Joseph
279 Onota St #105
Pittsfield MA 01201**

**Capozzi, Betty
11171 Oakwood Dr
#G301
Loma Linda CA
92354**

**Thacker, Bill
BankOne Tower
4245 Kemp Ste 408
Wichita Falls TX
76308**

**Friedel, Francis
2151 Farm Lane
Smyrna GA 30080**

**Foster, Bart
9 High Point Cir N
#30
Naples FL 34103**

**De Prisco, Francis
26 Peirce Rd
Wellesley Hills MA
02481**

**Trace, Polly
536 Declaration Rd
VA Beach VA 23462**

Bunch, Milton
113 Bunch Cir
Rocky Mount NC
27804

Carter, Stan
2780 Savage
Bay City MI 48706

Taylor, Edward
5031 Hillsboro Pike
#324
Nashville TN 37215

Kincaid, Beth
1218 Hickory Ln
Zionsville IN 46077

Johnston, Robert
116 Sweet Briar
Knoll
Henrietta NY 14467

Thompson, Nelson
486 Moonlight Dr
Grand Junction CO
81504

Byrd, John H.
805 Country Club Dr
SE Apt 1G
Rio Rancho NM
87124

Christofferson, Grace
914 Michigan St
Hibbing MN 55746

McFarlane, Bob
712 Alder St
Edmonds WA 98020

Pielkielko, Irene
7607 Covewood Dr
Jacksonville FL
32256

Millis, Marjorie
15816 S 35th Way
Phoenix AZ 85048

Barber, Dorothy
17319 17th Dr SE
Bothell WA 98012

Jones, David B.
20240 Mountain
Track Rd
Orange VA 22960

Rajkowski, Scott
PO Box 10322
Pensacola FL 32524



*14 newsletters
were returned
from the last
mailing with
address changes
we had to pay the
Post Office for.
The cost is
anywhere from
.61 to 1.83 each.*



*We also had to
pay for each of
the 34
newsletters listed
above to be
returned.*

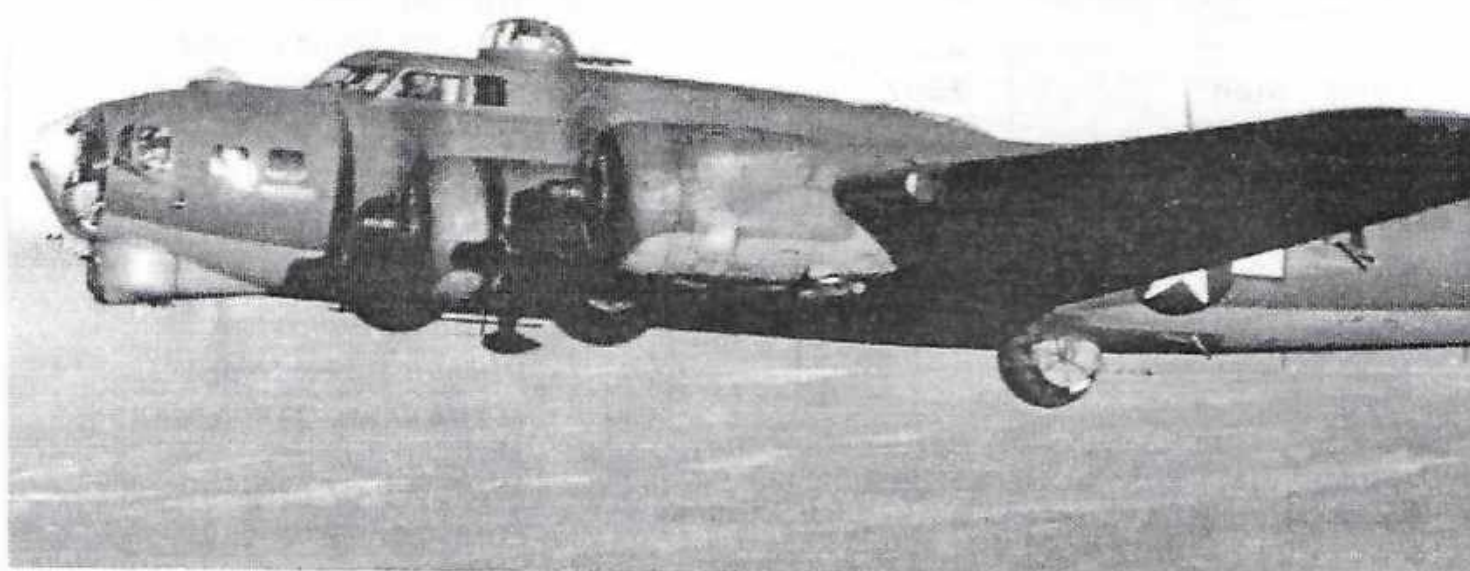
*If you know of
someone who is
not receiving
their newsletter,
please have them
contact Nancy.*

*Widows of Life
Members are
entitled to
continue
receiving the
newsletter if they
wish. If not,
please let us
know.*

*Postage costs
keep going up,
and even though
we save money
using Bulk Mail
rates, the costs
for returned
newsletters is
ridiculously high.*

*Please inform
Nancy if you have
a change of
address.*

Heroism aboard the B-17 Flying Fortress in World War II





By Allen Ostrom

They could hear it before they could see it!

Not all that unusual in those days as the personnel at Station 131 gathered around the tower and scattered hardstands to await the return of the B-17's sent out earlier that morning.

First comes the far off rumble and drone of the Cyclones. Then a spec on the East Anglia horizon. Soon a small cluster indicating the lead squadron. Finally, the group.

Then the counting. 1-2-3-4-5... ..

But that would have been normal. Today was different! It was too early for the group to return.

"They're 20 minutes early. Can't be the 398th."

They could hear it before they could see it! Something was coming home. But what?

All eyes turned toward the northeast, aligning with the main runway, each ground guy and stood-down airman straining to make out this "wail of a Banshee," as one called it.

Not like a single B-17 with its characteristic deep roar of the engines blended with four thrashing propellers. This was a howl! Like a powerful wind blowing into a huge whistle.

Then it came into view. It WAS a B-17!

Low and pointing her nose at the 6,000 foot runway, it appeared for all the world to be crawling toward the earth, screaming in protest.

No need for the red flares. All who saw this Fort knew there was death aboard.

"Look at that nose!" they said as all eyes stared in amazement as this single, shattered remnant of a once beautiful airplane glided in for an unrealistic "hot" landing. She took all the runway as the "Banshee" noise finally abated, and came to an inglorious stop in the mud just beyond the concrete runway.

Men and machines raced to the now silent and lonely aircraft. The ambulance and medical staff were there first. The fire truck....ground and air personnel... ..jeeps, truck, bikes.....

Out came one of the crew members from the waist door, then another. Strangely quiet. The scene was almost weird. Men stood by as if in shock, not knowing whether to sing or cry.

Either would have been acceptable.

The medics quietly made their way to the nose by way of the waist door as the remainder of the crew began exiting. And to answer the obvious question, "what happened?"

"What happened?" was easy to see. The nose was a scene of utter destruction. It was as though some giant aerial can opener had peeled the nose like an orange, relocating shreds of metal, Plexiglas, wires and tubes on the cockpit windshield and even up to the top turret. The left cheek gun hung limp, like a broken arm.

One man pointed to the crease in chin turret. No mistaking that mark! A German 88 anti-aircraft shell had exploded in the lap of the toggler.

This would be George Abbott of Mt Lebanon, PA. He had been a waist gunner before training to take over the bombardier's role.

Still in the cockpit, physically and emotionally exhausted, were pilot Larry deLancey and co-pilot Phil Stahlman.

Navigator Ray LeDoux finally tapped deLancey on the shoulder and suggested they get out. Engineer turret gunner Ben Ruckel already had made his way to the waist was exiting along with radio operator Wendell Reed, ball turret gunner Al Albrow, waist gunner Russell Lachman and tail gunner Herbert Guild.

Stahlman was flying his last scheduled mission as a replacement for regular co-pilot, Grady Cumbie. The latter had been hospitalized the day before with an ear problem. Lachman was also a "sub," filling in for Abbott in the waist.

DeLancey made it as far as the end of the runway, where he sat down with knees drawn up, arms crossed and head down. The ordeal was over, and now the

drama was beginning a mental re-play.

Then a strange scene took place.

Group CO Col. Frank P. Hunter had arrived after viewing the landing from the tower and was about to approach deLancey. He was physically restrained by flight surgeon Dr. Robert Sweet.

"Colonel, that young man doesn't want to talk now. When he is ready you can talk to him, but for now leave him alone."

Sweet handed pills out to each crew member and told them to go to their huts and sleep.

No dramatics, no cameras, no interviews. The crew would depart the next day for "flak leave" to shake off the stress. And then be expected back early in November. (Just in time to resume "normal" activities on a mission to Merseburg!)

Mission No. 98 from Nuthampstead had begun at 0400 that morning of October 15, 1944. It would be Cologne (again), led by CA pilots Robert Templeman of the 602nd, Frank Schofield of the 601st and Charles Khourie of the 603rd.

Tragedy and death appeared quickly and early that day. Templeman and pilot Bill Scott got the 602nd off at the scheduled 0630 hour, but at approximately 0645 Khouri and pilot Bill Meyran and their entire crew crashed on takeoff in the town of Anstey. All were killed. Schofield and Harold Stallcup followed successfully with the 601st, with deLancey flying on their left wing in the lead element.

The ride to the target was routine, until the flak started becoming "unroutinely" accurate.

"We were going through heavy flak on the bomb run," remembered deLancey.

"I felt the plane begin to lift as the bombs were dropped, then all of a sudden we were rocked by a violent explosion. My first thought - 'a bomb exploded in the bomb bay' - was immediately discarded as the top of the nose section peeled back over the cockpit blocking the forward view."

"It seemed like the whole world exploded in front of us," added Stahlman. "The instrument panel all but disintegrated and layers of quilted batting exploded in a million pieces. It was like a momentary snowstorm in the cockpit."

It had been a direct hit in the nose. Killed instantly was the toggler, Abbott. Navigator LeDoux, only three feet behind Abbott, was knocked unconscious for a moment, but was miraculously was alive.

Although stunned and bleeding, LeDoux made his way to the cockpit to find the two pilots struggling to maintain control of an airplane that by all rights should have been in its death plunge. LeDoux said there was nothing anyone could do for Abbott, while Ruckel opened the door to the bomb bay and signaled to the four crewman in the radio room that all was OK - for the

time being.

The blast had torn away the top and much of the sides of the nose. Depositing enough of the metal on the windshield to make it difficult for either of the pilots to see.

"The instrument panel was torn loose and all the flight instruments were inoperative with the exception of the magnetic compass mounted in the panel above the windshield. And its accuracy was questionable. The radio and intercom were gone, the oxygen lines broken, and there was a ruptured hydraulic line under my rudder pedals," said deLancey.

All this complicated by the sub-zero temperature at 27,000 feet blasting into the cockpit.

"It was apparent that the damage was severe enough that we could not continue to fly in formation or at high altitude. My first concern was to avoid the other aircraft in the formation, and to get clear of the other planes in case we had to bail out. We eased out of formation, and at the same time removed our oxygen masks as they were collapsing on our faces as the tanks were empty."

At this point the formation continued on its prescribed course for home - a long, slow turn southeast of Cologne and finally westward.

DeLancey and Stahlman turned left, descending rapidly and hoping, they were heading west. (And also, not into the gun sights of German fighters.) Without maps and navigation aids, they had difficulty getting a fix. By this time they were down to 2,000 feet.

"We finally agreed that we were over Belgium and were flying in a southwesterly direction," said the pilot.

"About this time a pair of P-51's showed up and flew a loose formation on us across Belgium. I often wondered what they thought as they looked at the mess up front."

"We hit the coast right along the Belgium-Holland border, a bit farther north than we had estimated. Ray said we were just south of Walcheren Island"

Still in an area of ground fighting, the plane received some small arms fire. This gesture was returned in kind by Albros, shooting from one of the waist guns.

"We might have tried for one of the airfields in France, but having no maps this also was questionable. Besides, the controls and engines seemed to be OK, so I made the decision to try for home."

"Once over England, LeDoux soon picked up landmarks and gave me course corrections taking us directly to Nuthampstead. It was just a great bit of navigation. Ray just stood there on the flight deck and gave us the headings from memory."

Nearing the field, Stahlman let the landing gear down. That was an assurance. But a check of the hydraulic pump sent another spray of oil to the cockpit floor. Probably no brakes!

Nevertheless, a flare from Ruckel's pistol had to announce the "ready or not" landing. No "downwind leg" and "final approach" this time. Straight in!

"The landing was strictly by guess and feel," said DeLancey. "Without instruments, I suspect I came in a little hot. Also, I had to lean to the left to see straight ahead. The landing was satisfactory, and I had sufficient braking to slow the plane down some. However, as I neared the taxiway, I could feel the brakes getting 'soft'. I felt that losing control and blocking the taxiway would cause more problems than leaving the plane at the end of the runway."

That consideration was for the rest of the group. Soon three squadrons of B-17's would be returning, and they didn't need a derelict airplane blocking the way to their respective hardstands.

Stahlman, supremely thankful that his career with the 398th had come to an end, soon returned home and in due course became a captain with Eastern Airlines. Retired in 1984, Stahlman said his final Eastern flight "was a bit more routine" than the one 40 years before.

DeLancey and LeDoux received decorations on December 11, 1944 for their parts in the October 15 drama. DeLancey was awarded the Silver Star for his "miraculous feat of flying skill and ability" on behalf of General Doolittle, CO of the Eighth Air Force. LeDoux for his "extraordinary navigation skill", received the Distinguished Flying Cross.

The following deLancey 1944 article was transcribed from the 398th BG Historical Microfilm. Note: due to wartime security, Nuthampstead is not mentioned, and the route deLancey flew home is referred to in general terms.

TO: STARS AND STRIPES FOR GENERAL RELEASE

AN EIGHTH AIR FORCE BOMBER STATION, ENGLAND - After literally losing the nose of his B-17 Flying Fortress as the result of a direct hit by flak over Cologne, Germany on October 15, 1944, 1st Lt. Lawrence M. deLancey, 25, of Corvallis, Oregon returned to England and landed the crew safely at his home base. Each man walked away from the plane except the toggler, Staff Sergeant George E. Abbott, Mt. Lebanon, Pennsylvania, who was killed instantly when the flak struck.

It was only the combined skill and teamwork of Lt. deLancey and 2nd Lt. Raymond J. LeDoux, of Mt. Angel, Oregon, navigator, that enabled the plane and crew to return safely.

"Just after we dropped our bombs and started to turn away from the target", Lt. deLancey explained, "a flak burst hit directly in the nose and blew practically the entire nose section to threads. Part of the nose peeled back and obstructed my vision and that of my co-pilot, 1st Lt. Phillip H. Stahlman of Shippensburg, Pennsylvania. What little there was left in front

of me looked like a scrap heap. The wind was rushing through Our feet were exposed to the open air at nearly 30,000 feet above the ground the temperature was unbearable.

"There we were in a heavily defended flak area with no nose, and practically no instruments. The instrument panel was bent toward me as the result of the impact. My altimeter and magnetic compass were about the only instruments still operating and I couldn't depend on their accuracy too well. Naturally I headed for home immediately. The hit which had killed S/Sgt. Abbott also knocked Lt. LeDoux back in the catwalk (just below where I was sitting) Our oxygen system also was out so I descended to a safe altitude.

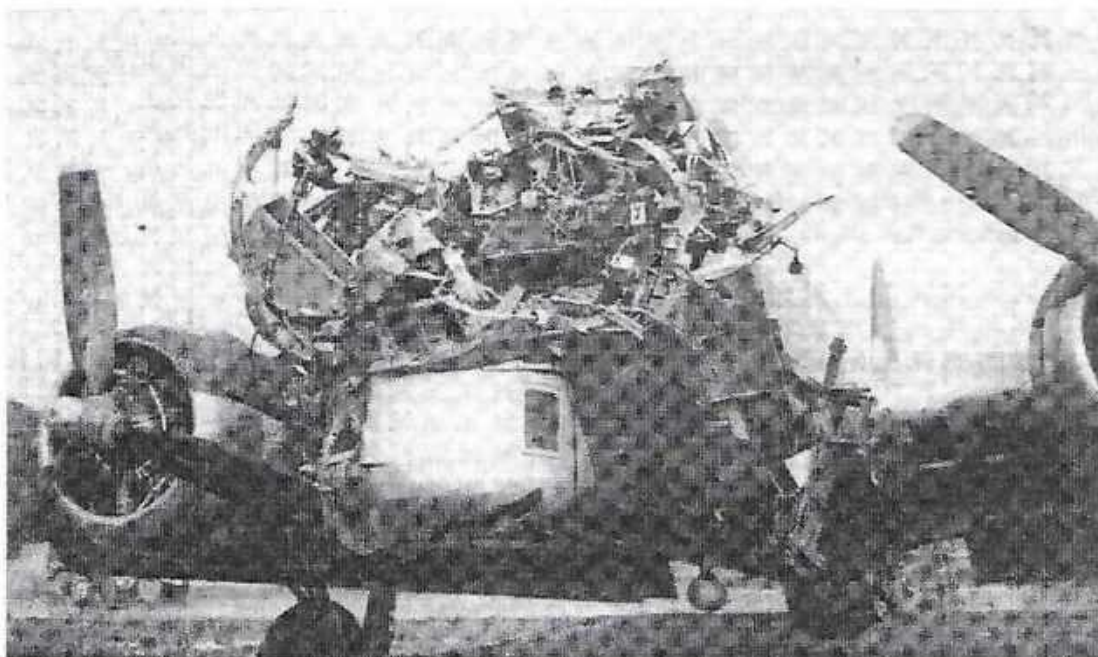
"Lt. LeDoux who had lost all his instruments and maps in the nose did a superb piece of navigating to even find England .."

During the route home flak again was encountered but due to evasive action Lt. deLancey was able to return to friendly territory. Lt. LeDoux navigated the ship directly to his home field.

Although the plane was off balance without any nose section, without any brakes (there was no hydraulic pressure left), and with obstructed vision, Lt. deLancey made a beautiful landing to the complete amazement of all personnel at this field who still are wondering how the feat was accomplished.

The other members of the crew include:

1. Technical Sergeant Benjamin H. Ruckel, Roscoe , California , engineer top turret gunner;
2. Technical Sergeant Wendell A. Reed, Shelby , Michigan , radio operator gunner;
3. Technical Sergeant Russell A. Lachman, Rockport , Mass. , waist gunner;
4. Staff Sergeant Albert Albro, Antioch , California , ball turret gunner and
5. Staff Sergeant Herbert D. Guild, Bronx , New York , tail gunner.



MISSION DEBRIEFING

Whenever possible, we will use original copies of official documents that have been declassified. Those that will not print well will be retyped to improve the quality. The reports are very old and difficult to read. Every effort has been made to retype the contents 'as is' and accurately.



MISSION 128 --- 28 September 44

This mission was to Magdeburg, Germany

Bomb Load: 5 1000 G.P.
Altitude: 26,000
Base to Base in Mileage: 1453
Average Gas Consumption: 2468
Gas Load: 2780

Position Flown: Low
A/C Sortie: 36
Returned Early: 0
Battle Losses: 10
Results: EXCELLENT

This report is taken from "Fait Accompli"

"Thirty-six aircraft were dispatched by the 457th, to destroy the Krupp Works Machine Shops in Magdeburg. This plant employed 35,000 people and produced Mark IV tanks and antiaircraft guns. The 457th comprised the 94th C Combat Wing and was ninth in the Division formation.

At briefing, the crews were warned of an apparently new enemy fighter tactic, mass tail attacks on a single box. A B-24 Group had lost 25 of 35 aircraft to the new tactic the day before.

With Major Peresich as Air Commander and Captain Fischer as pilot, the ships took off under hazy conditions. The formation left the English coast in its proper position in the Division line up. Entering the Belgian Coast, the formation flew south of course and was about 20 minutes behind time. The course over enemy territory was flown in trail of the Wing leader. Northeast of Luxembourg, the Group turned towards the IP.

Fighter support had been good up to this point, but the first wave of P-51's had to turn back due to fuel considerations and the second wave had not yet arrived, or been contacted.

Shortly before reaching the IP, the Group's low box was attacked by 25 to 50, or more, me-109s and FW-190s, the majority coming from 4 to 9 o'clock low and directed at the tail. Most of the enemy aircraft approached to within 100 to 300 yards before pulling away in a pursuit curve.

Before the enemy fighters were able to make a second pass, the second wave of supporting p-51's arrived and broke up the attack.

Six aircraft were shot down by the enemy fighters on that one pass. One other crash landed in friendly territory. A number of fighters were shot down, including one FW-190 each by the Nose Gunner and the Ball Turret gunner on Spleth's crew, T/Sgt. Ozenberger and S/Sgt. Briol.

Due to the fighter attack, the low box was forced off course, but the formation, such as was left of it, later was able to come back on course and bomb with the Group by PFF at an altitude of 26,000 feet. The low box formation had been broken up by the fighter attack, and individual crews had difficulty finding aircraft to fly with. Only four ships made up the low box on the route out, and one of them was from another Group.

Planes piloted by Lts. Robert I. Ellsworth, Keylon C. Clark, Harold D. Gay, Fred J. Lockwald, Charles J. Schultz and Albert L. Sikkenga, were lost. The missing toll was high, twenty-seven presumably killed in action, the remainder prisoners of war. Additionally, three other aircraft received major, and twelve minor, battle damage from fighters and antiaircraft fire.

The plane piloted by Lt. Harold D. Gay was attacked by FW-190s just before the IP. The bombs were salvoed, the craft left the formation and with engines smoking went into a steep dive and crashed near Dorstadt, Germany. None of the crew survived.

The craft piloted by Lt. Charles J. Schultz was attack by enemy fighters just before the IP. The craft left the formation in flames. Only one crew member survived.

The craft piloted by Lt. Robert I. Ellsworth was attacked by enemy fighters just before the IP, and left the formation. The crew parachuted, were captured and held as prisoners of war.

The craft piloted by Lt. Fred J. Lockwald was hit by enemy fighters just before the IP. The craft left the formation and dropped, rose again and then peeled off to the left. Two of the crew were killed in action.

The plane piloted by Lt. Albert L. Sikkenga, flying his second tour, was attacked by enemy fighters at the IP, and was hit in engines No. 1 and 2. The plane left the formation. Six of the crew failed to survive, including Sikkenga.

The plane piloted by Lt. Francis W. Gamboa was also attacked by enemy fighters during their attack. He left the formation but later crash landed in Belgium.

The craft piloted by Lt. Keylon C. Clarke received direct hits by flak in No. 2 and 3 engines just after bombs away. The plane remained under control and leveled off at 5,000 feet. Two of the crew lost their lives.

The following are personal accounts of the mission taken from the book "Dead Engine Kids" the World War II Diary of John J. Briol, Ball Turret Gunner.

"Today, as the British would say, 'we had it.' Again, we were the only ship of our element of three to return alive. Our squadron only put up 12 ships today (part of another squadron). Only two came back. We were in a box of 12 ships. We bombed the Krupp Works of Magdeburg. Waves of enemy fighters attacked our box. There were a couple hundred enemy fighters in the area. I never expected the Luftwaffe to come back but it did, as I've seen with my own eyes.

As we got to the IP we opened the bomb bay doors. We were 40 miles from the target. We had five bombs, each weighing 1000 lbs. We had about 30 miles to the target when we sighted the enemy off in the distance at 3 o'clock level. It's impossible to describe the feeling. There seemed to be hundreds of them. They went around in back of us to 7 o'clock. Then they seemed to break into groups of 20. I don't know where our fighter escort was.

They came for us low. I thought we were all lost but we responded automatically. I guess I was fighting like a cornered rat but somehow I wasn't thinking of myself. There were so many I didn't know which one to shoot at. I got my sight on the nearest one and blasted away at him. All of his guns were firing at us. I tracked him all the way up along side our ship still blasting away. I forgot all about short bursts.

As he came alongside, the German Crosses were plain as day. I saw fire and smoke starting to come out the right side of his engine. I may get credit for shooting down that fighter. Our Navigator verified it. He saw it fall in flames. I could see the dead pilot. His oxygen mask was torn off. The ship looked as if it were hanging in the air for a second, then I turned my guns away from him onto another ship just coming up on our tail. My left gun went out

but all this time I was still blasting away with my right

one. The other plane went off to the left without attacking. There was another going under. I tracked him all across the sky underneath getting in a few shots but he was pretty far away.

The whole ship was vibrating from everyone shooting. I was too busy but I saw most of our planes blazing and burning alongside of us. Farther back I saw one blazing Fortress spinning down and breaking up. I only got in a glance at that.

All of a sudden our fighter escort was there and the enemy planes scattered with P-51s on their tails. That was really a show to see the FW-190s get it instead of our Fortresses. Our interphone had gone out on us and we could hardly talk to each other. These Fortresses are like a flying tomb without an interphone. Our No. 2 engine was shot up from the bandits

but it was still pumping away. We made it to the target with the two ships we had left. Our formations were all broken up. Planes were scattered all over. We got our bombs away in the middle of the flak. At first only two bombs went, we salvoed the other three in time to hit part of the city anyway.

Again our bomb bay doors wouldn't come up, so Haynes, our engineer, had to start cranking again. These doors hold the ship back a lot when open. In the process he busted the hose on his mask and almost passed out from the rarified air. He was trying to hold his breath while someone dug out the extra mask we bring along. His face was starting to get purple and we couldn't leave our positions. The navigator came back and helped him.

Our whole squadron (box) was shot down, except the two of us."

Lauren Spleth, First Pilot reported:

"Assembled at briefed +2. Proceeded into Germany--#2 detonating, making it necessary to keep manifold pressure down. Hit by flak and fighters at IP. All boys fired on fighters--Ozzie claims to have downed one FW. Had turbo shot out.

was flying #2 low squadron low box, saw rest of element either crippled or shot down.

Bomb bays would not close again after bombs away. Managed to keep up with formation by diving ship. Came back with formation. Only 4 of us left out of a 12 ship box. I flew #4, some fun. Made a poor landing.

Found #2 turbo had been hit hard. Several buckets missing. A bullet (possibly 50 Cal.) entering top of #2 nacelle and came out at bottom. Small hole in left wing.

Lockwall went down, also Schultz, Gamboa and another. We were the only ship in the low element to return."

Report from Norman Ozenberger, Waist Gunner:

"A mission that we had trouble with was to Magdeburg, Germany. It was our seventh mission, made on the 28th of September. Flak over the target was bad, but it didn't bother us much—it was the Bandits that had us going.

All went well till we had turned into the bomb run. We had gone down the bomb run some two or three minutes when enemy fighters were seen out at five o'clock. They went out to seven low strung out into a long line and came in at us. Because I was in the nose I didn't see them coming. (I was told over the interphone by those that saw them coming). The first I knew that they had come into range was when Haynes' upper turret went off, and I saw the Jerry's 20 mm's busting in front of us. That brought me up to my senses.

In a little while a Fockewulf 190 came over our left wing, but I didn't get a shot at him. Another one came right after it and did a stall about 100 yards out in front of us. I started shooting at him and didn't take my finger off the trigger until I knew

I had gotten him. I saw pieces fling away from around the cockpit, and parts of the wings and fuselage came off. It caught on fire just before it went into the clouds. I have a feeling that he won't come up and bother us again. I shot at another 190 but missed him.

About this time a group of P-51's came in and finished off or chased off the 190s and 109s. All this happened on the bomb run. We got a few holes from flak and one slug in our number two engine.

We didn't know how well off we were until we got back to base and learned that we were the only plane to get away from the fighters out of the low box (12 planes). One plane was forced down and came back about a week later, but the other ten planes were lost.

I found out after we got down on the ground that Briol (lower ball turret) got a fighter, too. That made two enemy fighters to our credit. We came back on time with three and a half engines. Our No. 2 was damaged a little.



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Authority: 745005
Date: 12/14/02

748

Operational Loading List, 748th Bomb. Sq. (H) 28 Sept. 1944, Cont'd.
(2)

CREW #146 SHIP #394

DUTY	SURNAME	FIRSTNAME	INITIAL	ASN	RANK	MA
P	Moland	Vernon	M	0764072	1st Lt.	P
CP	Millis	Scott	S	0771098	2nd Lt.	CP
N-B	Higgins	Leo	J	0723360	2nd Lt.	N
TT	Evans	Robert	B	36642866	T/Sgt.	AEG
RO	Marr	Walter	W	33599769	S/Sgt.	ROC
RW	Howell	Earl	S	34666888	S/Sgt.	AROC
LW	Ackerson	William	D	12239322	S/Sgt.	AG
BT	Gunnels	James	A	39620888	S/Sgt.	AG
TG	Petty	George	L	39919892	S/Sgt.	AAG

CREW #141 SHIP #026

DUTY	SURNAME	FIRSTNAME	INITIAL	ASN	RANK	MA
P	Schultz	Charles	J	0817542	2 Lt.	P
CP	Wilson	Alfred	P	0-62378	F/O	CP
N	Houghten	Alfred	A	0718162	2 Lt.	N
B	MacDermott	George	E	0765702	2 Lt.	B
TT	Dickinson	Richard	L	36460395	T/Sgt.	AEG
RO	Palladina	John	R	32385105	T/Sgt.	ROC
RW	Herrmann	Augustus Jr	F	32729865	S/Sgt.	AG
BT	Peppers	C	J	37721163	S/Sgt.	AROC
TG	Carter	Calvin	M	37533892	S/Sgt.	AAG

CREW #148 (SHIP #591)

DUTY	SURNAME	FIRSTNAME	INITIAL	ASN	RANK	MA
P	Spleth	Lauren	M	0757120	2 Lt.	P
CP	Welch	John	F	0823504	2 Lt.	CP
N B	Braffman	Theodore	M	0762077	2 Lt.	B
TT	Haynes	Robert	L	15017153	S/Sgt.	AEG
RO	Grybos	Edward	J	33501753	S/Sgt.	ROC
LW	Ozenberger	Norman	T	18151557	Sgt.	AG
RW	Byknish	John		35048180	Sgt.	AAEG
BT	Briol	John	J	19162514	Sgt.	AROC
TG	Cornell	Harry	J	36460664	Sgt.	AAG

CREW #143 SHIP # 101

DUTY	SURNAME	FIRSTNAME	INITIAL	ASN	RANK	MA
P	Tweten	Wayne	B	0757338	2 Lt.	P
CP	Wilson	James		0822988	2 Lt.	CP
N B	Maitland	Robert	J	T-2601	F/O	B
TT	Allegan	Norman	M	36731592	S/Sgt.	AEG
RO	Carroll	William	H	34085075	T/Sgt.	ROC
RW	Kolofa	James	F	20616412	S/Sgt.	AG
LW	Ashton	Arthur	T	39271762	S/Sgt.	AROC
BT	Grantham	James	G	14107030	S/Sgt.	AROC
TG	Sewell	William	G	17071908	S/Sgt.	AAG

For the Squadron COMMANDER:

DOUGLAS L. DEAN,
Capt., Air Corps,
Operations Officer.

748 #

28 Sept 1944

SHIP 948

P	CLARKE. KEYLON	2nd Lt	0-821961
CP	HOWLAND. ROBERT N.	2nd Lt	0-771031
N	SUNDLING. WALTER.	2nd Lt	0-723204
B	SMITH. ROBERT P.	2nd Lt	0-717906
E	GRIFFITH. ALBERT	Sgt	36054912
RO	DETHLOFF. WILLIAM C.	Sgt	32377433
	DOOLEY. DAVID R.	Sgt	33482251
	SIMPSON. REED F.	Sgt	39915784
	ANDERSON. RICHARD H.	Sgt	19145166

CREW#139 SHIP #470

P	Ellsworth	I	0760308	1st Lt.	P
CP	VanIngen	V	0820108	2nd Lt.	CP
N-B	Metcalfe	O.	0771951	2nd Lt.	B
TT	Kreighbaum	D	19056382	T/Sgt.	AEG
RO	Mellin	T	16073714	T/Sgt.	ROG
LW	LaFayette	T	36881124	S/Sgt.	AG
RW	Maher	J	36713351	S/Sgt.	AROG
BT	Milbouer	(NMI)	32813868	S/Sgt.	AG
TG	Smolinski	J	36654346	S/Sgt.	AAG

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1808

748TH BOMBARDMENT SQUADRON
CHIEF OF THE OPERATIONS OFFICER
AAF STATION 130 APO 557

Operational Loading List

DUTY	SURNAME	FIRSTNAME	INITIAL	28. Sept. 1944 AST	RANK	TA
CREW #131 SHIP #203						
P	Burningham	Haven	R	0761870	1st Lt.	P
CP	Mueller	Louis	G	0691536	1st Lt.	P
N	Meng	William	J	0719990	2nd Lt.	N
N	Voris	George	A	0722434	2nd Lt.	N
B	Bernd	Frank	J	0771837	2nd Lt.	B
TT	Mannisto	Karl	H	31191851	T/Sgt.	AEG
RO	Bozoudes	John	S	12119935	T/Sgt.	ROG
LW	Paulson	Albert	D	37572541	S/Sgt.	AAFG
BT	Toscano	Nicola	(NMI)	32999635	S/Sgt.	AAG
TG	Hanson	Lorentz	C	0714059	2nd Lt.	CP
CREW #138 SHIP #905						
P	Forry	Irwin	G	0760817	1st Lt.	P
CP	Robertson	Harmon	E	0758865	2nd Lt.	CP
N	Muir	John	C	0717682	2nd Lt.	N
B	Purvis	John	W	T-3171	F/O	B
TT	Toal	James	D	32712070	T/Sgt.	AEG
RO	Crawford	Francis	D	11096923	T/Sgt.	ROG
RW	Sterner	Virgil	W	36576028	S/Sgt.	AG
BT	Norton	William	F	33068918	S/Sgt.	AAG
TG	Scott	Winfield	J	20245890	S/Sgt.	AEG
CREW #137 SHIP #954						
P	Fonnesbeck	Stanford	(NMI)	0760816	1st Lt.	P
CP	Rohde	Kenneth	E	0829125	2nd Lt.	CP
N-B	Scott	Robert	L	0771983	2nd Lt.	B
TT	Wingfield	Charles	L	6556527	T/Sgt.	AEG
RO	Kuykendall	George	M	38399405	T/Sgt.	ROG
RW	Moore	William	(NMI)	356632073	S/Sgt.	AAFG
RW	Reynolds	Edwin	A	322175543	S/Sgt.	AAFG
LW	Cochran	James	V	36416238	Sgt.	AAG
TG	Amann	Paul	F	15327982	S/Sgt.	AAG
CREW #140 SHIP #955						
P	Gamboa	Francisco	(NMI)	0761724	1st Lt.	P
CP	Rosner	Raymond	F	0759084	2nd Lt.	CP
B&B	Braverman	Milton	(NMI)	T-3154	F/O	B
B	Drache	Hiram	M	0723320	2nd Lt.	N
BT	Zocks	Stanley	(NMI)	12040632	T/Sgt.	AEG
RO	Black	Robert	B	17079480	T/Sgt.	ROG
LW	Elliott	Thomas	C	11116955	S/Sgt.	AAEG
BT	Astry	Lyle	W	32820927	S/Sgt.	AG
TG	Westhoff	John	R	17168673	S/Sgt.	AAG
CREW #149 SHIP #834						
P	Lockwald	Fred	J	01049242	1st Lt.	P
CP	Jirik	Joseph	(NMI)	0761243	2nd Lt.	CP
N	Rawls	James	B	0723435	2nd Lt.	N
B	Salganick	Seymour	F	0772672	2nd Lt.	B
TT	Killgo	Carlton	J	18042215	S/Sgt.	AEG
RO	Jacobson	Harry	L	15132339	Sgt.	ROG
LW	Wranesh	John	(NMI)	12714300	Sgt.	AG
BT	Sheffield	Drew	L	34403197	S/Sgt.	AAEG
TG	Mahannah	Everett	A	12080970	Sgt.	AROG