

RECOMMENDATION FOR AWARD

For use of this form, see AR 672-5-1; the proponent agency is MILPERCEN.

HEROISM MERITORIOUS ACHIEVEMENT
OR SERVICE

TO: (Include ZIP code) HQ AFMPC/DPMASA Randolph AFB, Texas 78150	FROM: (Include ZIP code) Norman A. Armbrust 6037 Snow Hill Road SW Washington Court House, Ohio 43160
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PART I - PERSONAL DATA

1. LAST NAME-FIRST NAME-MIDDLE NAME Myllykoski Robert Leroy	2. SSN 35378817	3. GRADE T/Sgt	4. BRANCH/PMOS(EM) Army Air Corps
5. ORGANIZATION AND STATION 306th Bomb Gp 423rd Sq Thurleigh, England			
6. RECOMMENDED AWARD (Include Oak Leaf Clusters) Silver Star		7. POSTHUMOUS AWARD: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
8. DESIRED DATE OF PRESENTATION Sept 8, 1990		a. DATE AND PLACE OF DEATH	
9. WAS INTERIM AWARD MADE? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		b. NAME, RELATIONSHIP AND ADDRESS OF NOK	
AWARD:			

PART II - RECOMMENDATION FOR AWARD FOR ACHIEVEMENT OR SERVICE

10. INCLUSIVE DATES FOR WHICH RECOMMENDED	11. INCLUSIVE DATES OF ASSIGNMENT TO UNIT SHOWN IN ITEM 5. STATE REASON FOR END DATE (Retire, PCS, etc.)
12. ALL PREVIOUS AWARDS TO INDIVIDUAL (Do not include interim award)	

PART III - RECOMMENDATION FOR AWARD FOR HEROISM

13. INCLUDE THE FOLLOWING INFORMATION ABOUT EYEWITNESSES ON A SEPARATE SHEET OF 8 x 10 1/2" BOND PAPER: a. Full name, b. SSN, c. Grade, d. Unit. STATE REASONS IF EYEWITNESS STATEMENTS ARE NOT ATTACHED.

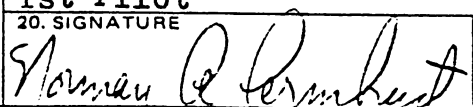
14. CONDITIONS UNDER WHICH ACT WAS PERFORMED

a. LOCATION Bombing Raid over Hanover, Germany	b. TIME 11:00AM	c. DATE July 26 1943
d. UNIT MORALE, CASUALTIES, AND MISSION DURING TIME AND DATE(S) OF ACT(S)		

PART IV - PROPOSED CITATION

15. DESCRIBE THE INDIVIDUAL'S PERFORMANCE IN THE SPACE PROVIDED BELOW. DO NOT USE A CONTINUATION SHEET EXCEPT FOR HEROISM AWARDS AND AWARD OF THE DISTINGUISHED SERVICE MEDAL. On July 26, 1943 our B-17 aircraft, "Unbearable II" received a direct hit of flak just as we released our bomb load over Hanover, Germany. The hit knocked out our #1 engine, and damaged #2 & #3. All instruments were knocked out and the bomb bay doors would not close. The bombardier, navigator and ball turret gunner were wounded. We lost formation and were all alone. We managed to get about a third of the way out of Germany when our last engine, #4, caught on fire. I, Norman A. Armbrust, 1st pilot, gave the order to bail out. The tail gunner and both waist gunners managed to bail out. The radio operator, T/Sgt Myllykoski, thought to check the ball turret gunner. He was found to be wounded with shattered bones sticking out of his foot. During this time we were being strafed by a JU88 and our crippled ship could blow up at any minute from the fire in #4 engine. T/Sgt Myllykoski without regard for his own safety removed his chute, harness, and top flying suit, in order to bend low enough to get Sgt Nelson Huston out of the ball turret. He then put Sgt Huston's chute on him, assisted him to the rear hatch door, put Sgt Huston's Hand on the rip cord and helped him out. Then T/Sgt Myllykoski returned to the area of the ball turret, put on

PART V - OTHER INSTRUCTIONS AND AUTHENTICATION

16. LIST ATTACHMENTS (authorized for heroism and DSM awards only). See Chapter 2, AR 672-5-1 for preparation. 13, 15, Crew List, Explanation	17. RELATED POSITION OF PERSON INITIATING RECOMMENDATION TO PERSON BEING RECOMMENDED 1st Pilot B-17F "Unbearable II"
19. IF APPROVED, FORWARD AWARD TO:	18. TYPED NAME, GRADE, BRANCH AND TITLE OF PERSON INITIATING RECOMMENDATION Norman A. Armbrust F/O Army Air Corps 1st Pilot
	20. SIGNATURE 
	21. DATE Aug 6, 1990

15. Continued

his flying jacket, harness and chute, and bailed out.

T/Sgt Myllykoski was a prisoner of war for twenty-two months, but Sgt Huston died in a German hospital three months later.

2nd Lt Robert Ellwood who was the navigator was in the same hospital with Sgt Huston and during this time, Sgt Huston voiced his appreciation to whoever assisted him out of the disabled aircraft.

SEBASTIAN SUN
1/10/92
SEBASTIAN, FL



points to ball turret on model of B-17

Mystery of WWII rescue solved Sebastian man honored for act of valor

By Bob Snell

Sun staff reporter

The mystery of who rescued Sgt. Nelson Huston had dogged the crew of the "Unbearable II" for more than 40 years.

It's resolution has led to a long overdue honor for a Sebastian man.

The story began one July morning in 1943 when the B-17 bomber assigned to the 306th Army Air Corps left a British base on another perilous raid over Hanover, Germany. Manning the plane's radio console was Sgt. Bob Myllykoski of Sebastian. The large caliber machine gun to his side was also his responsibility.

It was Myllykoski's 18th mission over enemy territory; only seven more and his tour of duty was over. But Myllykoski's 18th proved to be his last.

After dropping its payload of bombs, Army records show "Unbearable II" was struck by anti-aircraft fire and started losing power. Before it could reach the English Channel the fourth engine went up in flames and the B-17 started hurtling toward the countryside. The captain gave the signal to bail out and the crew started moving to the escape hatch.

As he prepared his leap into enemy hands, Myllykoski glanced down into the ball turret — a glass and steel bubble that hung from the

plane's belly containing a double-barreled machine gun — and noticed gunner Huston wasn't moving.

"He had been hit and was barely conscious," said Myllykoski Monday. "So I grabbed a wrench and started to crank the ball turret into the plane so he could get out."

As the B-17 screamed earthward, Myllykoski successfully raised the turret, but then discovered that severe wounds to Huston's feet and legs prevented him from climbing out of the cramped turret. With moments to spare, Myllykoski took off his

See HERO on page 3

HERO (from page 1)

own bulky parachute, reached into the turret and lifted Huston out. He then readied Huston's chute, guided him to the open door, placed his hand on the rip cord and pushed him out of the plane. Myllykoski then grabbed his own gear and bailed out just in time.

Huston was taken alive by the German's but died three months later in a German hospital. Before passing away, Huston spoke with the navigator of "Unbearable II," Robert Ellwood, and described the heroic rescue.

Huston recalled just about everything, except the name of the man who pulled him from the turret. The B-17's crew had been hastily assembled that July morning and Huston had only a brief introduction before crawling into position. Given the confusion, the hero could have been one of several men.

Huston wanted to thank his colleague and have the Army recognize the heroic act. But Bob Myllykoski's deed remained a secret for the next 42 years.

Like other members of "Unbear-

able II," Myllykoski was captured soon after he parachuted to earth. He says it was somewhat lucky he became a prisoner and not a casualty.

"I was picked up by a German farmer and his dogs," Myllykoski recalls. "It was a little touch and go in the beginning. The German people were understandably aggravated at us for all the bombing we did. I knew that farmer could just as well have shot me right there and nobody would have known."

But Myllykoski survived to spend the next 2 years in a series of German prisoner of war camps — including the infamous Stalag 17 in Austria, which was popularized in an Academy Award winning film. His time included a 30-day forced march across Austria when his captors fled advancing Russian troops.

During his stay in Germany, Myllykoski never encountered another member of the crew of "Unbearable II." When he returned to the States in June 1945, Myllykoski's war buddies were all fellow POWs.

After discharge from the Army, Myllykoski settled in Painesville, Ohio and began a career as an industrial engineer. A soft spoken and modest man by nature, Myllykoski spoke less and less about the war as the years passed. And he never mentioned to anyone, not even his wife, Lillian, the story behind the last flight of "Unbearable II."

Although members of the 306 held yearly reunions across the nation, Myllykoski said he was never interested in attending. But, according to Lillian, his attitude started to change about 10 years ago when the couple moved to Georgia. Myllykoski gradually became more interested in speaking about, and dealing with, his war

experience — especially the painful years as a POW.

In 1985, after moving to Sebastian, Myllykoski decided to attend a 306 Army Air Corps reunion in Dayton, Ohio and finally met up with the "Unbearable II" crew members he had not seen since he bailed out of the burning plane.

"One evening we were sitting around and the navigator talked about Huston and what he had said before he died," Myllykoski said. "The navigator said both he and our pilot had always wondered who had pulled (Huston) from the ball turret. Then I spoke up and said I was the one."

Following the reunion, pilot Norman Armbrust and Ellwood wrote the Army recounting Myllykoski's actions. Armbrust nominated Myllykoski for the Silver Star, one of the Army's highest honors, for his heroism in battle.

According to Myllykoski, the next six years were filled with their share of paper shuffling as the Army reviewed the request. Finally, last Thanksgiving, Myllykoski learned the decoration had been approved. True to character, Myllykoski wanted his Silver Star mailed to him. But Lillian, their two daughters and grandchildren wanted something more.

So, February 14, the extended Myllykoski family will gather at Patrick Air Force base for a formal ceremony honoring the valor of "Unbearable II's" radio man/gunner.

"We are all very proud," Lillian said. "A few weeks ago our 4-year-old grandson, Jason, asked his father what a hero is. His father told him, 'You'll see one in a couple of months.'"

He Didn't Forget His Hero

By JAMES KIRLEY
Sebastian Bureau Chief

It was the wish of a dying U.S. Army airman that somebody find the stranger who pulled his wounded body from a bomber's belly gun turret and sent him parachuting into the remainder of his life.

Sebastian resident Robert Myllykoski received the posthumous thanks of Sgt. Nelson Huston 48 years after their B-17F Flying Fortress was abandoned in flames over Nazi Germany. Myllykoski has been awarded the Silver Star for heroism in combat and will receive his medal Feb. 14 at Patrick Air Force Base.

Like many combat veterans, the 72-year-old retired industrial electrician is slow to talk about his experiences. Instead he shows official documents, including a string of letters that began in 1985. That is when navigator Robert Ellwood and pilot Norman Armbrust talked about the July 26, 1943, high altitude mission over Hanover, Germany, at a reunion of the 306th Bomb Group.

Ellwood recalled talking to the ball turret gunner in a German prisoner of war hospital in Bremerverde.

Huston told Ellwood he expected to die, as diabetes thwarted the healing of his wounds. He wanted something from the navigator.

"The request," Ellwood would later recall in a sworn statement for Myllykoski's Silver Star, "was to thank the crew member



Press-Journal staff photo by Kelly Collins

Robert Myllykoski with a model of the B-17.

who helped him out of the turret and into his parachute so he could bail out of the aircraft."

Ellwood had abandoned the B-17, dubbed the "Unbearable II," before Huston and wasn't sure who saved Huston's life.

Myllykoski, a POW held else-

where, didn't know the fate of the man until the 1985 reunion in Dayton, Ohio.

But pilot Armbrust, last out of the warplane, witnessed the event.

Please see HERO/4A

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Hero

From Pg. 1A

He and Ellwood began the six-year process that got Myllykoski his Silver Star.

The events of his 18th combat mission are fresh in Myllykoski's memory. He and nine other airmen were at their combat stations in the plane, 32,000 feet over Hanover. Spent .50-caliber shell casings littered the floor where gunners shot back at German fighters.

Myllykoski, in his tiny radio shack taking shots through a roof window, at passing fighters, said he didn't know "Unbearable II" had been hit until the pilot gave the order to bail out. One engine was gone, two others damaged, and the fourth caught fire about one-third of the way out of Germany.

Myllykoski left his radio shack, but remembered it was his

duty to check the ball turret before jumping.

"As you step out of the radio door, the ball turret's right there," he said. "You can see through the turret window. *HUSTON'S*

"I could see his face through it," Myllykoski said. "He was out. His head was back and he was unconscious. But he woke up when I started to hand-crank the ball turret, up out of the belly."

The gunner was a stranger, assigned at the last minute to replace a regular crew member. His legs had been crippled when flak ripped through his turret. *HERKISS*

Myllykoski had to take off his own parachute rig, flight jacket and oxygen bailout bottle to reach in and pull Huston out of the ball turret.

"I put his chest chute on and

helped him to the waist door," Myllykoski said. "I put his hand on the rip cord and told him to pull it as soon as he was out the door.

"He was shot in the legs. The blood was frozen on his feet."

Then Myllykoski put his own parachute on and jumped. He fell 10 or 12 seconds before his chute opened.

When he reached the ground, he was captured by a group of armed German farmers.

"I was glad I didn't land near the target," he said. "Men were shot when they landed near the target."

Today, Myllykoski still has dreams — "nightmares," he said, mostly of the following 22 months in a German POW camp.

He was freed in April 1945 and married his fiancée, Lillian.

This is the reason it has taken forty-seven years to bring this recommendation for award for heroism before you.

After we were shot down I didn't get to talk with the enlisted men. We were sent to different POW camps. It was not until about five years ago that the crew started to get together at the 306th Bomb Group Reunions. Through the talk I began to put information together with what I had seen the day we were shot down. We were so busy fighting for our lives that day that this act of heroism was not immediately recognized as such. As pilot of the crew of "Unbearable II" I now realize T/Sgt Myllykoski's action was one of great bravery, courage, and strength and worthy of recognition and award.

13. Information about eyewitnesses

Norman A. Armbrust T-143 F/O 1st Pilot 306th Bomb Gp 423rd Sq

Robert J. Ellwood O-670720 2nd Lt Navigator 306th Bomb Gp
423rd SQ

Crew of "Unbearable II" B-17F Serial Number 42-29900

July 26, 1943

<u>Crew Position</u>	<u>Name in Full</u>	<u>Rank</u>	<u>Serial Number</u>	<u>Present Address</u>
Pilot	Armbrust, Norman A	F/O	T-143	6037 Snow Hill Rd Washington C. H., Ohio 43160
Co-Pilot	Kramer, Lester M	2nd Lt	0-671964	735 Hemlock St Scranton, PA 18505
Navigator	Ellwood, Robert J	2nd Lt	0-670720	96 Henderson St Phillipsburg, New Jersey 08865
Bombardier	Wallin, Charles L.	2nd Lt	0-735220	Deceased
Aerial Engineer	Milakowich, Paul	S/Sgt	35301148	Deceased
Radio Operator	Myllykoski, Robert L	T/Sgt	35378817	685 Vickers St Sebastian, FL 32958
Ball Turret Gunner	Huston, Nelson J	Sgt	35310884	Deceased
Waist Gunner	Skinner, Louis A	S/Sgt	37213787	Address Unknown
Waist Gunner	Dascoulias, Pete	S/Sgt	35319023	210 Fairmont, NE Warren, OH 44483
Tail Gunner	Robison, Brice E	S/Sgt	10600823	3725 N. Meridian Okemos, MI 48864

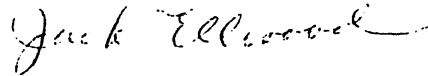
Jan. 31, 1991

Norman Armbrust
6037 Snow Hill Rd.
Washington, C.H., Ohio
43160 - 9636

Dear Norm,

Per your request, I am submitting my account of my
experience with Nelson Huston while in a hospital in
Germany.

Sincerely,

A handwritten signature in cursive script that reads "Jack Ellwood".

Jack Ellwood

Our aircraft (B-17) was disabled by German anti-aircraft artillery during a bombing mission on 26 July, 1943. Three members of the crew were wounded as a result of this anti-aircraft hit, Lt. Charles Wallin, bombardier, Sgt. Nelson Huston, ball turret gunner, and myself, Lt. Robert J. Ellwood, navigator. We had to abandon our aircraft.

I was taken to a first aid station somewhere near Diepholz, Germany, where my wound was treated by a German doctor. It was at this station where I met up with Sgt. Huston. There were about eight or ten, presumably, all injured Allied flyers at this station. We were transferred to a prisoner of war hospital/lazeret located at Sandbostel. I think this hospital was associated with prisoner of war camp Stalag XB located in Bremervorde. At this hospital I had several conversations with Sgt. Huston, mainly about his condition and his departure from the aircraft. At one point he mentioned he didn't think he was going to make it. When I asked why he thought this, he informed me that he was diabetic. On at least two of our conversations he asked me if I would carry out a request of his. The request was to thank the crew member who helped him out of the turret and into his parachute so he could bail out of the aircraft. This was extremely important to him as he knew what a difficult time he would have had without assistance. He wanted to make sure that the crewman who assisted him inspite of continued heavy enemy aircraft attack, in disregard of his own survival, was thanked. He doubted that he would have been able to exit the aircraft without this help.

Because of the limited space in the ball turret, these gunners used the chest pack type of parachute, rather than the back pack or seat pack type. The chest pack parachute consisted of a harness which the gunners wore and a detachable chute pack. The chute pack, itself, was left outside of the turret, usually on the floor in the area of the turret. This meant the gunner had to exit the turret thru a small hatchway with all of his flying gear, oxygen mask, etc., find his chute pack and fasten it to the harness and attach an oxygen bail out bottle before leaving the aircraft.

Sgt. Huston realized that the fellow crewman who helped him, had to have jeopardized his own safety. He asked me to convey to the crewman how grateful he was. Huston did not know which one of our crew came to his assistance in that very chaotic situation.

I had not forgotten Huston's request but I had not been in contact with any of the crew since that July, 1943 day. Finally, my wife and I attended our 30 6th bomb group reunion in Dayton, Ohio in 1985. Five members of that crew and their wives were also at that reunion.

As we were rehashing our experiences, I found an opportune time to carry out Sgt. Huston's request. When I told of my conversations with Huston to the crew, Robert Myllykoski very quietly and unassumingly spoke up and said he had helped Huston prepare to abandon ship. Sgt. Myllykoski was the radio operator gunner of the crew. Myllykoski went on to tell us of the event and how he was able to get Huston safely out of the aircraft.

Robert J. Ellwood

Sworn & Subscribed

Before me this 31 day
of Jan. 1991.

Robert J. Ellwood
Attorney-at-Law
State of N.J.

February 13, 1991

Robert L. Cole, Colonel, USAF
Principal Advisor for Awards and Decorations
Secretary of the Air Force Personnel Council
AFMPC/DPMASA
Randolph AFB, TX 78150-6001

RE: Recommendation for the Award of the Silver Star -
TSgt Robert L. Myllykoski, Serial Number 35378817

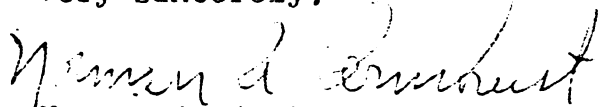
Dear Sir:

In response to your request I am submitting a report from Robert J. Ellwood who was a 2nd Lt and navigator on our crew with his experience with Sgt Nelson Huston while in the hospital.

I also wish to add to the record that Sgt Huston, Sgt Myllykoski, 2nd Lt Kramer co-pilot, and I, F/O Armbrust 1st pilot were the last four to leave the plane in the order I have listed.

Thank you for your consideration of this recommendation. I trust that the attached statement from one of the crew members will result in the award to Robert Myllykoski.

Very sincerely,



Norman A. Armbrust
6037 Snow Hill Road
Washington C. H., Ohio 43160

United States Air Force

NEWS RELEASE

Office of Public Affairs, 45th Space Wing, Patrick AFB, Fla. 32925-5152 (407) 494-7731

#92-007

February 11, 1992

FOR IMMEDIATE RELEASE

PATRICK AFB, FL. -- A Silver Star, one of the military's highest awards, will be presented to TSgt. Robert Myllykoski, USAF, (retired), on Friday, February 14 at 11 a.m., at the Patrick Air Force Base Golf Course.

Brig. Gen. Jimmey Morrell will present the medal to TSgt. Myllykoski in recognition for gallantry under fire almost 50 years ago. On a bomb run over Hanover in 1943, his aircraft was hit, three engines disabled and crew members wounded. The aircrew commander ordered the crew to abandon the aircraft. Before exiting, TSgt. Myllykoski removed the critically wounded gunner from his turret, secured him in a parachute and helped him exit the plane. After that, he donned his own chute and jumped in the nick of time.

Several years later, the aircrew commander realized TSgt. Myllykoski was never recognized for his gallantry. Efforts were subsequently put underway through the Air Force Military Personnel Center, Texas, to award him the Silver Star.

More than 50 of TSgt. Myllykoski's family and friends will be present, to include the aircrew commander and crew members from the bomber to which he was assigned during World War II.

-30- Contact: Terri Bracher

NOTE TO EDITORS: Media representatives wishing to cover this event, please call Terri Bracher at 494-7731.

Sebastian resident awarded Silver Star

World War II hero honored at Patrick Air Force Base

By Barbara L. Simonetti

Sun staff reporter

One of the military's highest awards, the Silver Star, was presented just recently to TSgt. L. Robert Myllykoski, of Sebastian. The former radioman/gunner was joined by more than 50 of his family and friends for a formal ceremony held at Patrick Air Force Base Feb. 14.

Brig. Gen. Jimmy Morrell pinned the medal on Myllykoski's suit lapel, in recognition for gallantry under fire almost 50 years ago.

Assigned to the "Unbearable II," the thrown-together crew had only had brief introductions at the beginning of the bomb run on July 26, 1943. This was Myllykoski's 18th mission, seven short of completing his tour of duty.

The pilot called for everyone to bail out after the groundfire-damaged B-17 lost all power and began to dive toward the German countryside. As he was about to jump, Myllykoski spotted a badly wounded man in the ball turret. It was gunner Sgt. Nelson Huston.

Myllykoski recalls he "grabbed a wrench and started to crank the ball turret into the plane so he could get out," but saw that severe injuries to Huston's feet and legs kept him from climbing out.

Removing his own parachute, Myllykoski maneuvered in the tight space and lifted Huston out, readying his chute and guiding the wounded man out the door, pulling the rip cord for him.

The last to be left on the plummeting craft, Myllykoski put his own parachute back on and bailed out just in time.

Huston survived the jump, but died three months later as a prisoner of war in a German hospital. He de-

scribed the rescue to the "Unbearable II's" navigator, Robert Ellwood, before passing away. Huston had wanted to know who it was that saved him from the turret.

Myllykoski spent the next two years in a series of POW camps, including the infamous Stalag 17 in Austria, but did not encounter any of his crewmates until 1985, when he attended a 306 Army Air Corps reunion in Dayton, Ohio.

One evening, the story of Huston's rescue was told by the navigator, Ellwood. He told of how Huston and pilot Norman Armbrust had wondered together who it was that pulled Houston out of the turret. It was Myllykoski's turn to speak up.

Armbrust nominated Myllykoski for the Silver Star, for his heroism in the face of danger. Last Thanksgiv-

ing, Myllykoski learned that he had been approved.

Not one for the limelight, he asked if the Silver Star could be mailed to him at home.

"No Way," I said," his wife Lillian recalls, "I felt this was the time for recognition. He deserves it so."

Besides family and friends, pilot Armbrust was also on hand to witness the ceremony, held in a conference room with plate glass windows facing the base golf course and, appropriately, a runway.

A painting by Tom Rissocher was presented to Myllykoski, depicting the "Unbearable II" with one engine dead and bomb bursts surrounding the still airborne craft. The presenter was Ed Dostie, a former POW himself.

"We kept in touch with the men he

was imprisoned with," Lillian says. "Dostie was an usher at our wedding. Actually, all of the ushers in our wedding were ex-POWs." The Myllykoskis will celebrate their 47th anniversary in July.

Myllykoski says he "couldn't believe it when the pilot and navigator said they were going to put in for it but they did."

When asked about his heroism inside the cramped quarters of a doomed B-17, he responds, "Any one would have done it."

Myllykoski received thanks and congratulations from many people lining up to shake his hand. He, too, was thankful.

"This is a great occasion for me not because of the medal, but because my family and friends all came out to be here."



Robert Myllykoski, on left, was presented his Silver Star by Brigadier General Jimmy Morrell at last Friday's ceremony.

Sun photo by Barbara L. Simonetti

Colonel's rank is not

honors

Silver Star shines for veteran

By A1C Amy Kneller
PUBLIC AFFAIRS STAFF

Retired Air Force TSgt. Robert Myllykoski, a Sebastian resident, had tears in his eyes when he accepted his Silver Star, one of the military's highest awards, in a ceremony at the Patrick AFB golf course club house Feb. 14.

Col. John E. Angell, vice commander of the 45th Space Wing presented the medal.

The medal for bravery was long overdue — almost 50 years.

On a World War II bombing run over Hanover, Germany, July 26, 1943, Myllykoski's aircraft, a B-17 Flying Fortress called the Unbearable II, was hit, three engines disabled and three of the 10 crew members wounded.

The aircraft's commander, Flight Officer Norman Armbrust, ordered the crew to abandon the plane.



DONNA DOUGHERTY

Norman Armbrust, left, and Edward Dostie, right, attend ceremony at which their comrade in arms, Robert Myllykoski, receives Silver Star.

Before Myllykoski exited, he removed the critically wounded gunner from his turret, secured him in a parachute and aided him in his exit.

Seconds later Myllykoski, a radio operator and gunner, secured his own chute and leaped to safety— he thought.

On the ground, the crew, from the 423rd Bomb Squadron, was captured and became prisoners of war for two years.

In May 1945 they were released by American forces.

Almost 50 years later, Armbrust realized the 73-year-old Myllykoski was never recognized for his bravery.

Armbrust started the action necessary through the Air Force Military Personnel Center to present his comrade the Silver Star.

"This is a big day for me," said Myllykoski with obvious emotion.

685 VICKERS ST.
SEBASTIAN, FL. 32958

Dear Russ,

I am trying to rush and send you what I have found!

You say you had the black & white from Col. Borges but am sending negatives anyway - they used number 17 and 24 in their publication at the A.F.B.

My negatives are a few of Norman Armbout (PILOT) and Edward Hostie and myself - don't know which, 9 or 10 is best.

Other articles are from local papers!

Please return after your article.

Thanks,

Bob

Leo Robert Myllykoski

685 Vickers Street
Sebastian, Fl. 32958
April 11, 1992

Dear Russ,

Just got the Echoes in the mail. I was very pleased with the article about me and my award of Silver Star, but I must point out to you an error with the picture you used. The picture was O.K. but that was not Ed Dostie in it. That was me on the left alright, but it was the artist, Tom Rissacher presenting it to me. He didn't know me before and after reading the articles in the local newspapers, he wanted to do this for me. That is Tom in the picture with his back to us as we view it. It was a very gracious gesture by him to paint this plane for me and present it to me at the award ceremony! Do you think you can correct it? I'd like to give him a copy. Thanks,

Bob Myllykoski

P.S. ED DOSTIE WAS ONE OF THE THREE WITH PILOT ARMERUST AND I.