

Scarlet 42-5720 and Her Crew



"Scarlet"



L-R: Nelson, Sheffield, Phelan, O'Hara, Tillery, Mountain, Fetkiw and Strom

Compiled March 2013 by Randolph B. Woolley
410 W. Sunset Road
Lookout Mountain, TN 37350
(423) 821-5736
rbwoolley@epbfi.com

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Gratefully Dedicated To:

The Crew of the "Scarlet" a B-17 Bomber



L-R: Nelson, Sheffield, Phelan, O'Hara, Tillery, Mountain, Fetkiw and Strom

Original Scarlet Crew

Richard Kierman O'Hara - Pilot

Robert H. "Smitty" Smith, Copilot

Otis Bert Tillery, Navigator

Hugh Edwin Phelan, Bombardier

William Harold Mountain, Radio Operator

Charles A. Sheffield, Engineer/ Top Turret Gunner

Paul A. Fetkiw, Ball Turret Gunner

Harold F. Strom, Tail Gunner

Maynard Eugene Nelson, Waist Gunner

James Jackson Garris, Waist Gunner

&

Replacement Crew

Laek Leroy Robinson, Copilot-Pilot

Berryman Hurt "Babe" Brown, Copilot-Pilot

For their service and sacrifices from Jan 1943 until Dec 1943

Preface

The method I used to collect and compile the information contained in this document came from many sources available online. First, Michael O'Hara the son of Scarlet's pilot has created a Facebook account about Scarlet the plane. This account had a number of pictures that his dad Richard K. O'Hara had taken during late 1942 and 1943. You can reference this Facebook page after you logon to Facebook by using the following search criteria: **Scarlet, WWII B-17F, AC# 42-5720**. Many of the photographs in this document came from this source.

Second, the Tillery family, other crew members, and their families, were active in the 306th Bomb Group Historical Association (306th BGHA). The 306th BGHA has a website: <http://www.306bg.us/>. This organization has been active since the mid-1970s, and meets every year. At the website, under the "Echoes" tab, you can find 40 years of issues of the newsletter, "*306th Echoes*." The Association's founding secretary, Russell A. Strong, served as 306th BGHA historian and editor of the "*306th Echoes*" from 1976 through summer 2007. Strong published the book "*First Over Germany -- A History of the 306th Bombardment Group*". In the fall of 2007, Dr. Vernon L. Williams, History Professor at Abilene Christian University, began serving as its volunteer editor, historian, reunion chairman, and webmaster. He involved his history students in the website work by scanning 306th documents and photographs. By autumn of 2014, Dr. William's volunteer positions transitioned to the current Leadership found under the Leadership tab on the website. I also used extensively the combat diaries of 423rd and 367th bomb squadrons along with interrogation forms and crew loading lists found on the website.

Additionally, I used Ancestry.com: <http://www.ancestry.com/> for enlistment data, travel data and family information such as birth and death records for the crew members. Find A Grave: <http://www.findagrave.com/> was used for where the crew members who has since died are located; Google Maps: <http://maps.google.com/maps?hl=en&tab=wl> was used to show the relative direction of each combat mission flown and Google Search Engine: <http://www.google.com/> was used for miscellaneous things such as POW and Stalag data, location data for plane crashes or training bases.

Some information and photographs was provided by some of the crew family members.

Finally, I created several tables showing such things as combat missions flown by each crew member, leadership roles served, and other related data. I also added some data that was done at the time by such well known war correspondents as Walter Cronkite and Andy Rooney to give a historical perspective to a combat mission. Overall, the format is in chronological order as best that I could determine it.

On page 208 I discussed where the B-17 "Scarlet 42-5720" was transferred to the 544th BS of the 384th BG on August 23, 1943. I had already completed the initial book when I thought I would research what happen to the plane. I found a marvelous account of what happen to it and have added it as an addendum found on page 256. It was renamed "Slightly Dangerous".

Randolph B. Woolley

Introduction

I would like to explain how I came about to undertake this endeavor. I am originally from Montevallo, AL and went to college there with a math major and physics and history minor. I have always enjoyed history especially when related to my family members. My Uncle who was an early Woolley family genealogist got me started doing family history research around 1980. I have written a number of Woolley and related family histories over the years. These were done as a hobby since I worked full time in the computer business mostly as a civilian for the U. S. Government (Air Force, Army, Navy and TVA) or government contractors (Boeing and Computer Science) for NASA.

I started work on a detail timeline on my Mother and Father's life recently. I had a whole chapter about my father's experience during WWII. I was able to reconstruct for the most part what he did leading up to his deployment overseas and his return. However, I had some missing parts that my father could have easily provided. I tried to get his records from the government archives but they were lost. My point here is that I had just gone through trying to document my father's WWII experience and know how difficult it is to document them after your loved one has passed on.

Because of some previous heart issues, I regularly attend a cardiac rehab exercise class at a local hospital. The exercise class usually have coffee after exercise where we solve all of the latest world problems. A senior member (89 years old) of our class told me one day after Christmas about his older brother who was a B-17 pilot during WWII. This gentleman's brother and crew was shot down. All were captured except one, the bombardier, who died when his parachute didn't open. My friend told me his brother who had died five years ago did not know what ever happen to the bombardier.

This story intrigued me. So I set out to see what if anything that I could find out about this crew. I was able to put together over a hundred pages about the plane and crew members and I surprised my friend when I presented it to him. The look on his face at the time was priceless.

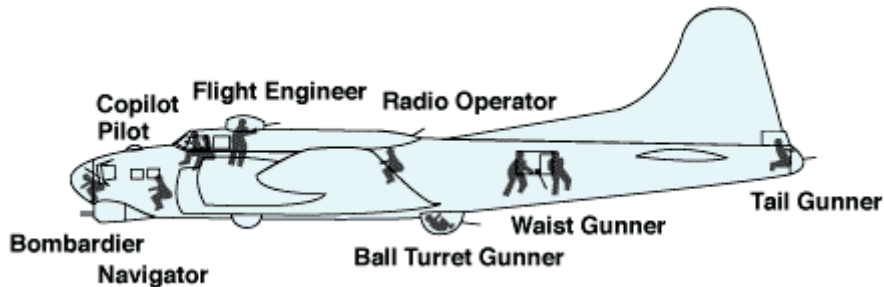
A few weeks after this happen a neighbor of mine and her husband came to dinner to discuss an upcoming trip to Normandy that they plan to take this summer. My wife and I had just been there in 2011. I was telling them about what a pleasure I had doing the story about the B-17 crew for my friend when my neighbor said her father was a navigator on a B-17. After a few questions about her father's experience, I thought I would try and document in one place all that I could find out about her father and his crew members war experience.

The following is what I found out. Most of which I am sure the family has known for years since they are very active in military reunion associations. However, I have learned long ago that when people pass on some of their information is lost for future family generations. This document is done with this in mind so that the present generation will have something to give to their children and grandchildren regarding their Grandfather or Great Grandfather.

Scarlet 42-5720 and Her Crew

Primary tool was the Boeing B-17F bomber

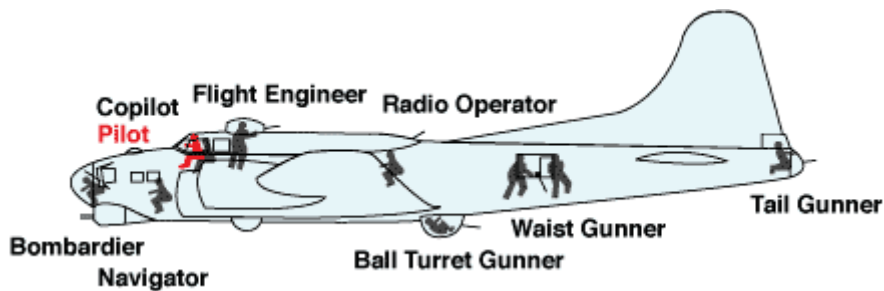
This is an account of a B-17 crew and their time in combat over Europe during the year 1943. It discusses how they achieved their 25 combat missions so that they could return to the U.S. Their primary tool was the Boeing B-17F bomber. It had a crew of ten; pilot, copilot, navigator, bombardier, flight engineer/top turret gunner, radio operator, ball turret gunner, waist gunners (2) and tail gunner.



Pilot - "Aircraft Commander"

Pilot's duties and responsibilities on B-17 Flying Fortress

- Commander of the aircraft; sometimes of the formation as well
- Handle all aspects of aircraft flight
- Build camaraderie amongst the crew
- Ensure each crew member received proper training
- One of only two of the crew that did not have a machine gun to man (copilot being the other)

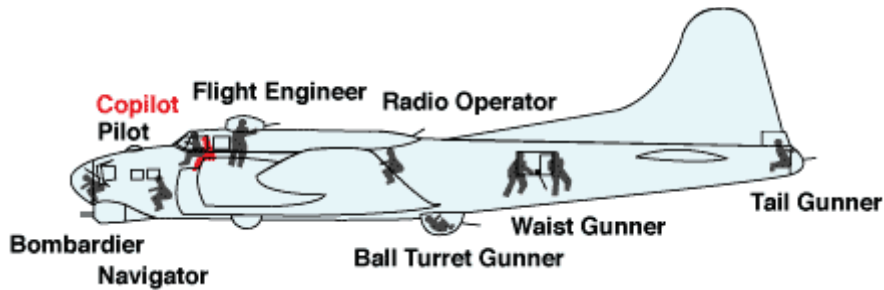


Co-pilot - Backup to the pilot, handled ground maneuvering

Copilot's duties and responsibilities on B-17 Flying Fortress

- Second in Command
- Relieve the Pilot as needed during long flights/take over if pilot was killed or too wounded to fly
- Handle the aircraft ground maneuvering

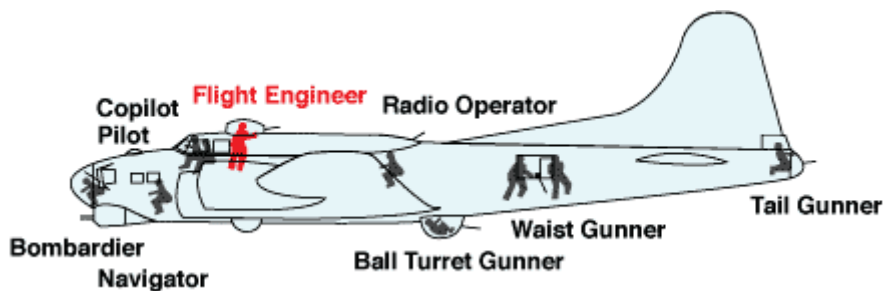
Scarlet 42-5720 and Her Crew



Flight Engineer - Top Turret, Engine Health Monitoring

Flight Engineer's duties and responsibilities on B-17 Flying Fortress

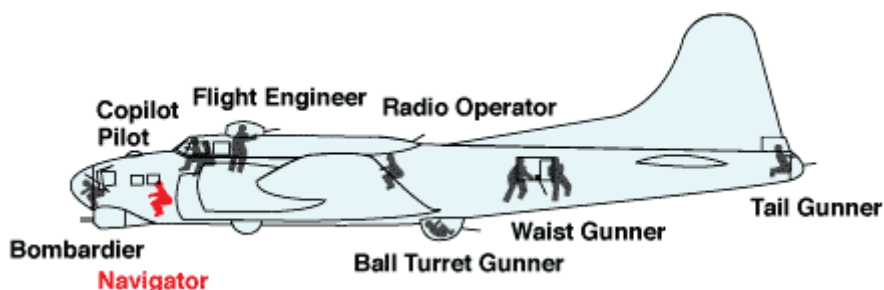
- Handle engine controls with the pilots/assist them in flying the aircraft
- Operate the top turret to defend the aircraft against enemy attacks
- Be skilled and have working knowledge of the aircraft mechanics to make repairs as needed if the aircraft landed away from base
- Is the aircraft armorer with detailed knowledge of the guns and ordnance carried on a mission



Navigator - Determine plane position relative to Earth

Navigator's duties and responsibilities on B-17 Flying Fortress

- Navigation of the plane using pilotage, dead reckoning, radio, celestial, or any combination of the four
- Plot the course avoiding heavily guarded areas, reach the target, and guide the plane back home
- In charge of defending the plane using the "cheek" guns mounted in the nose section

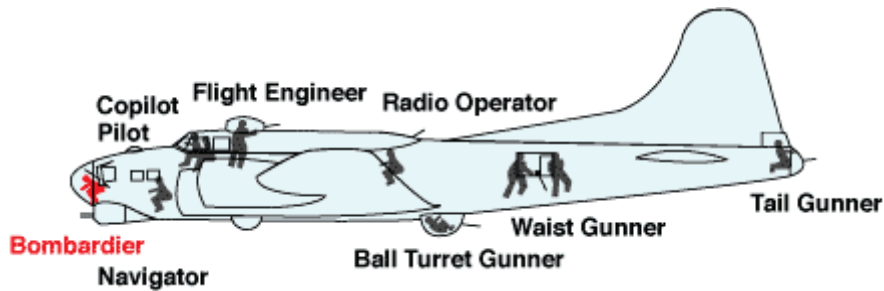


Scarlet 42-5720 and Her Crew

Bombardier - Deliver Payload on Target

Bombardier's duties and responsibilities on B-17 Flying Fortress

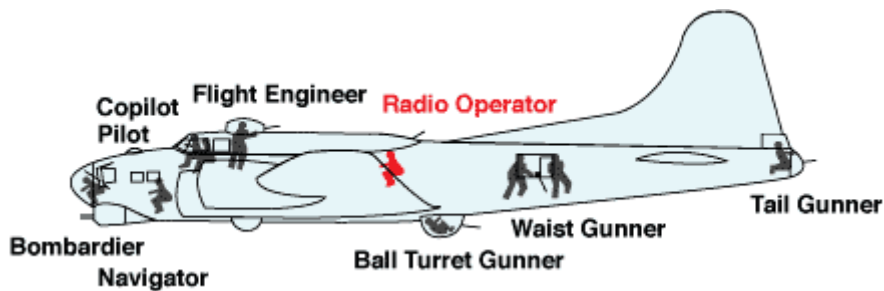
- Deliver payload with accuracy
- Assume control of the aircraft once on the bombing run
- Protect the aircraft with the front mounted chin turret (remote-controlled)



Radio Operator - Communications handler

Radio Operator's duties and responsibilities on B-17 Flying Fortress

- Handle all communications between the aircraft in the formation and HQ
- Provide up to the minute updates on target availability (primary or secondary targets)
- Operate the cameras located under the floor of the radio room (used for photographing the bomb run)
- Use the .50 caliber machine gun mounted above his head out through the top window (as needed)

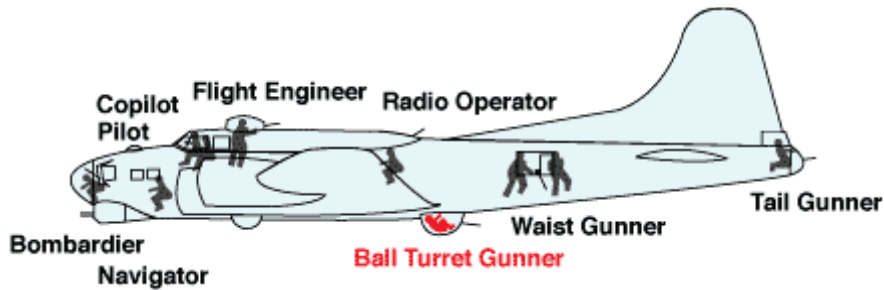


Ball Turret Gunner - Enemy Fighter Protection

Ball Turret Gunner's duties and responsibilities on B-17 Flying Fortress

- Protect the aircraft from all enemy attacks coming from below
- Provide aerial reconnaissance of targets below and relay to crew/navigator

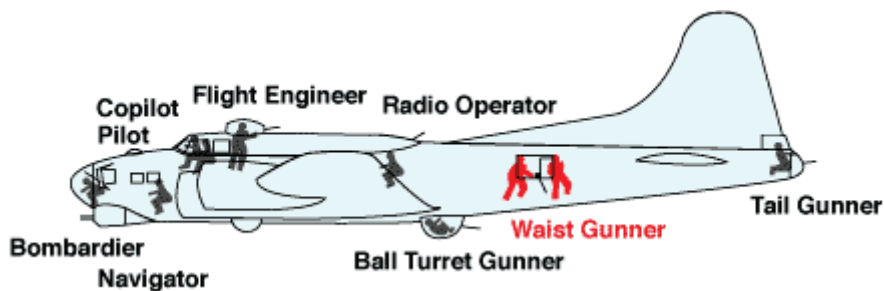
Scarlet 42-5720 and Her Crew



Waist Gunner (2) - Enemy Fighter Protection

Waist Gunner's duties and responsibilities on B-17 Flying Fortress

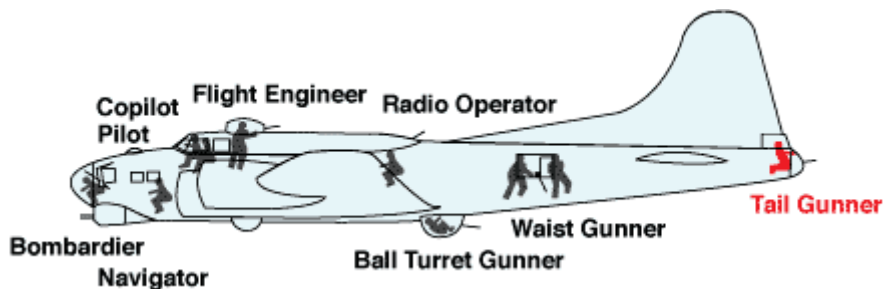
- Provide protection of the aircraft from enemy attacks directed at the mid-section of the aircraft
- Assist other crew members as needed (eg. help the Ball Turret Gunner into the ball)
- Observe and be aware of flight conditions, and overall safety of the aircraft while in flight (eg. observe engines)



Tail Gunner - Most Important Defensive Weapon

Tail Gunner's duties and responsibilities on B-17 Flying Fortress

- Provide protection of the aircraft from enemy attacks coming from behind
- Observe other airplanes in the formation and call out enemy aircraft positions



Scarlet 42-5720 and Her Crew

Scarlet's Crew

The new crew came together in the fall of 1942. The Pilot was Richard K. O'Hara of Cortland, NY. He was born August 15, 1919 and enlisted in Army Air Corps at Syracuse, NY on Mar 15, 1941. The Copilot was Robert H. Smith of Lamesa, TX. He enlisted in the Army Air Corps on Nov 3, 1941 at Fort Bliss El Paso, TX. The Navigator was Otis B. Tillery of York, AL. He was born on April 29, 1920 at York, Sumter, AL. The Bombardier was Hugh E. Phelan born March 30, 1918 in Malvern, AR. He enlisted in the Army Air Corps on Jan 19, 1942. The Engineer was Charles A. Sheffield born Aug 29, 1914 in North Carolina. He enlisted in the Army Air Corps on Dec 30 1941 at Fort Jackson Columbia, SC. The Radio Operator was William H. Mountain born Apr 29, 1920 in Sangerville, ME. He enlisted on Dec 28, 1941 in Portland, ME. The Ball Turret gunner was Paul A. Fetkiw born 1917 in Fulton, Oswego, New York. He enlisted Mar 18, 1942 at Fort Niagara Youngstown, NY. One Waist gunner was Maynard E. Nelson born Jun 7, 1923 in Williams, Nelson, ND. He enlisted Nov 27, 1941 at Fort Snelling, MN. The other Waist Gunner was James J. Garris. James J. Garris was born Jan 13, 1919 in Virginia. He enlisted in the Army Air Corps at Fort George G Meade, MD on August 15, 1941. James J. Garris was not a part of the crew assembled in the U.S. but was assigned early on in the U.K. He was an assistance crew chief stationed at Thurleigh, England prior to his assignment as a waist gunner. The Tail gunner Harold F. Strom born Jul 16, 1913 in Hill Lake, MN. He enlisted on April 21, 1942.



L-R: Nelson, Sheffield, Phelan, O'Hara, Tillery, Mountain, Fetkiw and Strom

Scarlet 42-5720 and Her Crew

Scarlet: 42-5720

The new B-17F aircraft, Serial Number 42-5720, was delivered to the Army Air Force at Tulsa on September 23, 1942. It was at Wayne on November 2, 1942 then West Palm Beach on December 14, 1942. It was initially assigned to the 423rd Bomb Squadron/306 Bombardment Group [GY-Y] Thurleigh, England and named "SCARLET" on February 2, 1943; then assigned to the 367 Bomb Squadron when the crew was reassigned in early April, 1943. It had a taxi accident on April 20, 1943 with Pilot Dick O'Hara. It was transferred to the 544 Bomb Squadron/384 Bombardment Group [SU-A] at Grafton Underwood, England on August 23, 1943. It was Missing In Action (MIA) against Stuttgart, Germany on September 6, 1943 with **Pilot** Lester Aufmuth, **Navigator:** Chas Downe, **Bombardier:** Jim Jensen, **Engineer / Top Turret Gunner:** Bob Price, **Waist Gunner:** Joe Smith (these 5 were captured and became POWs), **Co-Pilot:** Jim McMath, **Radio Operator:** Lou Weatherford, **Ball Turret Gunner:** Jim Wagner, **Waist Gunner:** Chas Fisher and **Tail Gunner:** Carl Bachmann (these 5 escape/evaded capture EVD). The air craft ran out of gas and crashed near Doiains, ten miles E of Evreux, Fr. (MACR 776).

West Palm Beach - Dec 1942

Another account of the beginning of this air craft's service is provided by the pilot's son, Michael B. O'Hara, who has his father's log books. Some of the following pictures are from his Facebook's site about the aircraft 42-5720 that his father piloted.



November 29, 1942 - Dad takes command of his yet-to-be named plane at Schilling Air Force Base in Salina, Kansas; AC #25720.

Air Craft 42-5720 was first assigned to the 306th Bombardment Group, 423rd Bomber Squadron. Richard K. O'Hara, original pilot picked up the brand-new B-17F on

Scarlet 42-5720 and Her Crew

November 11, 1942 in Salina, KS. Richard O'Hara married his wife three days later on November 14, 1942. According to their son, Michael B. O'Hara, this is important to the story because the crew named the plane 'Scarlet' (with only one 't'; Scarlett w/2 't's was another B-17), for Mom. (Mom was born in Georgia, so you get the whole Mom-Georgia-GWTW-Scarlett + Dad-O'Hara connection).

As indicated earlier, the crew and new B-17F was in West Palm Beach, FL on December 14, 1942.



"Dad (Richard K. O'Hara, Pilot) and his crew flew from Kansas to West Palm Beach for a weeks vacation (December 12-20, 1942) before going overseas to war. Mom and Lee Smith traveled by train from August, GA. This is Mom & Dad's honeymoon. Pictured: Dad, Mom and Lee and Bob 'Smitty' Smith (Copilot)."



"West Palm Beach; Dad, Mom and Smitty"



"West Palm Beach; Dad and Mom"

Scarlet 42-5720 and Her Crew



"West Palm Beach; Dad and Mom"



"West Palm Beach; Dad and Mom"

"Daddy is sitting there acting innocent, but he was actually pulling her hair and that's why she is reaching that way."

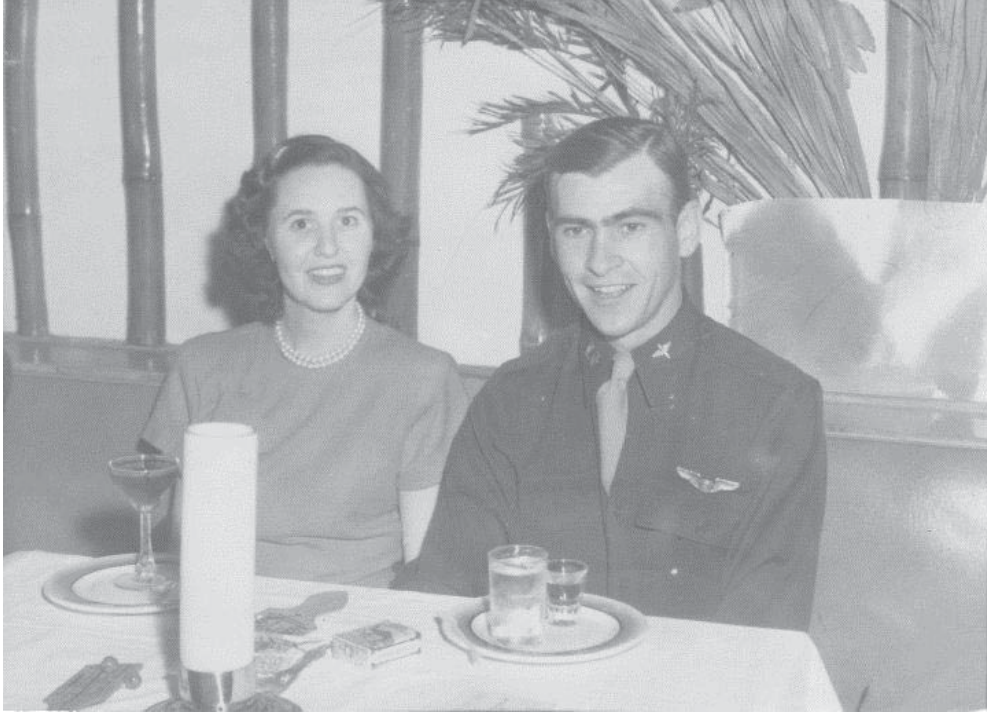


"West Palm Beach; Dad. Just 23 years old..."



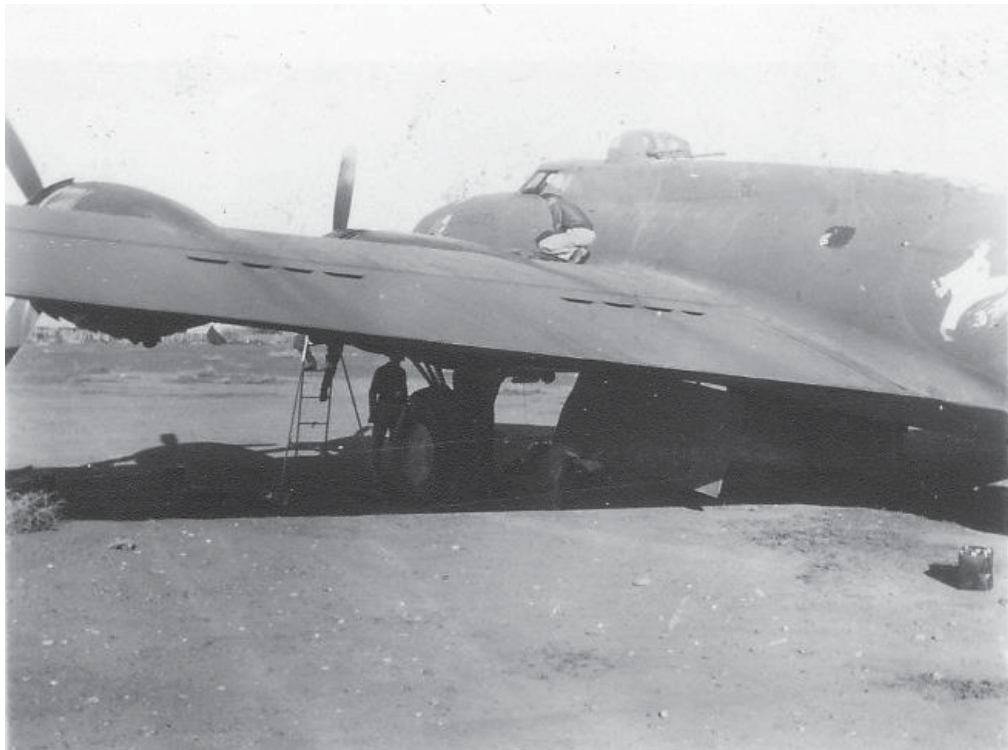
"West Palm Beach; Hugh Phelan"

Scarlet 42-5720 and Her Crew



"Miami; This photo was taken at a dance club, and came in a sleeve stating, 'Club Bali, Miami's Finest Supper Club, Biscayne Boulevard at 8th'"

Crew Flies to Thurleigh, England



"Dad orders were to take the plane to his new base in England, but to fly a long route. Between December 28, 1943 to January 13, 1943, Dad flew from USA, to Brazil, to Gambia, to Morocco and to England. Here, they stop in Gambia, Africa for an inspection."

Scarlet 42-5720 and Her Crew



"Inspection in Gambia, Africa"



"Leaving Gambia, they find snow on some African mountains"



Richard K. O'Hara when he saw his plane named Scarlet

Scarlet 42-5720 and Her Crew

"Dad had Scarlet from day 1 and flew it to Thurleigh, England, landing there January 13, 1943. Dad and crew land in Thurleigh, England, which will be their home-base for bombing raids into France and Germany. Sometime before their first raid on February 26, the crew christened the B-17F, 'Scarlet' (with 1 'T'), in honor of Mom's Southern heritage. The christening and paint job were a surprise to Dad.

Dad and Scarlet participated in the 1st raid over Germany, to Wilhelmshaven."

I have been unable to verify this last statement. The first raid took place on January 27, 1943. I can verify that Richard K. O'Hara participated in the next raid on Wilhelmshaven on February 26, 1943.

An entry into the 423rd BS/306th BG Combat Diary gives further information on how the plane and crew arrived at Thurleigh dated January 16, 1943.

"Today we welcomed into our midst a new crew which came to us all the way from America through South America, Africa, Gibraltar and to England. This included Lts. Richard K. O'Hara, pilot, Robert H. Smith, copilot, Otis B. Tillery, navigator, and Hugh Phelan, bombardier, and S/Sgts. Paul Fetkiw, William H. Mountain, Maynard Nelson, Charles Sheffield and Harold Strom. This crew was shipped off on the 17th to Bovingdon for further schooling." *source: 423rd Combat Diary dated January 16, 1943*

The 306th BG is made up of the 367th, 368th, 369th and 423rd BS. Scarlet and her crew were initially assigned to the 423rd BS and by April 17, 1943 was re-assigned to the 367th BS.

Example of Pre-Combat Training

I am going to at this point diverge from the primary purpose of this account and provide some background information regarding a newly arrived crew to U.K. and their preparation for combat. As mention above the crew of the Scarlet was immediately (next day after arrival) shipped off to Bovingdon for further schooling. The following is taken from "Marshall Stelzriele's Experiences of a WW2 B-17 Navigator" beginning at where he and his crew were assigned to Bovingdon in August 1943 some 8 months after the Scarlet's crew. His account starts with his arrival at Prestwick, Scotland the point of entry when coming via the Northern route as oppose to the Scarlet crew who came via the Southern route and landed directly at a combat base (Thurleigh). Something similar to this account would be what the Scarlet crew went through in preparation for combat and also for each mission that they flew.

PREPARATION FOR COMBAT

Assignment to Bovingdon

As I (Marshall Stelzriele) mentioned previously in the Photo Journal of Training and Trip Overseas, we arrived at Prestwick, Scotland on August 30, 1943, after a nine-day trip from Scott Field in Illinois. We spent one night at Prestwick, and were treated to an "old-fashioned" dance (similar to our square dances) by the residents. The next day, August

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31, we boarded a train to Bovingdon, a small town near Watford, just north of London. The airplane we had flown from the U.S. to Prestwick had been taken from us there, and ferried to one of the combat bases for instant use, replacing a plane that had been destroyed or badly damaged in combat. The primary purposes of our two-week stay at Bovingdon were to receive our final pre-combat training, and to be assigned to a heavy bomb group in the Eighth Air Force. But it served another purpose to brand new crews in a war environment.

First, we were able to view from a distance a number of German bombing raids on London. Some of the incendiary raids left huge sections of London on fire. The second day we were at Bovingdon, several battle-damaged planes from a B-26 Marauder group, returning from a raid, landed there, and we eagerly discussed combat conditions with them. We also got our first view of many B-17 Flying Fortresses and B-24 Liberators assembling into their immense formations for bombing raids over the continent. Raids by American bombers were always made in daytime formations, while the RAF bombers performed their missions at night. To this point in time, the war had seemed impersonal and far away, and there was a feeling that in some way we might be spared from it. But now it was becoming more and more personal, and trepidation began to set in as we realized that in a very few days, we would be in the thick of it.

Final Pre-combat Training

Most of the instructors at the 11th CCRC (Combat Crew Replacement Center) were ex-combat pilots, navigators, bombardiers, gunners, and radio operators who had completed their tour of missions, or who had been shot down over the continent, and had walked out with the help of the French underground without being captured by the Germans. The courses there were designed to let some of their combat experience rub off on us green crews. There were lectures on formation flying and evasive action for the pilots and co-pilots. Navigators were introduced to the British ground communication lights, called "pundits, occults, and darkies," which were secondary light aids. Navigators also got their first introduction to real gunnery, particularly how to disassemble, clean, and assemble the .50-caliber machine guns.

The most interesting experience there for navigators was learning how to navigate by means of the "Gee box". It was an instrument similar to Loran, but was more accurate and had shorter range. Transmissions from four towers on the ground were converted by the Gee box to sets of coordinates that could be recorded on a map overlaid by the coordinate lines, to establish a ground position. On one of our missions, the system proved to be accurate to within a few hundred yards as far away as the South of France. The system showed us to be over the bend of a river shown on the map, and looking down we could see that we were almost directly over that bend. But the Germans soon learned to determine the frequency of the Gee box and "jam" it. For a few flights, the B-17s carried four black boxes operating at different frequencies, each of which was inserted into the system at specified times. That increased the time the system was effective, but one by one, the Germans would jam those black boxes also, so before long, use of the Gee box was discontinued.

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Men working at other crew positions were also given instruction to meet their specialized needs. But almost all of the training at Bovingdon was on the ground, so when the time came that we were transferred to the Eighth Air Force, we still had almost no flight experience over England.

Recreation and Relaxation

While stationed at Bovingdon, opportunities for a social life were ample. There were dances (mainly the old-fashioned type) on several evenings of each week in the town hall at nearby Watford, and crewmen were allowed liberal off-base passes. There were also frequent forays to the restaurants in town. In the throes of wartime rationing, food in the restaurants was by no means of the very best quality. Most common in the fast-food type of restaurants were fish and chips, and braun and chips. Braun was similar to American blood sausage, and what they called "chips" were like our French fries. A restaurant on High Street featured small, but very good, steaks which the owners preferred to sell to Americans, because the higher-paid Yanks tipped better than service men of other countries. We were also introduced to tea and crumpets at about that time. British workers on the air base had tea at 8:30 and 10:00, lunch at 12:00, tea again at 1:30 and 4:00, and dinner at 6:00 PM. It was irreverently claimed that Royal Air Force pilots would pull up alongside a cloud to have their tea at the appropriate time.

Tom Dempsey (the co-pilot of our crew) and I made our first trip to London along with Andreoli and Myers (the navigator and co-pilot of the Frank Berry crew, who had been with us all the way from the Savoie Group at Pyote, Texas). We took a train to London, and then the underground to Picadilly and Leicester Square. In Picadilly, we had dinner at a Greek restaurant and made Pete Andreoli, who had frequently bragged about managing a restaurant in Manhattan, choose the menu for all of us. He chose macaroni and chicken, which turned out to be a very poor choice. It took him a long time to live that down. That was the first time we tried warm "mild and bitters", which is something like beer, and thought it was terrible. We walked around awhile to watch the "Picadilly Commandoes" (ladies of the night) working the crowds, and then caught an early train back to the base, to avoid having to walk about four miles to get there.

Tom bought a low-gear bicycle, which he let us all use. It came in handy to run errands around the base at Bovingdon, such as visiting the quartermaster to buy wools. We had originally been told in the States to prepare for a hot climate (probably North Africa), and the cottons we brought along would never have been adequate in winter in England, which is at about the same north latitude as Canada. The bicycle also provided an opportunity to contact the quaint countryside and the people directly. I believe most of us had expected them to be remote and aloof. Instead we found them to be very warm and of ready wit. They were not good, however, at giving effective directions. "Take the first turning on the right, and then a left. You cawn't miss it." Usually we ended up being more lost than before. The favorite request of the small children was: "Any gum, Yank?" They always knew when ration day was, and were always around on that day.

Cars driving on the left side of the road and the British monetary system soon became less strange to us. The Yanks got a kick out of the very small coal and freight railroad

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cars, connected by chains and having compressed-air bumpers. On most local passenger trains, stops were made at all of the small towns, which were about four or five miles apart. Passenger trains were similar to the European trains, with compartments having enough room to accommodate about eight or ten passengers, and the seats were quite comfortable.

The British were on double daylight saving time (a time shift of two hours) during the war, so that from late spring to early autumn the sky was never completely dark during normal waking hours, even at midnight. The countryside was a complete jig-saw of roads, as we verified later from the air. In the country and small towns, the roads seemed usually to never be straight for more than a block. Because of the perpetual fogs in winter and the lack of sunshine, it was very difficult to maintain a sense of direction. Road surfaces were mostly of asphalt, with some of the older towns still having cobble-stone or wooden-block surfaces.

Gasoline (or petrol, as they called it) was tightly rationed, even to priority drivers such as doctors. Jitneys (taxis) were awarded only about two gallons of petrol a day, and, for that reason, expected large tips for even short rides.

Transfer to Combat Base

After thirteen days at the 11th CCRC, the time finally arrived for our crew to be transferred to our permanent base. Up to this point, several crews of the Savoie Provisional Group had been able to stay together. The Sinnomon twins, who had been commissioned with me at Mather Field, were navigators on two of the crews who were still with us. They, of course, wanted to remain together on the same combat base. Pilots John Beriont and Frank Berry had enough influence to see that they were permitted to do so and to remain with us. So their two crews, our two crews and two other Savoie crews made up the contingent that was assigned to the 96th Heavy Bomb Group of the Eighth Air Force, located at Snetterton Heath, in East Anglia. The 96th was part of the Third Division (Fortresses) and the 45th Combat Wing. We were all pleased that we were not assigned to the 100th Group, which had suffered severe casualties in recent raids.

We and our baggage were loaded on trucks for the 150-mile trip to Snetterton Heath. En route, we made only one stop, and that was for food. We entered a small cafe, and by the time we left, we had eaten all of their sandwiches. We arrived at Snetterton at about seven in the evening, shortly after the 96th Group had returned from a raid, and were immediately pounced upon by crewmen of the 337th, 338th, 339th, and 413th squadrons, each touting their own squadron as best in the group, based on which squadron had suffered the fewest casualties in recent missions. Of the six Savoie crews that were assigned to the 96th, the Beriont and Berry crews were assigned to the 338th Squadron, and the other four crews were placed elsewhere in the other three squadrons.

Our quarters during our entire stay at the 96th Group were in Nissen huts, similar to advanced-base hangars except smaller, with four officers from each of three crews in each hut. Quarters of the enlisted men of our crews were located in similar huts in a nearby area. The floors of these huts were bare concrete, with no carpets, and the latrines

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were about fifty feet away. Even in the middle of the night, one had to dress almost completely to visit the latrine in the cold winter weather. The cots were reasonably comfortable. Mine was located at the very rear of the hut, across from Frank Berry. Our only heat was from a small wood-burning stove at the center of the room. This was adequate until winter, when some of the men obtained a larger one from the supply room. This one could be stoked, and it provided heat all night.

It was on the 13th of September that we officers arrived at the 96th Group. The enlisted men of the six crews were transported to the Wash area of northeast England for gunnery practice, and joined us at Snetterton later. I spent the 15th watching our Forts taking off on a raid to Paris, and watching them return later, reporting excellent results but having lost three airplanes and crews. I also talked to as many as possible of the officers and crews with combat experience. One of them talked mostly about the gory side, such as crewmen being mangled by 20-millimeter fire. Needless to say, I got away from him as soon as possible! Most of the men assured me that all new crews always had from two to four weeks of practice navigation missions to "learn the ropes" before flying combat. There would also be gunnery practice for navigators and bombardiers, and ground-school classes on subjects related to combat missions. This is the way it worked out in my case? Just wait until you read about a very green and confused navigator on his first mission, three days after arriving at his combat base.

Typical Raid Procedures

Navigational Confusion

When the time quickly came for my first combat flight, I was probably the most confused navigator in the entire European Theater of Operations. The reasons for confusion on my first raid can best be understood by reviewing what the normal procedures were on a typical mission, and comparing them with what happened on my first one. Usually, for security reasons, it was never openly announced the night before a mission that there would be one the next day, let alone what the target would be. However, most of us could sense when there would be one, because those in charge of planning the mission would huddle in the Operations area. On those nights, most crewmen would "hit the sack" early, to get a little extra sleep.

Dressing for the Flight

Normally, there were more crews available than were required for a flight, meaning that every crew did not have to fly every mission. Members of those crews who did have to go were awakened by an orderly about an hour and a half before the briefing. Thus, for an early mission, we could be awakened at 3:00 AM or earlier. With the British double daylight saving time, it could feel more like 1:00 AM. Dressing for the day meant donning winter "woolies", then GI pants and shirt under a summer flying suit. Two pairs of heavy woolen socks were worn under GI brogans, and a cap and heavy jacket completed our preliminary dress until just before take-off. There were fresh eggs for breakfast before missions, instead of powdered eggs we got on days we did not have to

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fly. After breakfast, "buses", really GI trucks with wooden seats, carried crewmen through a very cold morning to the briefing room.

If there was sufficient time before the briefing, we would put on our heavy wool-lined flying suit and fur-lined boots over our shoes. Later on, we would put on a wool-lined helmet, earphones, a throat microphone, an oxygen mask, a parachute harness, and heavy gloves with silk gloves underneath. The silk gloves were used when it was necessary to use a pencil to navigate, or to fire a machine gun, in which case bare hands would have stuck to the extremely cold metal. To replace part of this very bulky equipment, some of the men would use electrically-heated suits; others chose not to because sometimes the suits shorted out, causing painful burns. Sometimes, also, part of the equipment was carried to the plane from the "drying room" and donned there, to avoid the chance of becoming sweaty from so much clothing immediately before the extreme cold at high altitude. Whenever flak (anti-aircraft ground fire) or enemy fighter attack was expected, a flak helmet and flak jacket were added to this immense amount of clothing, and a parachute was attached to the harness.

The Briefing

At the briefing room, all of the crewmen were in high suspense as they stared at the covered map-board, which would reveal the target for the day. When all crewmen, the squadron and group commanders, and sometimes the wing commander (Col. Old), were present, the briefing was ready to begin. The operations officer would uncover the map, and crewmen would see for the first time what the target would be. If the target was known to be an easy one, a group sigh of relief could be heard. If it was a deep penetration of the continent, a deep gloom settled over the room. Once, when the target was announced to be Berlin, a pilot who would be flying his final, 25th mission, jumped up, ran out the door, and could be heard vomiting on the outside. Fortunately, for some reason the mission was aborted.

Then the first briefing officer would present general information from the battle order about the mission: the courses to be followed; locations of the Initial Point (IP), the point at which the last five or six minutes of the bomb run would begin; the Rally Point (RP), where the planes would gather in tight formation again for the trip home; the type of formation; time of takeoff of individual planes; time of takeoff of the assembled formation from England; and location of the planes of the individual crews in the formation. The group formation for bombing missions contained four squadrons with seven airplanes in each squadron. The planes in each squadron were further divided into two "flights", one with three planes and one with four planes. The lead squadron in the group would have a wing squadron on each side, one slightly higher and one slightly lower, and both of them slightly behind the lead squadron. Within a squadron, the three-plane flight would lead the four-plane one, with each flight having a high and a low wing plane. Among the crewmen, the favorite location in the formation from the standpoint of safety was in the high squadron near the front. The least favorite was "tail-end Charlie" in the low squadron, a position known by crews as "purple-heart corner."

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Next, Intelligence officers (S-2) would present information on the location and strength of expected flak batteries, and the expected numbers and locations of enemy fighter planes. Also explained were time and locations of points at which friendly fighter support would join and support the group in relays to accompany it to and from the target. A weather man would give a complete forecast for the entire area to be flown over. The communication officer would discuss call signs and frequencies, and schedules of occults, pundits, darkies, etc. Last of all, Col. Old or Col. Jim Travis, the Group commander, would give a pep talk, such as: "Keep a good formation; you have an opportunity to do a lot of good today." Then navigators, bombardiers, and the pilots and co-pilots would go to their own specific briefings.

At the navigators' briefing, the group navigator would preside. He would have already worked out and mapped a complete flight plan, covering such factors as drift, air-speed, heading, distance and time for each leg of the trip. Then maps and charts would be distributed to the navigators, to enable them to plot the courses, show where enemy flak and fighter opposition could be expected, and where we would rendezvous with friendly fighters. If time permitted, most navigators would check the flight plan, to verify that the flight plan as calculated by the group navigator would, in fact, get the group to turn points on time and on course. "Flimsies" would also be passed out, carrying a summary of the flight plan. These were printed on rice paper, which could be eaten and digested by the navigator, in case he had to bail out from the airplane and was captured by the Germans. Finally, to assure that the navigators all worked exactly to the same time as the lead navigator, all of their "hackwatches" were coordinated precisely to his.

Preparation of the Airplane

Trucks would then carry crewmen to their airplanes. To minimize the danger of massive damage from German air raids, planes belonging to the four squadrons were parked on revetments in four dispersal areas located about a quarter of a mile apart, with two to four planes to a revetment, and the farmland among the clusters provided excellent camouflage. Crews were presented with maps showing the locations of their airplanes, which were identified by plane numbers. This was to assure that the trucks carried them to the proper location. Flashlights often had to be used to identify the planes when crews arrived in the areas before daylight. The .50-caliber machine guns were ready to be installed in the airplanes, and each crewman, including the navigator and bombardier, was responsible for installing his own gun. Ammunition boxes in the nose area were placed in the best location to feed the guns, but boxes of extra ammunition frequently had to be used as a chair to sit on. Navigation equipment, including the Gee box, if it was to be used, had to be checked out, and the oxygen masks had to be adjusted.

Takeoff and Assembly

At the briefed time for starting engines, the pilot would call all stations on the interphone, to make certain all was ready. The planes would line up in the order specified at the briefing, and each would take off at its planned time. Complete radio silence had to be maintained, to keep from alerting the enemy. At takeoff time for missions on which he did not fly, Col. Travis was invariably at the tower, near the head of the takeoff strip, to

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wave at each crew as the flare was fired for the takeoff of that airplane. After takeoff, the planes circled and climbed, usually over the area of the airbase. In certain cases, they would fly outward in a specified direction, climb to a specified altitude, and then climb back toward the base, to look for the appropriate squadron. In dark hours, coded signals from an aldis lamp were used to identify the proper squadron. With 28 airplanes looking for 4 squadrons in a relatively small area, all members of every crew had to be very alert for other airplanes to avoid a potential catastrophe. Bombing was usually done in wing or division formation, so after groups were assembled, the time came for assembly in the proper overall configuration at a designated location. In the case of a massive raid on an important target, the entire Eighth Air Force would participate. It is difficult to imagine, without actually seeing it, what the sky looked like with 700 to 800 B-17s and B-24s in the air, particularly when each plane produced its own condensation trail under certain atmospheric conditions.

To the Target and Back

Departure from Britain

With the entire formation assembled and leveled off at flight altitude (normally 25,000 feet but occasionally as high as 30,000 feet), the formation departed from the English coast at the planned time. To this point in time, the primary duties of the navigator were to inform the crew of the significant details of the mission, to keep track of the position of the airplane during the climbing and circling, organizing the navigation tools and paperwork at the workplace, and assembling the gun in order to test-fire it over the North Sea. To prepare for the possibility that his plane might have to abort the mission at some point along the course to the target, compass headings that might be required to return to base from different points along the way had to be worked out in advance. Heading requirements were also worked out to fly from various points to Sweden or Switzerland in case abort to one of those countries might be advisable. Because outside temperatures at flight altitude were most often about -60 degrees F, it was also necessary by this time that all of the cold-weather clothing be in place.

Navigation Process

If there was good visibility of the ground, the navigation process used by most of the navigators would most likely be by means of "pilotage", which means following the course of the formation by reading a map of the area, and comparing the location of features on the ground, such as rivers, lakes, and cities with their location on the map. When there was an undercast, the navigation would be by means of "dead reckoning", which involves calculations of position, course and ground-speed from data derived from the air-speed meter, compass, and drift-meter. The drift-meter is similar to a non-magnifying telescope installed in such a way that it looks vertically to the ground when the airplane is in level flight. The "lens" contains two parallel lines, parallel also to the axis of the plane when the circular scale around the tube reads zero. As the airplane flies along, the navigator picks a spot on the ground (such as a cross-road) that showed up between the lines. He would turn the drift meter in such a way as to keep the point moving between the lines and parallel to them. The number of degrees he has to turn the

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meter in order for the point to move that way is the angle between the airplane axis and the direction the airplane is moving, or the drift. The lead plane flies straight and level as directed by the lead navigator, and the results of his navigation could be very accurate. On the other hand, all of the other planes in the group have to jockey around to maintain position in a tight formation. In particular, navigators in the outer planes of the outer squadrons had a very difficult time navigating, because of the wide variations of readings of the airspeed meter, compass and altimeter, so their location calculations could not be very accurate. In some of these situations, a navigator might be required to "navigate by flight plan", assuming that the lead navigator had gotten the group to the locations where the flight plan said it would be at certain times.

Route to Target

Formations usually went to targets in northern Germany, such as Emden or Bremen, by looping out over the North sea, approaching the German coast from the north, dipping as short a distance as possible into Germany, and then scampering back out to sea as soon as possible. For targets in southern Germany such as Schweinfurt and Mannheim, on the other hand, the approach from England was more or less a straight line, with feints toward other targets to confuse the Germans. The final turning point was the Initial Point (IP), about six to ten minutes from the target, which was the beginning of the bomb run. At that point, the lead crew would fire a flare of previously announced color, and the enlisted men of all crews would remove the bomb pins and bomb-bay doors would be opened. Removing the pins "unlocked" a spinner on each bomb, permitting them to spin off and arm the bombs as they fell through the air.

On the bomb run, the lead navigator could set the pilot on an accurate heading toward the target, and the lead bombardier would actually take over control of the airplane, through the bomb-sight and the automatic pilot. With flight data in the target area set into the computer, the bombardier could make minor adjustments to keep the cross-hairs on the target, and the bomb-sight would automatically drop the bombs at the appropriate instant. If there was an undercast and the lead navigator used "Mickey" (a radar navigation box), he could establish the bomb run course using radar. When all the other bombardiers saw bombs drop from the lead plane, they would immediately toggle their own bombs. The crewmen who could best observe the bombs hitting the ground were the ball turret gunner and, by means of the drift meter, the navigator. It was part of his job to record for Intelligence exactly where the bombs struck on or near the target.

Enemy Fighter Opposition

As our planes approached the enemy coast on the way in, crewmen of all the planes had to be on high alert to watch for German fighters. The first man to sight one would call attention to it and its location over the interphone, using the clock system, as, for example: "Two bandits coming in at ten o'clock high." Other planes in the formation would also be notified by radio. The courage of the German pilots could not be denied, as they swooped through the middle of a group, either singly or in clusters, with perhaps as many as 150 - 200 .50-caliber machine guns shooting at them. If there was heavy anti-aircraft fire over a target, the Jerries would wait outside the flak area, and attack any

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airplane that was damaged and had to leave the protection of the formation. Once, someone tacked, on a bulletin board, an advertisement from Life magazine by an aircraft company, asking the question: "Who's Afraid Of The Big Bad Wulf?", referring to the German Focke-Wulf 190 fighter plane. Almost every man in the group signed underneath the advertisement!

During the worst fighter attacks, enemy planes would approach from every direction. Generally, their primary attention would be directed to "tail-end Charlie" of the low squadron, because that area had the least protection. The lead plane was also a prime target, because there would be a need for the formation to reorganize if that plane was knocked out, causing some confusion. When the attacker came within 1,000 yards of the formation, the maximum range of fire, all of the .50-caliber machine guns of the group would open up on it. Accurate firing was made difficult because the gunner had to estimate the required firing lead time for airplanes flying in assorted directions. Every fifth round was a tracer (a round that glowed), to indicate where the stream of bullets was supposedly going, so if there was a single attacker, one would see a cone of converging tracers. There was some question among group management officers as to whether the heat of the tracers might cause them to follow different trajectories than the cool rounds, and thereby lead to a false sense of general accuracy. The bottoms of the Jerry fighters were heavily armored, so that the tracers could be seen bouncing off when they hit there. If any gunner was certain he had hit an enemy fighter, the fighter went down, and another crew member could verify it, he could claim a "destroyed", a "damaged", or an "assist" at the interrogation session after the crew returned to base. It was the navigator's responsibility to record any such claims, as well as any losses of B-17s, the location of such observations, and number of parachutes seen. Claims of hits went in to division headquarters to be sifted. If it was clear that two gunners had legitimate claims on the same plane, each would be given credit for a half-ship destruction. In the case of massive attacks, all navigators, except those in lead positions, assumed primary duties as gunners, while also trying to keep track of the progress of the flight. At such times, the navigators might have to resort to "flight plan navigation".

Anti-aircraft Fire

Along with fighter attacks, the other danger to formations was anti-aircraft fire, or flak. The word "flak" comes from the German word "FLiegerAbwehrKanon" or "flier defense cannon". Flak attacks usually appeared in one of three configurations. One was "predicted concentrations." Based on the altitude and ground-speed of the formation, German ground gunners would calculate where the bombers would be by the time the fired rounds reached flight altitude, and fire a massive volley to that location. "Barrage" configurations usually appeared over large cities such as Bremen. It involved firing clouds of flak over the entire area being protected, and to all altitudes from 3,000 to 35,000 feet. Few airplanes could make it through these barrages without some kind of flak damage. From a distance, these barrages looked like huge, tall, black cumulus clouds. To use the third configuration, "tracking", flak bursts would be fired in a straight line to flight altitude with the track of the bursts moving at the same velocity as the formation, and adjusting the track of the bursts to intercept the path of the bombers. These bursts were usually six to ten in a string. After a string was completed, the best

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evasive action was to change course to where the last burst occurred, while the Germans changed the track of their bursts to where the bombers had been.

Fighter Support

The fighter pilots who escorted the B-17s and B-24s were of unequalled courage. They were truly the beloved "little brothers" of the heavies. As brave as the German pilots were in attacking the bombers, many times when they were attacking the American formations, they would "turn tail" for home as soon as the P-47 Thunderbolts, P-51 Mustangs, or P-38 Lightnings came into view. The support fighters did not hesitate to enter heavy flak if in so doing they could help one of the bombers. The early fighters (P-47s) had the disadvantage of very limited range capability, reaching only about 100 miles into the continent, and leaving the bombers on their own when deeper targets were raided. When the P-38s and P-51s arrived in the UK around December 1943, they could escort the bombers to almost any target on the continent. The same planes did not have to escort all the way to deep targets. Instead, groups of them would arrive at specified points along the course of the raid at specified times to relieve preceding groups.

Return to the Base

After "bombs away", the bomb-bay doors were closed and the altitude was altered somewhat. In the event the formation had been scattered during the bomb run, the group would re-form into the usual tight formation again at the pre-determined assembly point and head for home. The journey toward home was similar to the flight in. There could be flak or fighter opposition. Friendly fighter support arrived in waves at scheduled times, to escort the heavies back toward home. Everyone breathed more easily when the North Sea came into view on the way in, but alertness of the crews still could not be relaxed. Occasionally, damaged planes had to peel off from the formation and "hit the deck". Sometimes a "little brother" would escort it home for protection, if the damaged plane was able to continue that far. Once in a while, phantom B-17s, which were planes that had made forced landings in enemy territory and were taken over by the Germans, would join a part of the American formations. The purpose was for them to obtain air-speed, altitude, and heading data for the German flak gunners. The standing order of the Air Force was to fire across the nose of any B-17 having strange markings, or shoot it down if necessary. All friendly aircraft emitted IFF (Identification Friend or Foe) signals as they crossed the English coast. Any plane that failed to emit that signal was warned by ground gunners, and if no suitable response was received, that plane would be shot down. The first view of the "white cliffs of Dover" was always a most beautiful sight. But even in the vicinity of the base, it was still necessary to be wary, since there was a record of returning B-17s having been shot down there by invading German planes. There were frequent weather problems in England in winter; days were short, and there was almost constant fog and haze. So returning planes had to disperse to descend through the fog. Nearing the base, any plane that was damaged or carried injured crewmen left the formation early, fired a flare, and landed first. With as many as 42 airplanes returning at once, it was sometimes a mess. Finally, when the planes all landed, the crewmen, including the navigator and bombardier, tore down their guns.

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Post-mission Debriefing and Interrogation

Trucks would pick up crewmen and take them to Operations for debriefing. Each crew got together with an Intelligence officer to provide him with any information that would be useful to S-2. This included such items as the apparent effectiveness of the bombing raid, location of flak concentrations and fighter attacks, strength of the Luftwaffe elements, number and locations where B-17s were damaged or destroyed, claims of destroyed or damaged enemy fighters, locations where parachutes were seen, and other such information. Most important was any information that could be given about the location of any airplane that was seen to "ditch", or crewmen that were seen parachuting into the icy North Sea. The British Air-Sea Rescue Service was very effective in rescuing crewmen in that area. In one of the few joint humane efforts to occur in wartime, when any of these men went down in an area that was too close to German-held territory for the British to be able to rescue them safely, the British would notify the Germans by radio, and the Germans would make the pick-up. They would be taken prisoner, of course, but even that was better than an icy death.

While awaiting a crew's debriefing, its members would have spam sandwiches and a drink, provided by the Red Cross. One of the Red Cross girls at Snetterton Heath was "Tatty" Spaatz, the daughter of General Spaatz and a very personable girl who never failed to attract much of the crewmen's attention. Once, when Gen. Spaatz walked into the mess hall during dinner, officers responded half-heartedly to a call to attention. Ten minutes later, his daughter entered, and instantly every eye in the room came to immediate attention.

At the debriefing, most attention was paid to lists of names of men on crews believed to have been lost, and names of other crews that had not yet returned from the mission. In all cases, persons on that list were close friends of others in the briefing room, and it was a very sad situation. When a plane had been forced to leave the formation but was believed to be safe, a large group of concerned men would gather near the landing strip, and cheer if the plane landed, and when the crew deplaned.

When a crew's turn came to be debriefed, it would enter the room and gather around one of ten or twelve tables. First an S-2 officer would ask questions about the mission in general. In addition to the types of questions discussed above, he was interested in such things as accuracy of fighter attacks, any new tactics by the fighters, and any complaints the crews might have about the handling and direction of the mission. At this debriefing, the navigator played a very important part, because it was his job to record and report any significant information he or any other member of the crew had observed during the mission. The crews also had to be debriefed in other areas, such as Communications, Weather, and Navigation (including "gee" if it was used on the mission). Afterward, log sheets, maps and charts had to be turned in, and other equipment returned to the lockers.

Return to Quarters and Relaxation

With all these duties completed, trucks would carry crews to the mess hall. Dinnertime provided time for some relaxation and time to talk about the raid, and home. Everything

Scarlet 42-5720 and Her Crew

was tempered by sorrow about any personal acquaintances who may have been lost during the mission.

It was but a short walk down the hill from the mess hall to the barracks. It was during that walk, according to a number of the crewmen, that thoughts came to mind, such as: "Thank God, here I am back from another one." Stories that are told about the part religion plays in the lives of combat men are quite true. Short services that were held by priests, rabbis, and Protestant ministers prior to missions were always well attended, as were worship services at the chapel on Sunday. Very few of the men would deny that they said a prayer or two once in awhile. Chaplains in each of the three religions were trained to handle services in the other two. In an emergency, a Catholic chaplain could offer religious counsel to a Jew or a Protestant, for example.

In the evenings, crewmen sometime played cards or listened to music at the officers' or enlisted men's club, or wrote letters or read in the barracks. If there was a newly arrived crew in the barracks, they would listen with open mouths while the veterans told them about missions they had experienced. After their first few missions, or after a particularly rough raid, a good many of the men would have difficulty sleeping, but generally a mental discipline would be developed after awhile that permitted them to fall asleep quickly and sleep well. On days when there were no raids, frequently there were practice missions to improve operational procedures. Otherwise, there would be walking or bicycling trips around the countryside, or visits to the small neighboring towns. Sometimes the men would become personally acquainted with some of the people on the small farms or residents in the villages, and would visit them often.

But between missions, the barracks would be the center for recreation. There would be ball games, and, nearly every night there would be a bull session on a variety of subjects from women to religion to politics. Everyone would be talkative, probably to hide homesickness. If one person got candy or cookies from home, he would share them with all the rest. But he would carefully guard the rations he got each week. This would consist of one or two bars of chocolate candy, a bar of soap, a couple of razor blades, seven packs of cigarettes (they cost six cents a pack), and a package of cookies.

This account will resume where the Scarlet crew was assigned to Bovingdon on January 17, 1943.

Next to the village of Bovingdon is a World War II, Eighth Air Force airfield. The airfield was built in 1942. Between 1943 and 1946 it became a B-17 operational training base for units such as 306th Bomber Group, B-17 Flying Fortress Combat Crew Replacement Centre (CCRC), 11th CCRC, and 8th USAAF HQ Squadron.

Scarlet 42-5720 and Her Crew



**Photo taken in Bovington, Hertfordshire, UK
51° 43' 29.18" N 0° 32' 36.43" W**

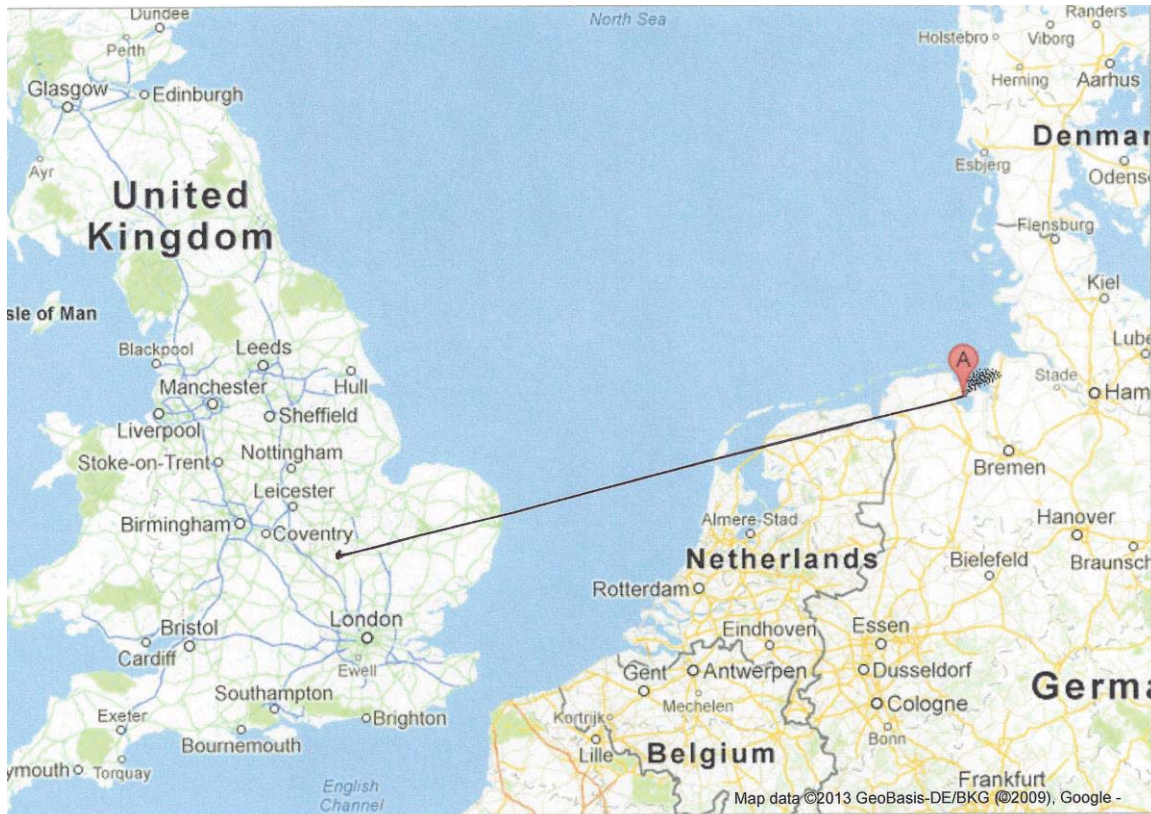
First Raid Over Germany - Wilhelmshaven Jan 27, 1943

The first mission flown by a Scarlet crew member was on the First Raid Over Germany on Wednesday January 27, 1943 to Wilhelmshaven by James J. Garris. James J. Garris was the left waist gunner on 1st Lt. W. George Jr. crew flying 42-5180 aircraft.



James J. Garris, Waist Gunner

Scarlet 42-5720 and Her Crew



Wilhelmshaven, GR January 27, 1943

All maps shown in this document depict the relative direction from Thurleigh, England to the target but are not intended to represent the actual flight of the mission.

After the maps I will show the Squadron mission reports taken from their combat diaries which show the most detail about Scarlet and her crew. These will be followed by the Bomb Group mission reports which contain an overall picture about the mission and it's success. Occasionally I will also show mission reports of other bomb groups who flew on the mission that might add to the picture of the difficulty these men and their aircraft encountered. For each mission, I will also include the mission Interrogation Reports and Crew Loading List when available to verify respective completed combat missions for each crew member.

423rd Bomb Squadron Mission Report

"Today was one always to be remembered by every member of the 423rd. For this was the day of the first all-American raid on Germany proper. Our group was chosen to lead all other 8th AF groups on this most significant mission. 423rd pilots and their crews participating in this raid were: Maj. James W. Wilson, and Lts. William H. Warner, Raymond J. Check, Ralph W. Jones and Warren George, Jr. Though significance of this mission was known to all, it was nevertheless taken right in stride. It had been planned to strike at Vegesack where they build U-boats, but once over Germany it was obvious there would be much too much cloud cover in that direction, so the wing shifted its target to the docks at Wilhelmshaven. The weather even there was not too good, but taking advantage of a small break in the clouds, Lt. Frank D. Yaussi, our man in the lead ship, dropped the

Scarlet 42-5720 and Her Crew

bombs with generally good effect. All kinds of fighters were met on this mission, including FW 190s, ME 109s, ME 109Fs, JU 88s, ME 110s and even some ME 210s. It was quite noticeable, however, that these pilots were not in the same class with those whom we have met in the vicinity of Lille or the Brest Peninsula. Many of the enemy pilots actually seemed amateurish in comparison. There was running fight, however, until we were a good half way across the North Sea on our return journey. The 423rd returned with all personnel in good spirits." *source: 423rd Combat Diary*

1st

THE STARS AND STRIPES

Daily Newspaper of U.S. Armed Forces in the European Theater of Operations

1st

Vol. 3 No. 74
London, England
Thursday, Jan. 28, 1943

U.S. Bombers Blast German Naval Base

Axis Shaky On Portent Of Meeting

**Hitler Expects an Invasion;
Some Think His Allies
Were at Session**

Mounting Axis fears of a continental Second Front, plus a growing conviction in Allied circles that the 10-day meeting of President Roosevelt and Winston Churchill was devoted to more than the "unconditional surrender" statement already announced, appeared yesterday as important aftermaths of the unprecedented conference of the Allied leaders at Casablanca.

Berlin radio, which at first called the session a "not very spirited attempt to intimidate the Axis," later announced that as a result of the Casablanca conference the German nation was mobilizing not only all its armed might, but also the forces of the populations of the nations

Led First Air Attack on Germany



Col. Frank A. Armstrong, Asheville, N.C., led the bombing attack on Wilhelmshaven—the first American air attack on Germany in this war.

Attack in Daylight First American Blow On Germany Proper

**Flying Fortresses Smash Wilhelmshaven,
Surprise Nazi Warships; Liberators
Hit Targets in Northwest**

*By Charles F. Kiley
Star and Stripes Staff Writer*

American bombers in daylight yesterday struck their first blow of the war at Germany proper, dropping tons of high explosives on the Nazi naval base at Wilhelmshaven and other targets in Northwest Germany. Flying Fortresses bombed Wilhelmshaven, 380 miles to the east of London on the northwestern coast of Germany in what headquarters, Eighth Air Force, termed a "large scale attack."

Liberators "bombed other targets," according to a communique. The big USAAF bombers were unescorted and encountered enemy fighters, "a number of which were destroyed," according to the official announcement.

Three bombers were reported missing.

MISSION LOADING LIST

Squadron 423rd A/C Number 42-5720

Total time for complete mission 5:45 Date 27 January, 1943

P. 2ND LT. W. GEORGE JR.	R. 1/SGT. J. H. THORNTON
MP. 2ND LT. B. O. MALIN	G. SGT. B. J. LAMB
1. 2ND LT. A. V. SIMONS	G. S/SGT. D. J. BEVINS
3. 2ND LT. H. J. WARNER	G. PVT. J. J. GARRIS ✓
1. S/SGT. W. A. MacGREGOR	G. SGT. G. J. MOLENAN *

Mission Loading List showing J. J. Garris - Jan 27, 1943

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Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 180 Date 1/28
 Position in formation #2 in 2 element Bomb load 5X1100

1. Hot news to be phoned in? Yes No
 Details: Copy at 1125 (15 mins) 20 miles north of Madras head's
cont.

Friehly A/C in any kind of distress? none.

	<u>Morgan</u> Pilot
	<u>Martin</u> Co-P
	<u>Simmons</u> Nav.
	<u>Wynn, M.J.</u> Bomb.
	<u>Thornton</u> Radio
	<u>Max Gegan</u> Top T.
	<u>McClernon</u> Ball T.
	<u>Borris, D.</u> R. Waist
	<u>Garris</u> L. Waist
	<u>Farr</u> Tail G.

2. **TARGET ATTACKED:**
 Primary Time: 11:09
 alternate Height: 23000
 Last Resort Heading: 10°
 (check)

3. Number of BOMBS dropped on target: 5 Jettisoned: Returned:

4. Observed RESULTS OF BOMBING: (For this plane or others)
Could not see smoke at target.

5. Any PHOTOGRAPHS taken: Yes? No?
 (Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target; number of planes; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: none

7. ROUTE (If different than ordered) (If returned early, time place height of turn.) As ordered to position but no fuel on return Route to north of target to avoid to Berlin over Spikowen to home 5/10 to

8. FLAK encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light, moderate or slight)	Color of Bursts	Location of Bursts in relation to A/C	Other Data
	<u>Flak from Madras head - behind - below - to right</u>					
	<u>Flak behind all the way on 11:05-10 target 23000 ft. intense Red Orange</u>					
	<u>Flak behind to flak slightly</u>					

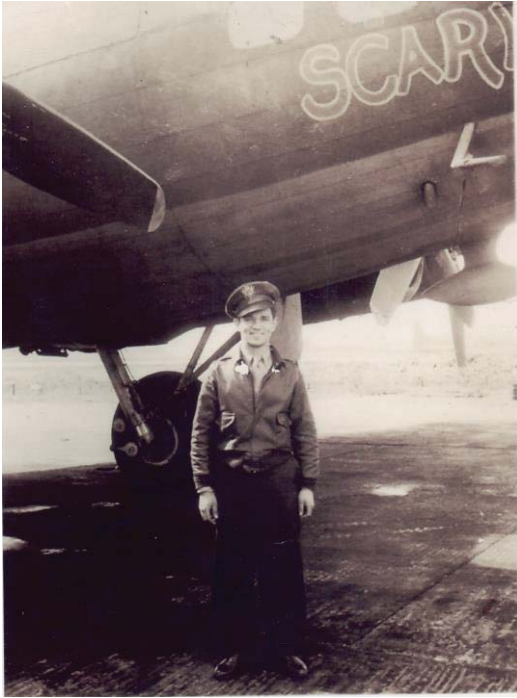
After Mission Interrogation Form showing J. J. Garris Jan 27, 1943

Bremen and Emden, Germany Raid - Feb 2, 1943

On Tuesday February 2, 1943, 2nd Lt. Tillery, navigator, and 2nd Lt. Phelan, bombardier, flew on their first mission with pilot 1st Lt. Ralph W. Jones in aircraft 41-24476 Unbearable/Adorable. Target was Bremen and Emden and was the secondary target due to clouds over primary target Hamm, Germany. Also on this mission but in separate aircraft were Sgt James J. Garris, waist gun, with 1st Lt. W. George in plane 42-

Scarlet 42-5720 and Her Crew

5171; and S/Sgt William H. Mountain, radio operator, and Harold F. Strom, tail gunner, with Capt. R. W. Smith in plane 41-24460.



2nd Lt. Otis B. Tillery, Navigator



2nd Lt. Hugh E. Phelan, Bombardier

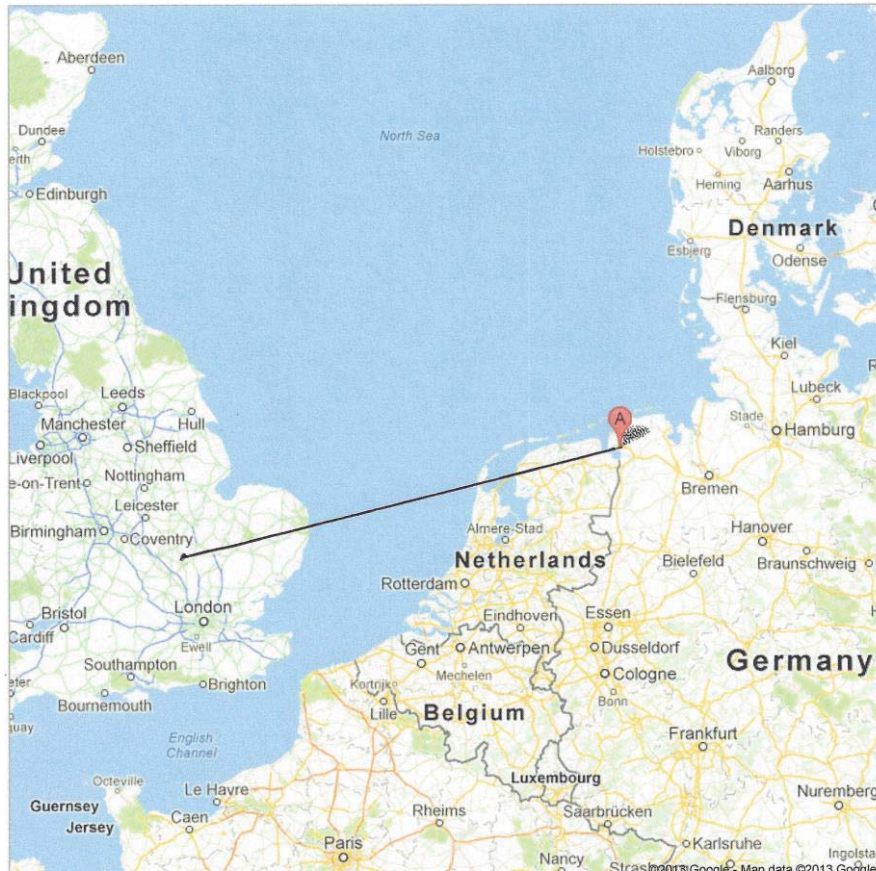


S/Sgt. William H. Mountain, Radio Operator



S/Sgt Harold F. Strom, Tail Gunner

Scarlet 42-5720 and Her Crew



Target: EMDEN GERMANY Industry (39 aircraft) - February 2, 1943

423rd Bomb Squadron Mission Report

"Today we left for another raid on German territory. The primary target was to have been the marshalling yards at Hamm, just outside of "Happy Valley" (The Ruhr), with the secondary at Osnabruck and the last resort at Emden. "Uncle Bill" Warner led the squadron, followed by Lts. Pervis Youree, Ralph W. Jones, Warren George and Capt. Robert W. Smith. It wasn't such a good day, as far as weather was concerned, and a heavy blanket of clouds was found to cover both the primary and the secondary. Thus, the formation turned north to the last resort. Even here there was a heavy undercast and we were not helped by the smoke screen which hid most of the target from view. We did drop our bombs, however, in the dock area of Emden before returning home. There was lots of flak on this trip, but it was the same quality as that put out at St. Nazaire. Though most of our planes were hit, no really serious damage was done. Again, we had a running fight with a variety of E/A types, including FW 190s, ME 109s, JU 88s and ME 110s, which lasted 30 to 45 minutes. One engine of Lt. Jones' plane was knocked out, and he had to come down at Bungay. But, there were no casualties in the squadron. The 423rd received credit for four certainties: Sgt. Florian Yost, an FW 190; Billy J. Lamb, an ME 109; Sgt. George McClennan, an FW 190 (all from: Lt. George's crew), and Sgt. Walter Piotrowski of Lt. Jones's crew, an ME 109." *source: 423rd Combat Diary*

Scarlet 42-5720 and Her Crew

306th Bomb Group Mission Report

"TARGET - Hamm, Germany marshalling yards

INFORMATION IN DETAIL - 17 A/C - no aborts. One A/C landed at Bungay due to engine out and prop malfunction.

RESULTS OF BOMBING - Bombed on lead plane into clouds. Primary, Secondary and Last Resort: 1153 - 1207 from 21000 ft 9/10 clouds and smoke screen at target prevented observing results. Overcast, target appeared to be railroad yard.

WEATHER - Primary overcast; secondary had a few breaks in clouds. Reber reported forecast poor.

FLAK - Slight and inaccurate flak continuously over continent.

ENCOUNTERS AND CLAIMS - 50 single-engine and 10 twin-engine fighters Claims: 1-0-0

WOUNDS, CASUALTIES - Maliszewski ball turret gunner Bowles frozen hands - in hospital Hennessey ball turret gunner froze hands and feet - in hospital. Crews saw B-17 spinning straight down about 10 minutes before target abt 1156 Lambert report 3 B-17s hit: 1 at 1140 near Osnabruck went down in spin; 1 hit near bomb release point; 1 going down with fighters on him near coast on way out - prob in water

NOTES - Malszewski saw convoy of ships off Dutch coast; #2, #3 superchargers did not work Hennessey: both nose guns out (bad adapter); one tail gun out; ball turret gun out; oxygen out on Bombardier Reber: right nose gun blew up. Lambert: bomb racks faulty; electric uit shorted and burned gunners foot. Harwood: waist gunners feet frozen; #3 engine blew cylinder over target, feathered at English coast; ball turret gunner hip burn from suit. Seelos reported no navigator in A/C; top turret, nose, waist guns out; elevator and rudder frozen solid all way in and out; ammunition corroded; electric gloves and boots bad. Gilloogly: bomb bay doors wouldn't close - had to hand crank. Terry: left bomb racks failed to release; salvoed; gun stoppages from corroded ammunition. Smith noted: poor idea going over in doubtful weather." *source: 306th Bomb Group www.306bg.org/*

MISSION LOADING LIST

Squadron	423rd Bomb Sq (H)	A/C Number	41-24476 ✓
Total time for complete mission	3:30	Date	2 February 1943
<hr/>			
P.	JONES, R. W. 1st Lt.	R.	STYMACKS, R. T. T/Sgt.
CP.	STEELE, D. A. 2nd Lt.	G.	HULL, W. E. S/Sgt.
N.	TILLERY, O. B. 2nd Lt.	G.	PIOTROWSKI, W. S/Sgt.
B.	PHELAN, H. E. 2nd Lt.	G.	SMOOT, J. E. S/Sgt.
E.	BAMBORTH, L. L. S/Sgt.	G.	DURHAM, C. W. S/Sgt.

Mission Loading List showing Tillery & Phelan - Feb 2, 1943

Scarlet 42-5720 and Her Crew

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-5171 ✓

Total time for complete mission 3:00 Date 2 February 43

D. GEORGE, W., JR. 1st Lt. R. THORNTON, J. H. T/Sgt.

CP. MALIN, R. O. 2nd Lt. G. YOST, F. S. S/Sgt.

N. SIMMONS, A. V. 2nd Lt. G. GARRIS, J. J. Sgt.

B. WARNER, M. J. 2nd Lt. G. McCLENNAN, G. J. Sgt.

E. MacGREGOR, W. A. S/Sgt. G. LAMB, E. J. Sgt.

Mission Loading List Showing Garris - Feb 2, 1943

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 41-24460 ✓

Total time for complete mission 3:15 Date 2 February 1943

P. SMITH, R. W. Capt. R. MOUNTAIN, W. H. S/Sgt.

CP. JOHNSON, L. P. 1st Lt. G. HOBBS, J. M. S/Sgt.

N. POLLOCK, E. J. 1st Lt. G. HENN, R. J. S/Sgt.

B. KISSEBERTH, S. N. 2nd Lt. G. SMITH, R. J. S/Sgt.

E. GIBSON, R. H. S/Sgt. G. STROM, H. F. S/Sgt.

Mission Loading List showing Mountain & Strom - Feb 2, 1943

Scarlet 42-5720 and Her Crew

ATTENTION: THIS FORM

SQUADRON 423 GROUP 306 A/C number 460 Date 1/2/43

Position in formation #1 2nd Lt Bomb load 10 x 500

5°05'E 1. Hot news to be phoned in? Yes No
 53°26'N Details: Convoy off Iceland - SW course of freighters
Convoy west of Iceland 22-24 plus 2 corvettes (?)
 5°00'E going SW
 53°20'N Richly A/C in any kind of distress? Capt R.W. Smith Pilot

1 B7F going down L.P. JOHNSON Co-P
 exploded at cloud level L.S. POLLOCK Nav.
 no chutes, just before bombing S.N. KISSEBERT Bomb.
 in group behind

2. TARGET ATTACKED:

Primary Time: 1156 S/S W. H. MOUNTAIN Radio
 Alternate Height: 19000 S/S R. H. GIBSON Top T.
S/S J.M. HOBBS Ball T.

EMDEN Last Resort Heading: 340° APPROX 1/S A.L. SMITH R. Waist
 (check) S/S A.L. HENN L. Waist
S/S H.F. STROM Tail G.

3. Number of BOMBS dropped on target: 10 Jettisoned: Returned:

4. Observed RESULTS OF BOMBING: (For this plane or others)

none

5. Aerial PHOTOGRAPHS taken: Yes? (No?)

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND BULLETS: —

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) different after Holland see log.

8. FLAK: Encountered on way out; at target; and on way home.

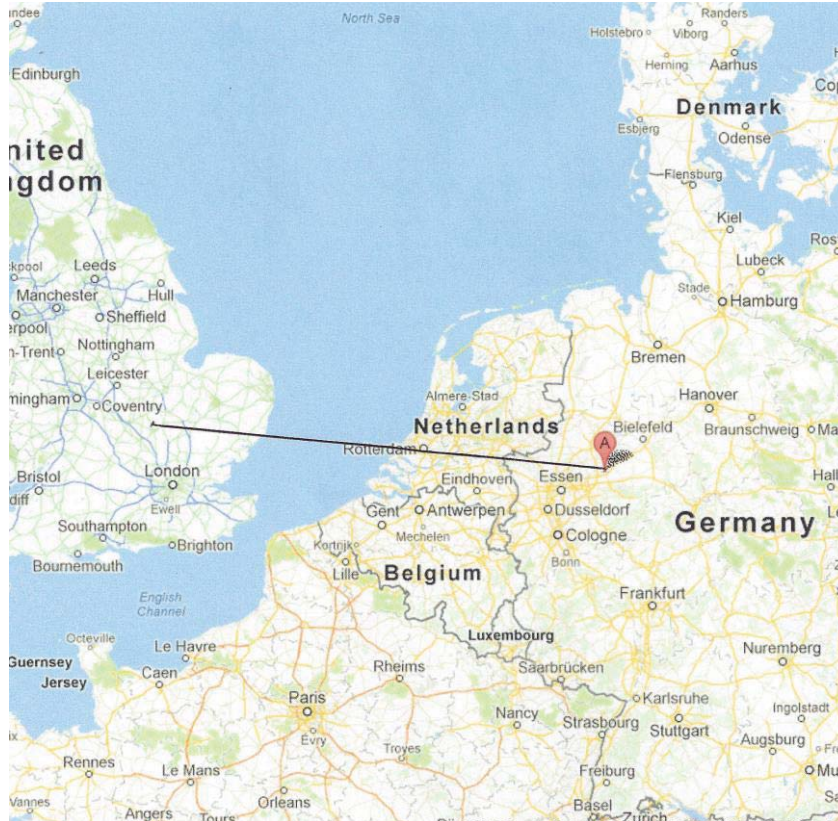
Time	Place	Height of A/C	Type (light: of heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
	<u>over target</u>	<u>H53 until 19000</u>	<u>HV4 mod</u>	<u>white black</u>	<u>to side of round.</u>	<u>accurate</u>
	<u>?</u>	<u>1285</u>	<u>HV4 mod</u>	<u>black</u>	<u>high off</u>	<u>inaccurate</u>
	<u>?</u>	<u>?</u>	<u>?</u>	<u>?</u>	<u>low behind</u>	<u>?</u>

Mission Interrogation Form showing Mountain & Strom - Feb 2, 1943

Ham, Germany Raid - Feb 14, 1943 - Aborted

On Sunday, February 14, 1943 another mission was assembled for Hamm, Germany marshalling yards, however, it was aborted because of weather over the primary and secondary targets. It did not count as a combat mission. Some of the Scarlet crew members could have been in this aborted flight.

Scarlet 42-5720 and Her Crew



**Target: HAMM GERMANY Railroad marshalling yard (0 aircraft) -
February 14, 1943 Mission Aborted**

St. Nazaire, France Raid - Feb 16, 1943

On Tuesday February 16, 1943 Charles A. Sheffield engineer/top turret gunner; Paul A. Fetkiw, ball turret gunner and Maynard E. Nelson, waist gunner, flew their first combat mission. Their target was St. Nazaire, FR and they flew on separate planes with three different pilots. S/Sgt. Charles Sheffield flew with Lt. R. W. Jones in aircraft 42-5171 as right waist gunner. S/Sgt. Paul Fetkiw flew with Capt. Salada in aircraft 42-5180 as ball turret gunner. Also on that aircraft flying his third mission was William Mountain as radio operator. S/Sgt. Maynard Nelson flew with Lt. R. S. Check on aircraft 42-5720 (Scarlet) as right waist gunner. Also on that aircraft flying his third mission was Harold Strom, tail gunner. This was the first combat mission for aircraft 42-5720, Scarlet. Also flying on this mission was James J. Garris as right waist gunner with Lt. P. E. Youree on aircraft 42-30714. It was James Garris third mission.

Ball Turret Gunners had to be small, and were easy targets sitting in a glass ball under the plane.

Scarlet 42-5720 and Her Crew



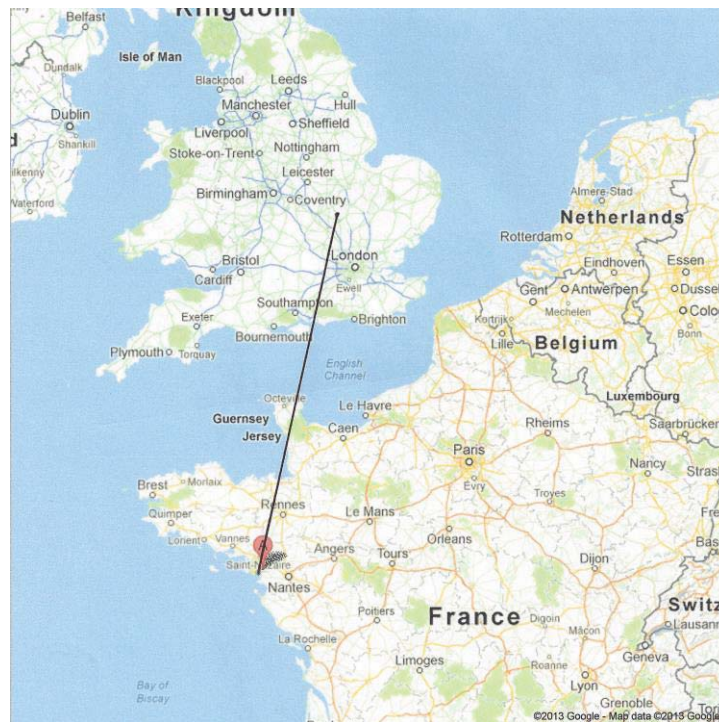
**Scarlet and S/Sgt Paul Fetkiw,
Ball Turret Gunner**



**Charles A. Sheffield,
Engineer/Top Turret
Gunner**



**Maynard E. Nelson
Waist Gunner**



Target: ST. NAZAIRE FRANCE Naval U-boat base (65 aircraft) - February 16, 1943

Scarlet 42-5720 and Her Crew

423rd Bomb Squadron Mission Report

"The target for today was St. Nazaire. Capts. Maurice Salada and Robert W. Smith and Lts. William H. Warner, Raymond J. Check, Pervis Youree and Ralph W. Jones were assigned to fly. The pinpoint was the locks at the southwestern entrance to the sub basin. It turned out to be a typical St. Nazaire raid and well illustrated the feeling that the flak guns at this spot are manned by a bunch of post graduates. Nothing happened until a moment before we dropped our bombs. Then suddenly everything was in an uproar. Every ship in the squadron was hit by the very first burst of flak. As a matter of fact, the first indication we had that there were flak defenses in operation came as the first-bursts knocked our formation haywire. In spite of this, we dropped our bombs and did the best bombing, according to higher headquarters, that had been done by the American forces to date. The pictures later showed how the bombs of the 423rd literally "walked through" the target. As usual, the FW 190s, taking advantage of the work that the flak had done, came in immediately after the flak and for about 15 minutes or so we had another battle on our hands. Uncle Bill Warner had been hurt worse by flak than the rest, and the Jerries were not long in finding this out. They pounced on him in numbers. He was last seen headed for a cloud, in apparent control of his plane, though it had two engines out and six FWs on his tail. Ray J. Smith shot down an FW 190, but this was not enough to relieve our feelings of great loss for Uncle Bill and his crew. Let's hope we hear again from Uncle Bill and his crew." *source: 423rd Combat Diary/*

306th Bomb Group Mission Report

"TARGET - Port area of St. Nazaire, France
INFORMATION IN DETAIL - Take off 0825; Bombing 1052, 22300 ft 20 A/C took off;
2 abortives: 1 oxygen failure; 1 ball turret gunner sick 2 A/C did not return:
Warner, Downing
RESULTS OF BOMBING
WEATHER - Clear over target
FLAK - Very intense and accurate over St. Nazaire; little seen elsewhere
ENCOUNTERS AND CLAIMS - 40-50 E/A seen Formation attacked 1052 after leaving target to the coast; new attack in mid-Channel Constant running attacks for most ships. Practically all nose attacks Ryan: saw 2 FWs go down after crossing French Coast Riordan parts from FW blasted by element ahead narrowly missed A/C Claims: 5-2-1
WOUNDS, CASUALTIES - 5 casualties among 4 crews Neck injury and cut over eye from flak. Burn from flare explosion Smith: navigator hit by flak B-17 seen hit and blew up over target. 1 chute seen B-17 seen going down in spin at same time. 4 chutes B-17 with 2 motors out disappeared in clouds at 1156 after leaving coast B-17 in distress over French Coast at 1153. 1 chute
NOTES - Spitfire support never seen; Jones: lets have Spits when we are told we will. Smoke screen at target not effective Ammunition is very poor grade Ryan A/C: serious damage to cables from flak Buddenbaum: oxygen masks had not been cleaned since last mission Check crew: It was hell All A/C reported holes from flak Youree: B-17 dropped bombs from above - took hair off our fuselage. Salada: recommend approach target over water rather than land; ball turret would not function at high altitude Smith: hydraulics in wing put out by flak; bombs did not

Scarlet 42-5720 and Her Crew

drop because of hits, had to kick out. Parker reported #1 motor almost vibrated out of wing; #2 supercharger uncontrollable; bomb sight froze up." source: 306th Bomb Group www.306bg.org/

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 25180 Date _____

Position in formation Leading Left Wing Bomb load 5 X 1000

1. Hot news to be phoned in? Yes No

Details: One B-17 spinning down in flames at target area. 7 shuttles came out. 2nd " B-17 straggled and went down slowly. 1st engine on tail. 3rd " after Beauville French Coast on way home. 1st shuttle out. Frantically A/C in any kind of distress? Salada Pilot

Kelley Co-P
Norman Nav.
May Bomb.
Mountain Radio
Beyak Top T.
Fetkiw Bull T.
Wentworth R. Waist
Hart L. Waist
Counts Tail G.

2. TARGET ATTACKED:

Primary Time: 10:52
 Alternate Height: 23,000
 East Resort Heading: 90
 (check)

3. Number of BOMBS dropped on: target: all Jettisoned: _____ Returned: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)
First burst on target, next to left of entrance to basin

5. Any PHOTOGRAPHS taken: Yes No

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) as ordered.

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light, moderate or slight)	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>10:52</u>	<u>Target</u>	<u>23,000</u>	<u>Heavy</u>	<u>Black</u>	<u>Accurate to all</u>	<u>direction</u>

Mission Interrogation Form showing Mountain & Fetkiw - Feb 16, 1943

Scarlet 42-5720 and Her Crew

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INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 45720 Date 2/16/42

Position in Formation #2 in lead Bomb Load 53

1. HOT NEWS to be phoned? Yes No

Details:

Friendly A/C in any kind of distress? Check Pilot

for 5 planes or in clouds.
Lt. Wynn headed for clouds 7-8 minutes after target headed 10° angle to left still under control.

CREW

McNIGHTON Co.P.
Blanchetto Nav.
Ford Bomb.
Johnson WT Radio.
Sawicke Top T.
Bie Loga Ball T.
Nelson R.Waist.
Bobbet L.Waist.
Strom Tail G.

2. TARGET ATTACKED:

Primary Time: 10:53

Alternate Height: 2250

Last Resort Heading: _____
 (check)

3. Number of BOMBS dropped on target: 5 Jettisoned: _____ Brought Back: _____

4. Observed RESULTS OF BOMBING (for this plane or others)

Missed target. Shot all of them. 8 good 1000 yds short. Shot applies to this flight.

5. Any PHOTOGRAPHS taken: Yes? No?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results: MMN.

7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)

As close as possible to as ordered. - Complete account.

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
1120	<i>Target</i>	12000	heavy slight	black.	inaccurate - shots at target.	
1053	target	22500	heavy intense	black.	accurate.	

hit & flak.

Mission Interrogation Form showing Nelson & Strom - Feb 16, 1943

The above plane was the Scarlet being flown by Lt. Raymond J. Check. This is the first time the Scarlet was mentioned on a combat mission. Battle damage mentioned in the Mission Interrogation Reports about this plane reports:

Plane No. 42-5720 - Flak hole in the plexiglass nose. Hole in no. 2 engine nacelle damaging a former.

Equipment : 720-423rd Sq. - Liason antenna shot off.

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 25171 Date 16/2/43

Position in formation 3rd second Bl. of lead Sq. Bomb Load 5 X 1000 G.P.

1. HOT NEWS to be phoned? (Yes) No

Details:

2 - B-17's down -

CREW

Friendly A/C in any kind of distress? hi - P.W. Jones Pilot

D.A. Steele Co.P.

O.L. Hamilton Nav.

S/Sgt. W.E. Hull Bomb.

T/Sgt. P.T. Stymacks Radio.

T/Sgt. L.L. Bamforth Top T.

S/Sgt. W. Litrowski Ball T.

S/Sgt. C.A. Sheffield R.Waist.

S/Sgt. H.L. Cullen L.Waist.

S/Sgt. J.F. Smot Tail G.

2. TARGET ATTACKED:

Primary Time: 1053

Alternate Height: 22500

Last Resort Heading: 110°
(check)

3. Number of BOMBS dropped on target: 5 X 1000 Jettisoned: — Brought Back: —

4. Observed RESULTS OF BOMBING (for this plane or others)

Hit Buildings on (either side of aiming point.
Both

5. Any PHOTOGRAPHS taken: Yes? (No?)

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of planes; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results: NO

7. ROUTE (If different than ordered.) (If returned early: time, place, hgt. of turn)

AS ordered.

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
1053	S. Margin	22500	H-I	Black	all around and very accurate.	
				Some pink		

Mission Interrogation Form showing Sheffield - Feb 16, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 423 GROUP 306 A/C Number 714 Date 16/2/43

Position in formation #3 1st ELEMENT Bomb Load 5 X 1000
LEFT SECTION

1. HOT NEWS to be phoned? Yes No
 Details: _____

CREW

Friendly A/C in any kind of distress? LT. P. E. VOUREE Pilot
517 10 miles into France LT. J. E. HOPKINS Co. P.
divided down to deck - one LT. H. E. GASLUM Nav.
chute - was not seen G. S. HORNER Bomb.
to hit - lost in cloud.

2. TARGET ATTACKED:
Primary Time: 10:53 7/5 M. ROSKOVITCH Radio.
 Alternate Height: 23,000' 7/5 F. A. BLUM Top T.
 Last Resort Heading: 130°-135° Mag. 9/5 K. N. McCLURE Ball T.
 (check) 30-40 sec run 1/5 J. J. GARRIS R. Waist.
5/5 E. J. ZABAWA L. Waist.
5/5 W. V. BAKER Tail G.

3. Number of BOMBS dropped on target: 5 Jettisoned: _____ Brought Back: _____

4. Observed RESULTS OF BOMBING (for this plane or others)

Straddled South locks, few in town
slightly short, very, very few in
Dakar (this time)

5. Any PHOTOGRAPHS taken: (Yes?) No? _____
 (Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE and results:

7. ROUTE (If different than ordered,) (If returned early: time, place, hgt. of turn)

as ordered

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light; heavy), Intense, Moderate or Slight.	Color of Bursts.	Location of Bursts in relation to A/C	Other Data.
10:50	15 mi from target until	23000'	Intense	black white	Black	
	target especially after	23000'	Intense	black	d-m	several
			more to East of target (bomb release time)	white	close	holes
11:55	East		slight	black	near to group behind	

Smoke screen acted as a landmark
slaw away - in the end

Mission Interrogation Form showing Garris - Feb 16, 1943

Scarlet 42-5720 and Her Crew

Texel, Netherlands Raid - Feb 21, 1943

On Sunday, February 21, 1943 a mission was assembled for Germany. However, when it reached Texel, Netherlands, it was aborted because of weather. It did count as a combat mission because they were over enemy territory and encountered E/A. Some of the Scarlet crew members could have been in this aborted flight. Unfortunately no Loading Lists or Interrogation Reports are available for this mission.



Texel, Netherlands February 21, 1943

423rd Bomb Squadron Mission Report

This was the day of the so-called Texel raid. We were to have done some more good work in German territory, but the weather was so very bad that it was hopeless. When we got as far as Texel we all turned back in disgust. Since there were a few enemy encounters and we were over enemy territory, those who took part were given credit for a mission. Included were the crews of Capts. Maurice Salada and Robert W. Smith and Lts. Ralph W. Jones, Raymond J. Check and Pervis Youree. *source: 423rd Combat Diary*

Wilhelmshaven, Germany Raid - Feb 26, 1943

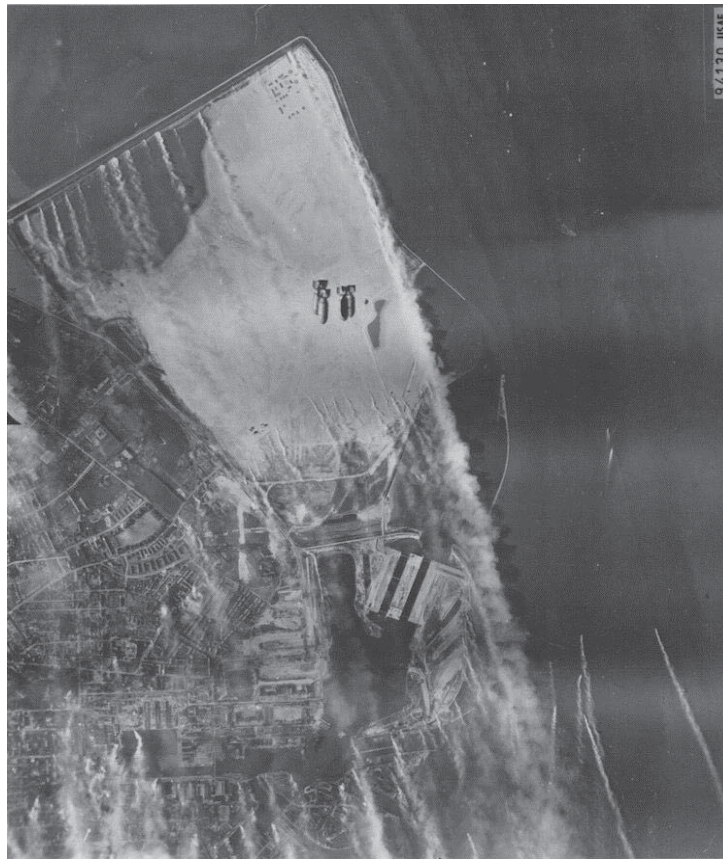
On Friday, February 26, 1943 a mission was flown against Wilhelmshaven, Germany. **Richard K. O'Hara** was flying as copilot in the Scarlet with Lt. R. S. Check as pilot.

Scarlet 42-5720 and Her Crew

This was the first mission that O'Hara flew in combat in the Scarlet. **Lt. Otis Tillery** and **Lt. Phelan** flew also on this mission but in separate and different planes.



Target: WILHELMSHAVEN GERMANY Naval U-boat yards (65 aircraft) - February 26, 1943



Wilhelmshaven, GR February 26, 1943

Scarlet 42-5720 and Her Crew



Wilhelmshaven, GR February 26, 1943

423rd Bomb Squadron Mission Report

A good day from a weather standpoint, and so once more, after an early briefing, we took off for Bremen. Capt. John L. Lambert, with Capt. Robert W. Smith and crew led our formation, including Lts. Warren Hroege, Raymond J. Check and our new first pilot, Lt. L. P. Johnson. Once more we hit bad weather over Germany, so changed our course to the north and bombed the docks at Wilhelmshaven. Even here there was too much cloud to see accurately what the results of our bombing were. Again, there was lots and lots of flak, and fighters were seen. The E/A stayed pretty well clear of our group, just another indication of the beautiful formation flying being done by our boys. On this day, Lt. William A. Boggs was relieved from assignment with this organization. Lt. "Goose" Gaslin (Harold) made Captain, thus clinching his job as squadron navigator. *423rd Combat Diary*

Scarlet 42-5720 and Her Crew

306th Bomb Group Mission Report

MISSION - VIII BC 37

TARGET - Bremen (P), Wilhelmshaven (O)

INFORMATION IN DETAIL - AC: 11 T/O: 0800 - 0812 Bombed: 1125

RESULTS OF BOMBING - No observation on bombs

FLAK - Heavy flak over Nordney Island Very heavy leaving target but not intense
Hennessey: damned accurate and fairly heavy over target.

ENCOUNTERS AND CLAIMS - 35-40 E/A of mixed types: Ju88, Me109, FW190, Me110, Me210 10 E/A at target; most after target and over water Few nose attacks, instead 3, 6, 9 oclock Attacks not pressed home except on stragglers E/A stayed away from B-17s but attacked B-24s from all angles. E/A: silver with yellow or red and gray noses Barrage balloon at 5000 ft over target

WOUNDS, CASUALTIES - Maliszewski crew: ball turret: electric burn in foot; left waist gunner: finger frozen Maliszweski: before target, saw B-24 go down; #4 engine on fire, exploded, wing came off. A/C dove straight down. No chutes Casey bombardier: frozen fingers Check: tail gunner frozen foot.

NOTES - Did not see fighter support Saw enemy shipping - 25-45 ships Maliszewski: landed with enough gas for est. 1.5 hours more. Smoke screen at target Lally: airspeed too slow; stayed at altitude too long; bucked head winds Buddenbaum: need more than 2 navigators per squadron in case of aborts. Reber: formation highly confused; groups piled up together Casey: saw twin-engine support heading out as we crossed coast on was back. Casey: how about some heat in the plane!! Check: Get a leader who can lead a wing formation; climb out was poor. Lambert: new system involves too much moving around. *source: 306th Bomb Group www.306bg.org/*

Scarlet 42-5720 and Her Crew

MIT-GPS INTERROGATION FORM

1. OPERATIONS SECTION (to be filled in while planes are away).

1. 306 4R3 R5720 Y 26/2/43
 (Group) (Squadron) (A/C No.) (Letter) (Date)
#4 - head of 2nd Element 0808 1855
 (Position in formation) (Time took off) (Time landed) *

*filled in by S-2.

2. Lt.	R.S. CHECK	Pilot	1/sgt M.M. SAWICKI	Top Turb
Lt.	R.K. O'HARA	Co. Lt.	1/sgt. W.J. BIGLOSA	Ball Tur
Lt.	M.P. Blanche	Avig.	1/sgt. J.A. BOBBETT	d. Waist
Lt.	C.S. TIRANS	Member	1/sgt. M. Roskovitch	L. Waist
1/sgt.	W.T. Johnson	Radio	1/sgt. J. Webb	Tail Gun

2. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

3. ENEMY FIGHTER COMPOSITION (Use separate combat form for each combat).

25-30 FW190 and a few (ME110) possibly MC210
 (Estimated total no. of E/A seen) (Types)

Started near Terschelling Island and then followed
 (Location and length of fight)

All the way in and ~~at~~ within 45 min. of coast on way back

4. XX
 (Tactics of E/A)

No nose attacks today - from 6-3 o'clock

and from 6-9 o'clock - some above and below - non
 (Color, markings, etc. of E/A) level.

Twin engines were silver - also some FW's were silver
 (Our defensive action). some had blue + some yellow noses.

5. FIGHTER SUPPORT Regular evasive action

Spits (25) going out as we crossed coast on way back

Mission Interrogation Form showing O'Hara - Feb 26, 1943

Scarlet 42-5720 and Her Crew

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MI-645 INTERROGATION FORM

OPERATIONS SECTION (to be filled in while planes are away).

1. 306 423 180 _____ 26/2/43
 (Group) (Squadron) (A/C No.) (Letter) (Date)
 # 1 - 423 SQDN 0805 1340
 (Position in formation) (Time took off) (Time landed) *

*filled in by S-2.

2. <u>CAPT J. L. LAMBERT</u> Pilot	<u>T/S A. BEZAK</u> Top Tur.
<u>CAPT R. W. SMITH</u> Co. Lt.	<u>S/S H. V. WILSON</u> Bell Tur.
<u>LT. O. B. TILLERY</u> Navig.	<u>S/S J. M. WENTWORTH</u> R. Waist
<u>LT. E. W. FORD</u> Bomber.	<u>S/S W. W. HART</u> L. Waist
<u>T/S J. K. KIRN</u> Radio	<u>S/S C. M. COUNTS</u> Tail Gu.

INTELLIGENCE SECTION (to be filled in from interrogation of crews).
 FINELY-FIGHTED OPPOSITION (Use separate combat form for each combat).

20 S/E 15 TWIN/E (OVER SEA)
 (Estimated total no. of E/A seen) (Types)

NO ATTACKS
 (Location and length of fight)

more beam than frontal attacks - not
 (Tactics of E/A)
very experienced, few attacks pressed home
except on stragglers

(Color, markings, etc. of E/A)
SILVER, BLACK

(Our defensive action).

2. FIGHTER SUPPORT
NONE

Mission Interrogation Form showing Tillery - Feb 26, 1943

Scarlet 42-5720 and Her Crew

ANTI-OPS INTERROGATION FORM

1. OPERATION SECTION (to be filled in while planes are away).

1. 306 423 714 8 Feb 26, 1943
 (Group) (Squadron) (A/C No.) (Order) (Date)

#3 in lead of Pt Squadron
 (Position in formation) (Time took off) (Time landed) *

*filled in by S-2.

2. <u>Johnson</u>	Pilot	<u>Alleman</u>	Top Turret
<u>Kelley</u>	Cof. Lt.	<u>Hobbs</u>	Ball Gun
<u>Pollock</u>	Navig.	<u>Smith R.J.</u>	R. Waist
<u>Phelan</u>	Bomber	<u>Head HENN</u>	L. Waist
<u>Beam</u>	Radio	<u>Gibson</u>	Tail Gun

2. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

30 seen FW 190 AE 109F ~~ME 109~~
 (Estimated total no. of E/A seen) (Types)

No attacks on this plane claimed
 (Location and length of fight)

Several bombs up from bottom (out of own formation)

(Tactics of E/A)

(Color, markings, etc. of E/A)

(Our defensive action).

2. FIGHTER SUPPORT

Mission Interrogation Form showing Phelan - Feb 26, 1943

War Correspondents Along For The Ride

The next few pages written by some well known war correspondents who flew on this mission to Wilhelmshaven is intended to help visualize what the airmen experienced over the target. This mission to Wilhelmshaven was the first mission that the 8th Air Force allowed news correspondents to fly as part of crew. Andy Rooney of "60 Minutes" fame was a news correspondent for "The Stars and Stripes" a newspaper for the GIs at the time. He flew on Lt. William J. "Bill" Casey's plane 42-4488. Lt. Casey was a pilot in the

Scarlet 42-5720 and Her Crew

369th BS of the 306 BG. The following is what appeared in the Stars and Stripes the next day February 27, 1943 about Ronney's experience on that flight:

Andy Rooney:

How it Feels to Bomb Germany...

Originally published in *The Stars and Stripes*, European Edition, Sunday, February 27, 1943.

A U.S. BOMBER STATION, Feb. 26 — From the nose of Lt. Bill Casey's Banshee, I saw American Fortresses and Liberators drop a load of destruction on Wilhelmshaven today.

We flew to Germany in the last group of a Fortress formation and Banshee was in the trailing squadron.

Soon after dawn the bombers thundered down the runway. Lt. Casey's windshield was splattered with mud on the way. It really was a blind take-off.

Like a pickup football team on a Saturday morning, we grew in strength as we flew, until all England seemed to be covered with bombers.

Everything was quiet — almost monotonous — for an hour after we left the English coast.

Sees First Enemy Plane

Then the trouble began.

Peeling out of the sun came shining silver German fighter planes, diving at one bomber in the formation and disappearing below the cloudbanks as quickly as they had come. They seemed tiny, hardly a machine of destruction, and an impossible target.

My first glimpse of a German fighter came when the navigator, 2nd Lt. William H. Owens, of Tullahoma, Tenn., nearly knocked me into the lap of 2nd Lt. Malcolm A. Phillips Jr., the bombardier, whose home is in Coffeyville, Kan. Owens swung around at what appeared to be an Me109 as it whipped down through the clouds on our left.

From that time until three and one-half hours later, when we were half way home, no one had to look far to see a German fighter. They were all over and they were all kinds of planes — Me109s, Ju88s and Me110s. There were no FW190s, by far the best plane Jerry has to fight the Forts. Their absence strengthened Allied contentions that Germany is desperately short of fighter planes.

From a vantage point in the pilot's cabin Lt. Casey and his co-pilot, 1st Lt. Kelly G. Ross, were calmly giving information over the inter-com.

"Here comes one at 2 o'clock, Elliot. Get the son-of-a-bitch."

Scarlet 42-5720 and Her Crew

T/Sgt. Wilson C. Elliot, of Detroit, Lt. Casey's top turret man, is the only man from the original Banshee crew left.

Before we were very deep into Germany deadly black puffs began to appear around us. It seemed as though they were "air mines" that were touched off as we came to them. A puff would appear to our right and then in quick succession a row of five more black splotches flowered out, each one closer as they caught up to us.

Lt. Casey zigged, and the puffs appeared in the tracks of our zag. He was one jump ahead of the flak. All but once he was one jump ahead.

Thought Plane's Nose Torn Off

Lt. Phillips was leaning far forward in the nose, between his guns and bomb-sight, when suddenly the whole nose seemed to break out of the ship. My first impression was that they had given up the flak and had thrown the gun at us.

Lt. Phillips sat back on his heels and covered his eyes with his hands. Splinters of flexiglass formed coating over his helmet. It was a minute before he recovered from the shock to open his eyes and find that he could see and was unharmed.

What appeared to be the nose being ripped off actually was only a small hole the size of a man's fist.

The formation was perfect, and the German sky dotted with Forts in front of us and Liberators behind us was comforting. Below, the land seemed to be farmland for the most part. Even that was divided into aggravatingly square plots. It looked German and unfriendly. You had the feeling you would have known it was Germany even if you hadn't attended the briefing.

German flak didn't seem to bother German fighter planes. They poured in even when their own flak was thickest.

Approaching the bombing run, the doors of the ships in front of us could be seen swinging open, and not far above us the yawning bomb bay of a Fort revealed more bombs, hanging by some mechanical hairpin, waiting for the bombardier to push the tiny button that sends them to the target.

Lt. Owens was having trouble with his oxygen and Lt. Phillips' fingers were nearly frozen. I was healthy but helpless. Finally the valve of the navigator's air intake froze completely and the next thing his head had dropped to the top of his caliber .50, and his face was an unlovely greyish purple. Both of them had work to do in the nose. I was strictly cargo. The oxygen on my side was okay. We fitted the mask to Lt. Owens' face, revived him and I started back for the pilot's cockpit.

Scarlet 42-5720 and Her Crew

By the time I struggled back without oxygen, with a back load of equipment that would make Santa Claus look sick, I was almost out. Lt. Casey almost yawned at what I was sure was a major crisis in my life.

He fixed me up with oxygen and the remainder of my brief first glimpse at the war was from the pit behind the pilot.

As we started the bombing run I was up in the nose of the ship, standing over to the right trying to keep out of the way of the navigator and bombardier. I had a camera, and that was probably the greatest underestimation, or something or other, of the Germans anyone ever made. I definitely did not feel like taking pictures. I made an effort once or twice and I got a couple of pictures of a small bunch of six little ships down on the water, but it's elementary that you have to be able to hold a camera still to take pictures.

We were well into the run and the flak was puffing to the right and left. The boys said it was not nearly as intensive as over St. Nazaire, but there was more of it, spread out in different places, they said.

Fighter planes were always there while we were making our run. They come in so fast it's hard to tell where they're coming from, but frequently you could see a vapor trail start to form, like a cloud standing on end. You knew that was a fighter starting a run.

As the bombardier crouched low over his sight, I was just in back of him, trying to take a picture of the bombs falling from the plane ahead. They dropped theirs, and I guess we must have the next second but I couldn't feel it.

Behind the tail gunner, T/Sgt. Parley D. Small, of Packwood, Iowa, reported that he had seen a Liberator go down with one engine flaming. Although on fire he said it was under control for a crash landing. Small himself picked off one German plane as it tried to tie a stream of machine-gun bullets on our tail. He described the end of another German fighter.

Jerry Stopped Cold

"It looked like a piece of cardboard that had been thrown out of a plane," he said. "It came up under the belly of a B24 and someone let him have it right on the nose. He stopped dead and fell away. The plane didn't seem to be burning. It must have killed the pilot."

As Nazi planes kept nipping at the formation, far away from the coast of Germany, they probably picked us up from the French coast. It is improbable that German-based fighters followed the USAAF bombers that far, even though many of them seemed to be twin-engined planes.

Almost half way home, three Ju88s could be seen diving at a B24 that had fallen out of formation and was in distress.

Scarlet 42-5720 and Her Crew

After 20 minutes without sign of Jerry, things began to look more pleasant.

Song of Triumph

Lt. Casey and the crew began to sing over the intercom. Casey had the bends and was squirming in his seat — but smiling and singing. Next to him, Lt. Ross had to do most of the flying on the way home. Finally England was sighted and believe me, whatever you think, it is one of the most beautiful islands in all the world.

As Lt. Casey says, "I'm an Irishman, southern Ireland, but that is still the best looking damned little island I ever saw."

After a roof-lifting "buzz" (hedge-hopping) over the field, not orthodox, Lt. Casey brought the ship in smoothly.

Looking over the Banshee, we found that it had been hit in about ten places. The biggest hole was a gaping wound in her metal near the tail gunner. The chip of flak tore a hole through an English penny that Sgt. Small had left on the floor behind him.

With the exception of one frozen finger — Lt. Phillips' — the Banshee had what the crew called "a quiet trip."

I don't want to go on a noisy one.

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Andy Rooney - Stars and Stripes Reporter

Scarlet 42-5720 and Her Crew

1. COMBAT SECTION (to be filled in while planes are away).

1. 306 369 124488 F 26/2/43
 (Group) (Squadron) (A/C No.) (Letter) (Date)
Leading, 2nd Flight 1st Sq. 0805 1350
 (Position in formation) (Time took off) (Time landed) *

*filled in by S-2.

2. <u>H. W. J. CASEY</u>	Pilot	<u>1st Sgt. W. C. ELLIOT</u>	Top Turf
<u>H. K. G. ROSS</u>	Co't.	<u>1st Sgt. T. H. RAY</u>	Ball Turf
<u>H. W. H. OWENS</u>	Navis.	<u>Sgt. P. G. HARRIS</u>	a. Waist
<u>H. M. A. PHILLIPS</u>	Sec. mgr.	<u>1st Sgt. J. L. BURCYM</u>	L. Waist
<u>1st Sgt. M. J. GECOWETS</u>	Radio	<u>1st Sgt. P. D. SMALL</u>	Tail Gun

Rooney - Conroy

2. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER COMPOSITION (Use separate combat form for each combat).

40-50 mostly Me-109 Some Ju88s
 (Estimated total no. of E/A seen) (Types)
Near Barkum - to target and most of way home.
 (Location and length of flight)

Nothway orthodox - came from any direction
 (Tactics of E/A) no slow rolls - most started above.

Some were black - some had grey green - some silver
 (Color, markings, etc. of E/A)
One had tail + fins and rudder - painted white.
 (Our defensive action). Evasive action + mg. fire.

2. FIGHTER SUPPORT

A large formation of 12 Twin eng. were headed out as we crossed the coast of G. on way back.

Note That Andy Rooney was extra crew on this plane - Feb 26, 1943

Walter Cronkite:

While not flying with the 306th Bomb Group, Walter Cronkite, a UP writer, got his start as a top notch war correspondent on this raid after writing a news story about his experience during it. The story was picked up by most of the large newspapers in the U. S. and he was instantly in demand for radio interviews. Also on this raid was Homer Bigart of the New York Herald Tribune. They flew with the 427th and 369th BS of the 303 BG respectively.

Scarlet 42-5720 and Her Crew

Walter Cronkite, of *United Press*, flew in a 427th BS B-17. He reported being "escorted" by FW-190s and ME-109s and, in the most unpopular phrase of the day, "the flak was so thick you could walk on it." He said that he was "too excited to be afraid." Capt. **Glenn E. Hagenbuch** was the pilot of *S for Sugar* in which **Walter Cronkite** flew. **Homer Bigart** of the *New York Herald Tribune*, flew in 360BS Fortress Ooold Soljer, piloted by Capt. **Lewis E. Lyle**.



Putting on flying clothes are reporters (L-R): Gladwin Hill, William Wade, Robert Post, Walter Cronkite, Homer Bigart and Paul Manning. Cronkite and Bigart flew with the 303rd BG(H).

Walter Cronkite (*United Press*) wrote on 27 February 1943:

"American Flying Fortresses have just come back from an assignment to hell; a hell 26,000 feet above the earth, a hell of burning tracer bullets and bursting gunfire, of crippled Fortresses and burning German fighter planes, of parachuting men and others not so lucky. I have just returned with a Flying Fortress crew from Wilhelmshaven.

"... Actually the first impression of a daylight bombing mission is a hodge-podge of disconnected scenes. Things like bombs falling past you from the formation above, a crippled bomber with smoke pouring from one engine thousands of feet below. A Focke-Wulf peeling off somewhere above and plummeting down shooting its way through the formation."

Homer Bigart (*New York Herald Tribune*) wrote:

"A mission to Germany is a nasty experience. Apart from the very real danger to life and limb, there is the acute discomfort of enduring sub-zero temperatures for hours at a stretch and taking air through an oxygen mask. The altitude can affect your sinews, your kidneys, even the fillings of your teeth. You are very tired when you return. If you are a delayed-reaction type, you are likely to feel slightly under par for a couple of days. I must be crazy, but I should like to go again."

Scarlet 42-5720 and Her Crew

The Story That Made Walter Cronkite Famous

By Timothy M. Gay who is the author of Assignment to Hell: The War Against Nazi Germany With Correspondents Walter Cronkite, Andy Rooney, A. J. Liebling, Homer Bigart, and Hal Boyle

On February 26, 1943, Walter Cronkite was an obscure wire service scribbler, just one of dozens of expatriate American journalists trying to describe the war against Hitler from bomb-ravaged London. Forty-eight hours later, thanks to his searing eyewitness account of an Allied aerial attack on a Nazi U-boat pen, he was instantly transformed into Walter Cronkite, Famous Correspondent.

Cronkite went on to document D-Day, crash into Holland with the 101st Airborne, and elude S.S. storm troopers at the Battle of the Bulge, but it was that first bombing run over the North Sea that branded him one of the European war's leading journalistic lights. His career - and with it, the course of mainstream American journalism - would never be the same.

Along with *Stars and Stripes'* Andy Rooney, the *New York Herald Tribune's* Homer Bigart, and five other reporters, Cronkite was a charter member of "The Writing 69th," the fraternity of American journalists trained by the Eighth Army Air Force in early '43 to fly along on combat missions. That February morning, Bigart and Cronkite both took off from the 303rd Bomb Group's base at Molesworth. Their respective B-17s emerged unscathed, but Rooney's Flying Fortress absorbed a direct hit from flak, although it was able to safely land at its airdrome in Thurleigh. A B-24 carrying the *New York Times'* Robert Perkins Post was shot down near the mission's objective, the Kriegsmarine base at Wilhelmshaven, Germany. Post was killed, a tragedy that abruptly disbanded the Writing 69th: the duty was far too dangerous.

As they were being driven back to London following the raid, Bigart asked Cronkite if he'd thought through a lede. "I think I'm going to say," mused Cronkite, "that I've just returned from an assignment to hell, a hell at 26,000 feet above the earth, a hell of burning tracer bullets and bursting gunfire..."

Bigart, who prided himself on his taut writing style, stared at Cronkite, incredulous that his friend would resort to such overwrought prose. Purplish or not, Cronkite's story (the *New York Times* headlined it "Hell 26,000 Feet Up") got huge pick-up in the States and dominated the British tabloids. It was so successful, in fact, that for the next half-century Bigart and Rooney felt obliged to give their pal unmerciful guff about it.

In truth, much of Cronkite's narrative that day was stirring: "The first impression of a daylight bombing mission is a hodge-podge of disconnected scenes like a poorly edited home movie, bombs falling past you from the formation above, a crippled bomber with smoke pouring from one engine thousands of feet above, a tiny speck in the sky that grows closer and finally becomes a Focke-Wulf peeling off above you somewhere and plummeting down, shooting its way through the formation."

Scarlet 42-5720 and Her Crew

There was no rest for the weary: CBS Radio's John Charles Daly insisted that the UP reporter share his raid observations on a live hook-up to New York, Cronkite's first time ever on CBS. But the circuit failed after a few moments. Cronkite then had the sad job of penning a tribute to Post, who had been officially declared missing.

Once his stories cleared censors and moved onto the wire, Cronkite's boss at UP, Harrison Salisbury, insisted on a celebratory - and very liquid - lunch at the Savoy. After a brief respite it was off Jack's Club, a favorite correspondents hangout. Then, Cronkite informed his wife Betsy in a letter, they joined other revelers in watching jitterbuggers at the Opera House in Covent Garden.

They capped off the marathon party with a stop at the Cocomat Grove, a nightclub where they repeatedly toasted Cronkite's safe return. "As usual," Cronkite laughed to Betsy, "everybody got drunk but Cronkite."

The sober but bushed Cronkite was again roused out of bed Sunday morning by UP's London bureau, this time to respond to a story idea from UP-New York. He then hustled over to the Army Officer's Club outside Hyde Park just before it closed for lunch.

As he entered the club, he sensed heads turning his direction. Soon a palpable buzz filled the room. Walter Cronkite was no longer just another reporter. He had, literally overnight, become the toast of London. Every Sunday paper in England, it seemed, had played his bombing raid story on page one, under "great, glaring headlines," he told Betsy.

Suddenly everyone was deferring to him, even his hotel's "snooty elevator boys who hadn't bothered saying hello before began ingratiating manners, the teller at the bank where I cash my check bowed and scraped, the telephone at the hotel rang all day with congratulations some from persons I knew and more often not... Honestly, it was the damndest performance I've ever undergone."

Cronkite had no idea that he would spend much of the rest of his life in the limelight. Fortunately for the history of broadcast journalism, it found someone who could handle its glare. Walter Cronkite became a national icon, the rock on whom America leaned in moments of crisis. It was more than just his Midwestern decency; underneath the comforting presence viewers could sense Cronkite's steely resolve. It was a trait he learned that February morning when the U-2's formation attacked Hitler's U-boats at Wilhelmshaven.

The crews that Walter Cronkite and Homer Bigart flew with given below:

Scarlet 42-5720 and Her Crew

303rd BG(H) Combat Mission No. 17
26 February 1943

Target: U-Boat Yards - Wilhelmshaven, Germany (Secondary)

427th Bombardment Squadron Crew List

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

P Hagenbuch, Glenn E., Capt
CP Barker, John C., Lt
NAV Soha, Walter M., Lt
BOM Dieffenbach, Albert W., Lt
ENG Zipfel, Charles E., T/Sgt
RO Coomes, Clarence S., S/Sgt
LWG Hinds, Durward L., S/Sgt
RWG Henderson, George W., S/Sgt
BT Belk, Jack, S/Sgt
TG Harmon, Edward Z., Sgt
PAS Cronkite, Walter L.,
(News Correspondent)

360th Bombardment Squadron Crew List

B-17F #41-24559 *Ooold Soljer*

P Lyle, Lewis E., Capt
CP Fredericks, Jacob W., Capt
NAV Hoyt, Otis A., Lt
BOM Saiz, Reinaldo J., Lt
ENG Hlastala, Michael S., T/Sgt
LWG Schneiderman, Henry G., S/Sgt
RO Smith, Richard J., T/Sgt
BT Nardine, Howard H., S/Sgt
TG Murray, Gilbert A., Jr., S/Sgt
RWG Collins, Harvie L., Sgt
PAS Bigart, Homer,
(News Correspondent)

The following is the news story that propelled Walter Cronkite into the mainstream of broadcast journalism:

Scarlet 42-5720 and Her Crew

'Hell' Pictured as Flying Forts Raid Germany **By Walter Cronkite**

AT A UNITED STATES FLYING FORTRESS BASE SOMEWHERE IN ENGLAND, Feb. 27 (Saturday) (U.P.) - American Flying Fortresses have just come back from an assignment to hell, a hell 26,000 feet above the earth, a hell of burning tracer bullets and bursting gunfire, of crippled Fortresses and burning German fighter planes, of parachuting men, and others not so lucky.

I have just returned with a Flying Fortress crew from Wilhelmshaven, Germany.

For two hours I sat through a vicious gun duel with German Focke-Wulf 190 fighter planes and I saw what it was like to bomb Hitler on his home grounds.

Fight Off Nazis

We fought off Hitler's fighters and dodged his guns. The Fortress I rode in came back without damage. But we had the element of luck on our side.

Other formations caught the blast of fighter blows and we watched Fortresses and Liberators plucked out of the formations around us.

(Official announcements said seven of the big bombers were lost, the heaviest toll since the American raid on St. Nazaire Jan. 3, when the same number failed to return. This was the third American raid of the war on Germany and apparently by far the heaviest. The number of Nazi planes shot down was not disclosed, pending compilation of reports from all the planes returning.)

Naval Base Hit

We got our share of German fighters though, and besides we gave the ship repair yards and other installations at a great German submarine and naval base on the North Sea a most severe pasting.

As we swept beyond the target and back over the North Sea from which we came we saw great pillars of smoke over the target area.

This was the first time our new corps of American correspondents had been permitted to accompany the Forts over Germany or enemy-occupied territory.

Six of us represented the American news services, newspapers and radios.

Enemy Sighted

We were still an hour from the target, skirting the Frisian Islands, when these words came over the intercommunication system from the tail gunner:

"Tail gunner to pilot, Looks like enemy fighters low at 6 o'clock. About six or seven of them."

Scarlet 42-5720 and Her Crew

That 6 o'clock meant they were directly behind the plane. Twelve o'clock would have been dead ahead; 3 o'clock on the right; 9 o'clock on the left.

It didn't take them long to close in on us. I was working hard to scrape the frost from the windows and get a look at them.

They came on.

Cautioned by Pilot

"They're moving up to 3 o'clock. Keep your eye on them," the pilot said.

It was an unnecessary instruction.

A voice, I believe the waist gunner's, broke in on the other voices, as a shell burst near us.

"This is a lot of fun but sometimes I think it ain't healthy."

It definitely is not. Experienced crewmen said the anti-aircraft fire was accurate and of medium intensity. It was my first raid and I didn't know, but it was too accurate and too intense for me. It started as we began our bombing run into Wilhelmshaven and it didn't end until we passed the last tiny peninsula.

I saw one bomber get a severe working over by Focke-Wulfs and it looked as if he would never get back across the North Sea. The bomber was losing altitude when I first saw it several thousand feet below us. It was heading slowly toward the sea under control but obviously damaged.

Seven enemy fighters began hitting it like kids on a merry-go-round grabbing for the brass ring. They circled the crippled plane it another burst every time they passed.

Not So Tough

Kids in their early 20's who are now old-timers in air warfare over enemy territory said that the Nazi fighters were tough but not so daring as Goering's own squadron of yellow-nosed Focke-Wulfs over St. Nazaire and Lorient, France. Those fighters, they said, would weave in and out of Fortress formations and close in within 30 feet for the attack. But the fighters today came close enough to suit me. There were about 20 of them almost constantly within attack range throughout the two hour dual.

With scarcely a pause someone on our ship was always calling out the position of an approaching enemy.

"Six o'clock low, Four o'clock high. Two o'clock high. The son of a ---- is coming in. Get on him. Give him a burst. Keep him out there."

Scarlet 42-5720 and Her Crew

Vibrations shook the plane as first one gun and then another opened up at the oncoming speck. I saw a plummeting body in another direction and finally saw the plane from which the parachutist came. I saw a Nazi pilot bail out and his Focke-Wulf spiral down into the sea, finally dropping off in a steep spin.

Navigator Shoots

I gained the deepest admiration for the bombardiers and navigators, as well as the pilots and gunners on this trip. On the way in and out to the target the navigator, Lieut. Walter M. Shoa, Crystal Falls, Mich., jumped first to the guns and fired a burst at the Nazis, and then calmly plucked out maps from his case and plotted the course, suddenly dropping them an instructions through the earphones would cause him to take another at an incoming plane.

'The bombardier - talk about concentration! With flak bursting around that sun porch of a nose and fighters playing around with death at stake. first Lieutenant Albert W. Diefenbach calmly gazed through his bomb sight, jiggling buttons and turning knobs.

His job began at that thrilling moment when bomb bay doors swung open on the lead ship and on down the line to us.

That signaled that we were beginning the bomb run. Then we swept over Wilhelmshaven.

Then the ships ahead of us began to drop their bombs.

On Way to Hitler

Diefenbach's left hand went out to the switch panel alongside him and almost imperceptibly he touched a button and said calmly over the communications systems:

"Bombs away."

That was it. Our mission was accomplished - our bombs were on their way to Hitler.

There were other trills when a formation of bombers directly above us released their bombs almost on us.

Those bombs came so close to our wings that if they had carried some inscription like "Nuts to Hitler - Signed Mabel," I would have been able to read it.

While the bombs fall the gunners remain alert. Two of ours collaborated on one "claim."

Staff Sergeant George W. Henderson, 22, of Columbus, Kan., our tail gunner, said:

"One of those fellows tried to get in under us and I gave him a burst and turned him over to Belk."

Scarlet 42-5720 and Her Crew

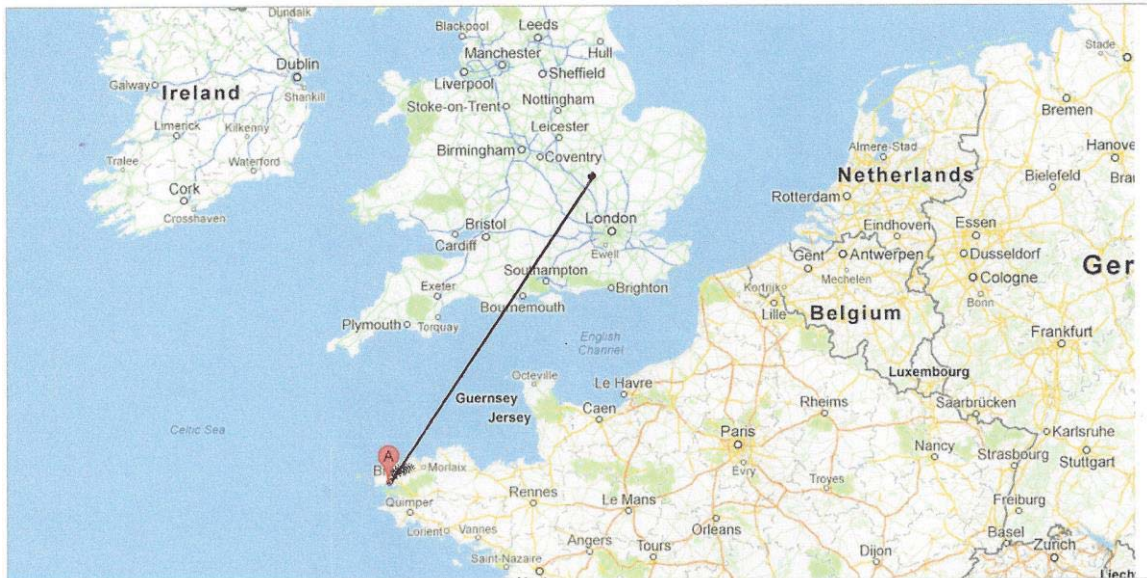
Hack Belk, 22, of Temple, Tex., is our ball turret gunner who hangs in that little bird cage under the Fortress.

"I gave him a burst and saw a ball of fire right near the cockpit," Belk said, "but I think it was Henderson's guns that got him."

Other members of the crew included Staff Sergeant Clarence S. Comes, 24, of Sacramento, Cal.; Waist Gunners Sergeant Edward Z. Harmon, 33 (the old man of the crew,) of Tule Lake, Cal., and Staff Sergeant Duward L. Hinds, 23, of Los Angeles.

Brest, France Raid - Feb 27, 1943

The first mission that Richard K. O'Hara flew as pilot of the Scarlet in combat was on Saturday February 27, 1943 to Brest, France. Flying as his copilot was Robert H. (Smitty) Smith along with James J. Garris, waist gunner and Harold Strom, tail gunner. Otis B. Tillery was navigator on Capt. Lambert plane also flew this mission.



Target: BREST FRANCE Naval U-boat base (60 aircraft) - February 27, 1943

423rd Bomb Squadron Mission Report

"Another raid today. This time the target was Brest, France, and it turned out to be a comparative breeze. It wasn't too good a day, what with clouds and undercast. Capt. John L. Lambert, squadron C.O., went along, this time with Capt. Maurice Salada. Other pilots included Capt. Robert W. Smith, Lt. Warren George, and **Lt. Richard K. O'Hara**, who this day made his first appearance as pilot on a mission with his own crew. The flak was almost nil and very few fighters were seen, none actually on our squadron. Due largely to the heavy cloud cover, we were on the target before we knew it and as a result, the bombing was not too good. We returned with no casualties and only three planes hit at all by flak. This mission was noteworthy as one of the very few times we have seen our

Scarlet 42-5720 and Her Crew

fighter escort. It so happened that they were on time at our rendezvous." *source: 423rd Combat Diary/*

306th Bomb Group Mission Report

MISSION - VIII BC 38

TARGET - U-boat pens, port and naval facilities at Brest, France

INFORMATION IN DETAIL - A/C: 17 T/O: 1210 1211 1216

RESULTS OF BOMBING - Not observed

WEATHER - Complete overcast the entire way 4/10 clouds at target

FLAK - light, inaccurate

ENCOUNTERS AND CLAIMS - E/A up to 6 FW190

WOUNDS, CASUALTIES - none

NOTES - Saw 30 Spitfires after leaving target Waist gunners needs gloves

Casey: brought bombs back as bombs would not release; had two engines out: supercharger *source: 306th Bomb Group www.306bg.org/*

Another mission report by the 44th Bomb Group which also flew on this mission tells a little more about how difficult these missions were in the early stages of the air war over Europe.

44th Bomb Group Mission Report

"The target for today was the port of Brest, France where there are submarine shelters, dry docks capable of handling any ship in the German Navy and other shore installations.

Five 67th aircraft, along with five others from the other two squadrons were over the target and dropped their bombs. The results were generally unsatisfactory, but hits were claimed on the corner of the locks and a dock, as well as on buildings and warehouse near the docks.

The month included some of the most difficult flying weather that our airmen have faced to date, and that any missions were completed without greater losses is a tribute to their abilities. Engineering states that "shorts and /or breaks" in heating elements in the electric suits cause fabric to fire. Results were serious burns to the men, or frost bites.

NOTE: It should be emphasized that the new machine gun oil was an absolute necessity. Most 67th aircraft were forced to carry a Thompson sub-machine gun loaded with tracers so that when the .50s froze up, the waist gunners would use the tracers to make a showing of a defense, hopefully keeping the enemy fighters at bay. Otherwise, most of our ships would have had to abort on nearly every mission due to lack of fire power, even though large quantities of ammunition was expended by most gunners firing short bursts to keep the guns warm enough not to freeze solid. Our men became so frustrated with the aborts associated with frozen guns that they chose to bluff the enemy pilots with tracers from their hand-held (and almost useless) guns. This lack of defense surely contributed to some of our early losses." *source: 44th Bomb Group web page <http://www.8thairforce.com/44thbg>*

Scarlet 42-5720 and Her Crew

1. OPERATIONS SECTION (to be filled in while planes are away).

1. 306 423 720
 (Group) (Squadron) (A/C No.). (Letter). (Date)

2 in 1st Lt. Pt Sq.
 (Position in formation) (Time took off) (Time landed) *

*filled in by S-2.

2. <u>O'Hara.</u>	Pilot	<u>Smidke</u>	Top Turb
<u>Smith R.H.</u>	Co'pt.	<u>Bielga W.G.</u>	Ball Tur.
<u>Blanchette</u>	Navig.	<u>Balbert</u>	R. Waist
<u>S/Sgt. Hall W.E.</u>	Bo. ser.	<u>Garris</u>	L. Waist
<u>Johnson W.T.</u>	Radio	<u>Strom</u>	Tail Gun

2. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

Saw about 6. ? FW190.
 (Estimated total no. of E/A seen) (Types)

Right of the left east.
 (Location and length of fight)

(Tactics of E/A)

(Color, markings, etc. of E/A)

(Our defensive action).

2. FIGHTER SUPPORT

Saw 2 squadrons of our escort.

Mission Interrogation Form Showing Ohara, R. H. Smith, Garris, Strom - Feb 27, 1943

Scarlet 42-5720 and Her Crew

306 423 180 B 27/2/43
 (Group) (Squadron) (A/C No.) (Letter) (Date)
 #1 in Squadron 1150 1735
 (Position in formation) (Time took off) (Time landed) *

filled in by S-2,

2. Capt Lambert	Pilot	A. Bezaik	Top Turb
Capt. Salada	Co't.	H.P. Wilson	Ball Tur.
Lt. O.B. Tillery	Navig.	S.W. Wentworth	A. Aids
Ford	Bombdr.	W.W. How.	L. Aids
J.K. Kim	Radio	C.M. Counts	Tail Gun
Col. B.D. Gray - passenger			

- . INTELLIGENCE SECTION (to be filled in from interrogation of crews).
- . ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

R FW190
 (Estimated total no. of E/A seen) (Types)

nil
 (Location and length of fight)

nil
 (Tactics of E/A)

nil
 (Color, markings, etc. of E/A)

(Our defensive action).

2. FIGHTER SUPPORT Yes - As ordered

Mission Interrogation Form Showing Tillery - Feb 27, 1943

Scarlet 42-5720 and Her Crew

1. OPERATIONAL SECTION (to be filled in while planes are in flight).

1.	423	476	D	27/2/43
	(Group)	(Squadron)	(A/C No.)	(Letter)
	LEAD 2 nd PL.	423	1216	17 - 0
	(Position in formation)	(Time took off)	(Time landed) *	

*filled in by S-2.

2.	R.W. SMITH Pilot	7/S H.G. ALLEMAN Top Tur
	L.P. JOHNSON Co. Lt.	S/S J.M. HOBBS Ball Tur
	E.J. POLLOCK Navig.	S/S R.J. SMITH a. Eng
	H.E. PHALER Bomber.	S/S R.J. HENN L. Eng
	S/S H.R. BEAN Radio	S/S R.H. GIBSON Tail Gu

1. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

1 to 3	?
(Estimated total no. of E/A seen)	(Types)

(Location and length of fight)

(Tactics of E/A)

(Color, markings, etc. of E/A)

(Our defensive action).

2. FIGHTER SUPPORT

FIGHTER SUPPORT COMM' OUT

Mission Interrogation Form Showing H. E. Phelan - Feb 27, 1943

306th BG mission summary for the month of February 1943 total 6 missions.

Air Medals are awarded after 5 completed missions.

Medals awarded in February 1943 to 306th men were:

Scarlet 42-5720 and Her Crew

Purple Heart - Lts. Stanley Kisseberth and Orman Hamilton.

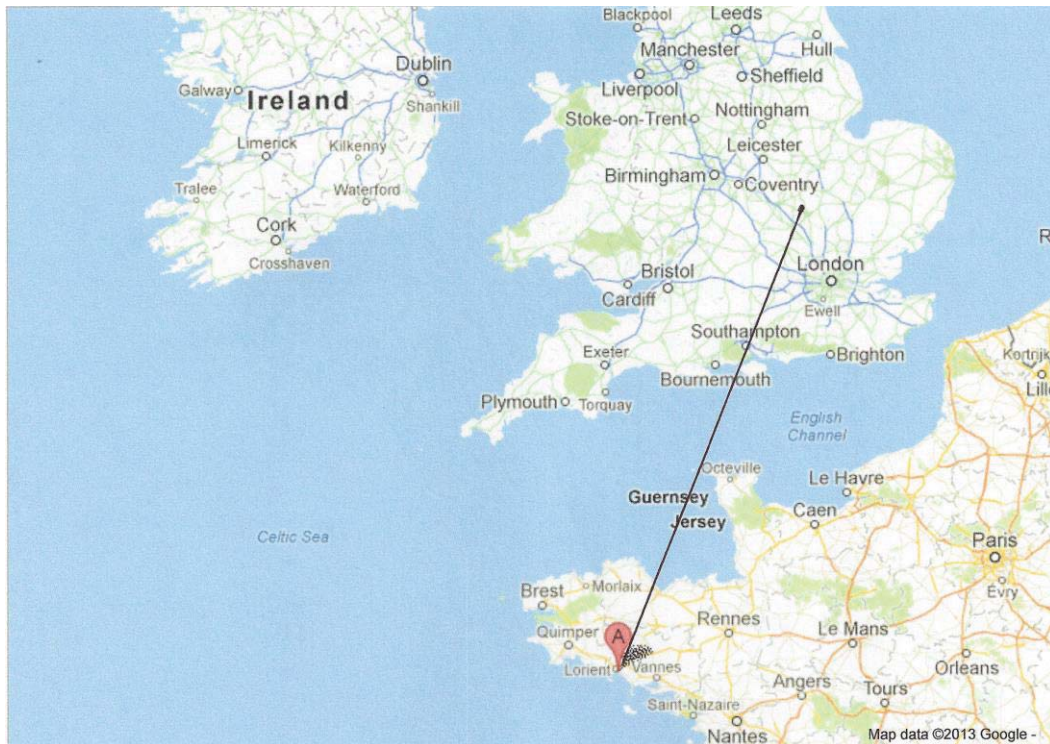
Air Medal (first one) - Lts. James E. Hopkins, Ralph W. Jones, Robert Malin, Andrew Simmons, Mead S. Warner, David A. Steele and Capt. John L. Lambert.

Sgts. Leon L. Bamforth, Frederick A. Blum, James A. Bobbett, Freel Covard, Clarence Durham, **James J. Garris**, Billy J. Lamb, George A. McClennan, Warren MacGregor, Bernard Papieka, Walter Piotrowski, Ray J. Smith, James E. Smoot, **Harold Strom**, Raymond Stymacks and James H. Thornton.

Interestingly enough is the fact that the majority of the crew of the Scarlet had not completed the required number of 5 completed missions by the end of February and that the tail gunner Harold Strom and waist gunner James J. Garris had met this requirement and received their Air Medals.

Lorient, France Raid - Mar 6, 1943

The first mission in March was flown to Hamm, Germany on Thursday March 4, 1943 but was aborted. Therefore, the first completed mission flown in March by the Scarlet crew was on Saturday March 6, 1943 to Lorient, France. The entire Scarlet crew flew in the Scarlet except for the bombardier Hugh E. Phelan. He apparently didn't fly this mission. Flying were: O'Hara, pilot; Robert H. Smith, copilot; Tillery, navigator; Mountain, radio operator; Sheffield, top turret gunner; Fetkiw, ball turret gunner; Nelson, right waist gunner; Garris, left waist gunner and Strom, tail gunner.



Target: LORIENT FRANCE Naval U-boat base (65 aircraft) - March 6, 1943

Scarlet 42-5720 and Her Crew



Lorient, France March 6, 1943



Lorient, France March 6, 1943

Scarlet 42-5720 and Her Crew



Lorient, France March 6, 1943

423rd Bomb Squadron Mission Report

"Today was the first of the really exceptionally fine bombing missions of the month. The target was Lorient, France, the pinpoint being a small building in the middle of a group of naval installations and housing the electric power plant for the base. Capt. John L. Lambert, our C.O., led the squadron with Lts. Pervis Yource, L. P. Johnson, **Richard K. O'Hara** and Warren George. Heavy, intense and very accurate flak was met at the target, but bombs were dropped accurately. The power plant itself was completely destroyed and many of the surrounding installations were severely damaged. Immediately after leaving the target we had a 10-15 minute fight with the Yellow Noses, a crack GAF (German Air Force) squadron of FW 190s. Lt. John R. Lucas received credit for destroying one, and S/Sgt. William E. Hull had a probable. The group lost two crews on this mission, but once again the 423rd went unscathed, except for 2nd Lt. Mead Warner, who was wounded in the face and neck when a 20mm shell exploded in the nose of the plane. Because of the distance covered on this trip, the group landed at Exeter and Chivenor on return. Those landing at Exeter found the field already overcrowded and so had to spend the night at a post some 10 miles away, sleeping on wooden benches with much too little blanket coverage. Those at Chivenor, including nearly all of the 423rd, had all the comforts of home, including fresh eggs for breakfast." *source: 423rd Combat Diary*

Scarlet 42-5720 and Her Crew

SQUADRON 423 GROUP 306 A/C Number 25720 Date 6/3/43

Position in formation N^o 3 2nd Element Bomb load 5x1000

1. Hot news to be phoned in? Yes No
Details:

Mayer Attorney
Mayer *Maury* *-penny*
CREW

Friehily A/C in any kind of distress? Lt. R.K. O'HARA Pilot
R.H. Smith Co-P
O.B. Tillery Nav.
J.S. Lucas Bomb.

2. TARGET ATTACKED:

✓ Primary Time: 1441
alternate Height: 23000'
Last Resort Heading: 35°
(check)

S/sgt. W.H. Mountain Radio
T/sgt. C.A. Sheffield Top T.
S/sgt. P. Fetkiw Ball T.
S/sgt. M.E. Nelson R. Waist
S/sgt. J.J. Garris L. Waist
S/sgt. H.F. Strom Tail G.

3. Number of BOMBS dropped on target: 5x1000 Jettisoned: 0 Returned: 0

4. Observed RESULTS OF BOMBING: (For this plane or others)
Right down thru the center of the target.

5. Any PHOTOGRAPHS taken: Yes? (No)

(Sketch formation; and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: ✓

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) as ordered.

8. FLAK: Encountered on way out; at target; and on way home.

Time	Place	Height of A/C	Type (light: of heavy), in moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>1440-50</u>	<u>Target</u>	<u>23000'</u>	<u>H-M</u>	<u>Black</u> <u>to a few white.</u>	<u>Below</u>	<u>acc. for deflection</u> <u>7000</u>

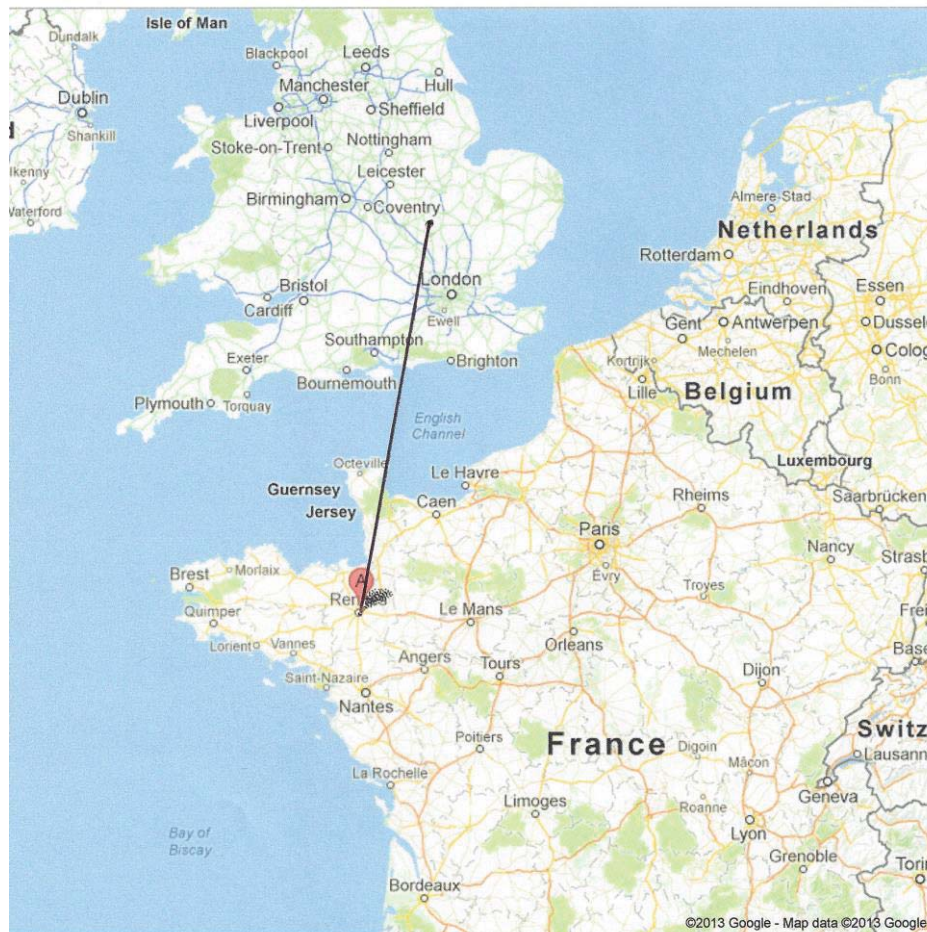
Mission Interrogation Form Showing O'Hara, Smith, Tillery, Mountain, Sheffield, Fetkiw, Nelson, Garris, Strom - Mar 6, 1943

Scarlet 42-5720 and Her Crew

On an Encounter Report dated March 8, 1943, the Scarlet was mentioned. "Our aircraft number 25720, piloted by Lt. O'Hara, destroyed a F. W. 190 at 14:48 on 6/3/43. A/C heading 230 degrees, visibility good. Narrative states that after turning away from target, a F.W. 190 came in from one o'clock. It was engaged by Lt. J. S. Lucas, Bombadier and by Major Maury (passenger) from 600 yards to 200 yards when he broke away. E/A by that time was in flames and spinning, and was seen to hit the water by Lt. Lucas. Both Maj. Maury and Lt. Lucas have a joint claim to this E/A but Major Maury wishes Lt. Lucas to have credit."

Rennes, France Raid - Mar 8, 1943

The next mission flown in March by the Scarlet crew was on Monday March 8, 1943 to Rennes, France but because of engine trouble the Scarlet crew in the Scarlet aircraft aborted this mission after turning back at the English coast near Portland, England.



Target: RENNES FRANCE Railroad marshalling yard (54 aircraft) - March 8, 1943

Scarlet 42-5720 and Her Crew

000343.

1. OPERATIONAL TOPICS (to be filled in while planes are away).

1. 306 423 720 _____
 (Group) (Squadron) (A/C No.) (Letter)

_____ 3/8/43 _____
 (Date)

_____ (Position in formation) _____ (Time took off) _____ (Time landed) *

*filled in by S-2.

2. J. O'Hara Pilot _____ Top Turb

_____ Co'ct. _____ Ball Tur

_____ Navig. _____ d. Turb

_____ Bomber. _____ L. Turb

Aborted Radio _____ Tail Gu.

3. INTELLIGENCE SECTION (to be filled in from interrogation of crews).

1. ENEMY FIGHTER OPPOSITION (Use separate combat form for each combat).

Turned back at 1325 o'clock about five miles north of Portland, England.

_____ (Estimated total no. of E/A seen) _____ (Types)

Brought bombs back.

_____ (Location and length of fight)

Room #1 and #4 engine acting up (#4 actually cut out on landing)

_____ (Tactics of E/A)

_____ (Color, markings, etc. of E/A)

_____ (Our defensive action).

2. FIGHTER SUPPORT

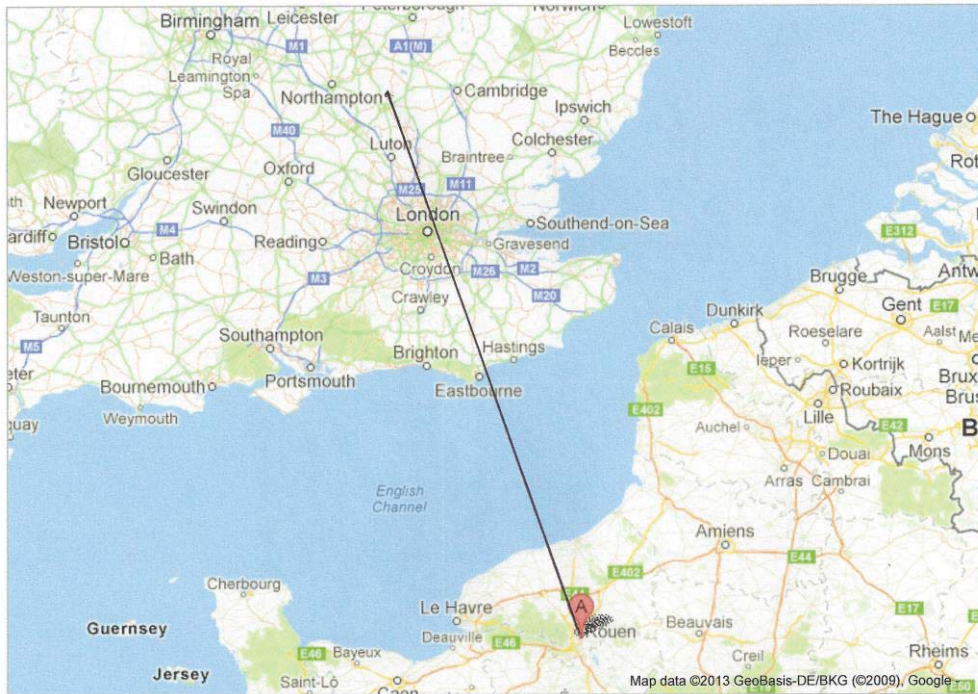
Mission Interrogation Form for March 6, 1943 - aborted

As stated on the Mission Interrogation Form the Scarlet mission was aborted due to engine trouble and they turned back near Portland, England and returned with all bombs. They would not get credit for a completed combat mission on this day.

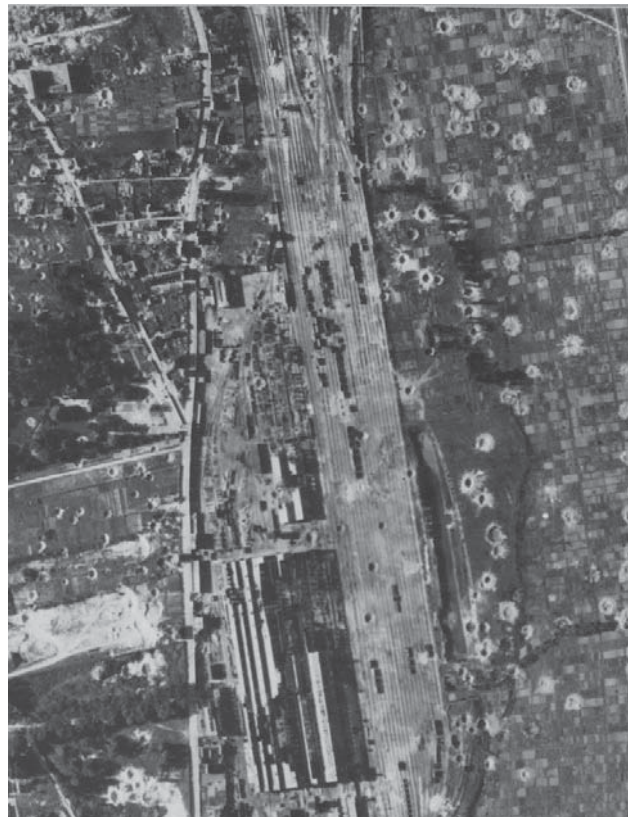
Rouen, France Raid - Mar 12, 1943

The next mission flown in March by the Scarlet crew was on Friday March 12, 1943 to Rouen, France. This is the first mission that the complete original crew flew in the Scarlet.

Scarlet 42-5720 and Her Crew



Target: ROUEN FRANCE Railroad marshalling yard (63 aircraft) - March 12, 1943



Rouen, France, March 12, 1943

Scarlet 42-5720 and Her Crew

SQUADRON 423 GROUP 306 A/C Number 720 Date 3/12/43
 Position in formation #3 lead element of 1st sq. Bomb load 5/1000

1. Hot news to be phoned in? Yes No
 Details:

Friehly A/C in any kind of distress?

CREW

O'Hara Pilot
Smith R.H. Co-P
Tillery Nav.
Phelan Bomb.
Mountain Radio
Sheffield Top T.
Fetkiw Ball T.
Nelson M.E. R. Waist
Garris L. Waist
Strom Tail G.

2. TARGET ATTACKED:

Primary Time: 1244
Alternate Height: 21,000
 Last Resort Heading: 145°
 (check)

3. Number of BOMBS dropped on target: 5 Jettisoned: Returned:

4. Observed RESULTS OF BOMBING: (For this plane or others)
Squadron bombs in target area. None in sq. but none on target.

5. Any PHOTOGRAPHS taken: Yes? No?

(Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: None.

7. ROUTE (If different than ordered.) (If returned early, time, place, height of turn.) as ordered.

8. FLAK: Encountered on way out; at target; and on way home.

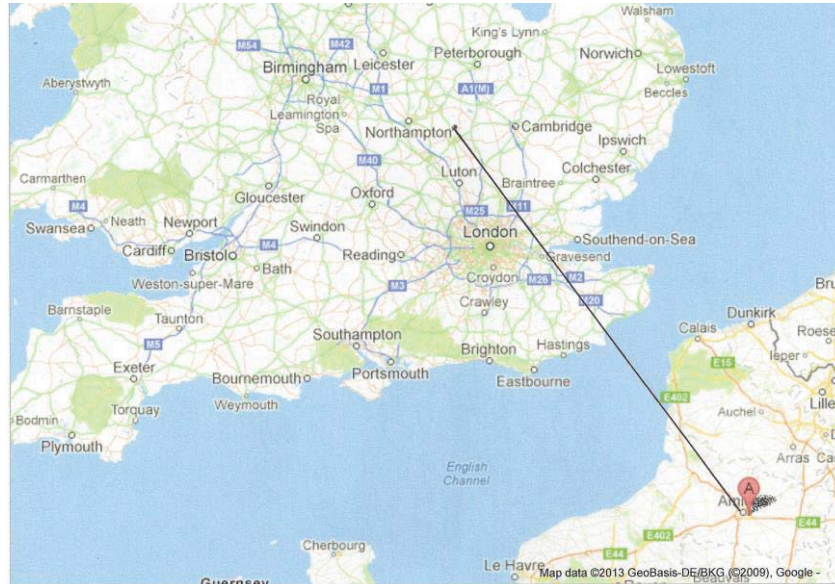
Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
<u>Very faint spots of flak or cannon shot - probably flak over Sotterville. Very inaccurate - low.</u>						

Mission Interrogation Form Showing O'Hara, Smith, Tillery, Phelan, Mountain, Sheffield, Fetkiw, Nelson, Garris, Strom - Mar 12, 1943

Scarlet 42-5720 and Her Crew

Amiens, France Raid - Mar 13, 1943

The next mission flown in March by the Scarlet crew was on Saturday March 13, 1943 to Amiens. All original Scarlet crew members were aboard.



Target: AMIENS FRANCE Railroad marshalling yard (31 aircraft) - March 13, 1943



Amiens, France March 13, 1943

Scarlet 42-5720 and Her Crew



Amiens, France March 13, 1943

423rd Bomb Squadron Mission Report

"Today the target was to have been the Amiens marshalling yards, with Abbeville as a secondary. However, because of poor visibility and some fairly poor navigation on the part of the lead group, we dropped our bombs on the railway junction at Poix, France. Capt Robert W. Smith led the squadron, followed by Lts. **Richard K. O'Hara**, Raymond J. Check, David A. Steele and James E. Hopkins. The mission was disappointing, although all planes returned safely." *source: 423rd Combat Diary*

306th Bomb Group Mission Report

MISSION - VIII BC 43

TARGET - Amiens, France marshaling yards

INFORMATION IN DETAIL - A/C: 20 T/O: 1205 Bombing: Poix: 1509; Amiens 1516; 23000 ft

RESULTS OF BOMBING - Poor; 19 A/C bombed Poix; 1 Amiens; Results not observed because of clouds / haze.

WEATHER - Poor over Channel; bad haze at target

FLAK - Accurate at Dieppe; Slight and inaccurate at Le Treport

ENCOUNTERS AND CLAIMS - Approx 12 E/A seen; 1 head-on attack low with Spitfire on tail

WOUNDS, CASUALTIES - 2 B-17s observed turning back before target. 1 seen to jettison bombs. From Group ahead

NOTES - Spitfire shot down just before target - flak Spitfire cover good Casey had 2 bombs not release Smiley reported guns froze; 1000 ft per minute let down too damn fast. Maliszewski saw 1 FW190 shot down before target *source: 306th Bomb Group www.306bg.org/*

Scarlet 42-5720 and Her Crew

SQUADRON 423 GROUP 306 A/C Number 720 Date 3/13/42
 Position in formation Head of Lead Squadron Bomb load 0 X 1000.

1. Hot news to be phoned in? Yes No
 Details: _____

1817 seen to jettison bombs in channel and turn back over beach coast. Had 4 engines running. Received 1X

2. TARGET ATTACKED:
 Primary Time: 15:09
 alternate Height: 23,000
 Last Resort Heading: 50°
 (check)

CREW

O'Hara Pilot
R. H. Smith Co-P
Tillery Nav.
Phelan Bomb.
Mountain Radio
Sheffield Top T.
Fetkiw Ball T.
Nelson R. Waist
Garris L. Waist
Strom Tail G.

3. Number of BOMBS dropped on target: 6 Jettisoned: _____ Returned: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)
Could not see - too much clouds & vapor trail.

5. Any PHOTOGRAPHS taken: Yes No
 (Sketch formation, and this plane's position in it, on a separate sheet of paper, giving date, target, number of plane; send to Wing by D. R. L. S.)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: None.

7. RE (If different than ordered.) (If returned early, time, place, height of turn.) As ordered.

8. FLAK: Encountered on way out; at target; and on way home.

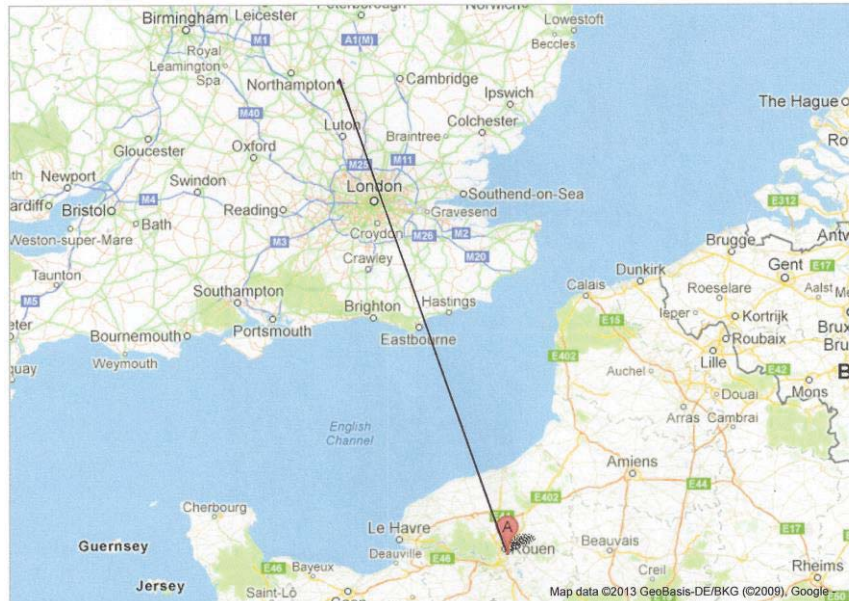
Time	Place	Height of A/C	Type (light; heavy), intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Other Data
		<u>Course. 23000</u>	<u>Heavy</u>	<u>Moderate range</u>	<u>(6 bursts at a time ahead to left.)</u>	

Mission Interrogation Form Showing O'Hara, Smith, Tillery, Phelan, Mountain, Sheffield, Fetkiw, Nelson, Garris, Strom - Mar 13, 1943

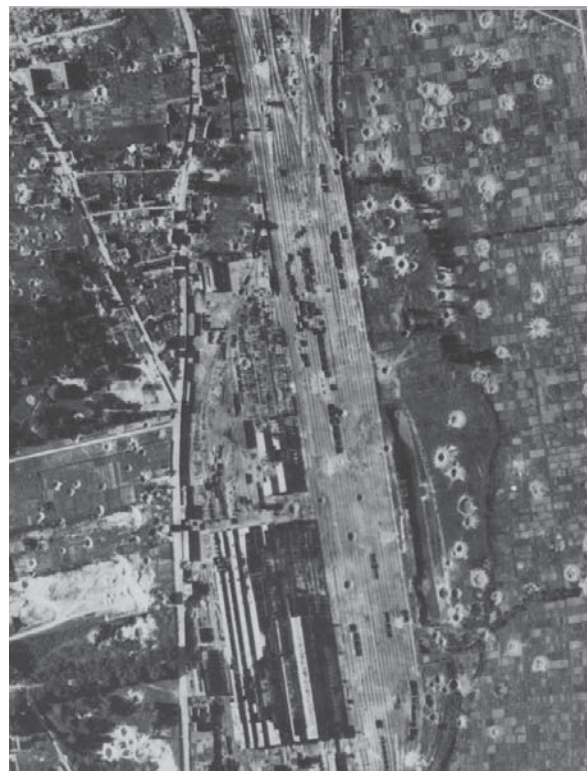
Scarlet 42-5720 and Her Crew

Rouen, France Raid - Mar 14, 1943

The next day, Sunday March 14, 1943, another mission was flown by the Scarlet crew to the marshalling yards at Rouen, France. In the 423rd Combat Diary Lt. O'Hara is listed as having flown. However, no Crew Load Listing or Interrogation Report is available so absolute verification of who flew this mission cannot be certain.



Target: ROUEN FRANCE Railroad marshalling yard (63 aircraft) - March 14, 1943



Rouen, France March 14, 1943

Scarlet 42-5720 and Her Crew

423rd Bomb Squadron Mission Report

"The marshalling yards at Rouen, France, was the target today. Capts. John L. Lambert, our C.O., and Robert W. Smith led the formation. Lts. Raymond J. Clark, James E. Hopkins, Pervis Youree and **Richard K. O'Hara** and their crews made up the rest of the 423rd. There was almost no flak to bother us, the fighter escort was superb, we enjoyed splendid weather, and as a consequence our bombs once more dropped in the very center of the yards. This mission was run so very smoothly that little exciting can be said about it. Perhaps a large part of its success was due to the fact that we made a feint, flying almost across the English Channel and back, just before making the bomb run. The purpose of this was to get enemy fighters up so that by the time we were ready for the bomb run they would be down and refueling. The diversion apparently worked well."
source: 423rd Combat Diary

306th Bomb Group Mission Report

MISSION - VIII BC 42

TARGET - Rouen-Sotteville marshalling yard

INFORMATION IN DETAIL - A/C: 19 T/O: 0940 Bombing: 1243, 21000 ft

RESULTS OF BOMBING - Excellent - bursts observed directly on aiming point.

It is thought that an ammunition train was hit.

WEATHER - Excellent

FLAK - None Few bursts off at distance - very inaccurate

ENCOUNTERS AND CLAIMS - 2 E/A 5 minutes after target 3 E/A

Every FW we saw had at least 1 Spit on it

WOUNDS, CASUALTIES

NOTES

Excellent fighter support

Support was best we ever hope to see

English suits no good

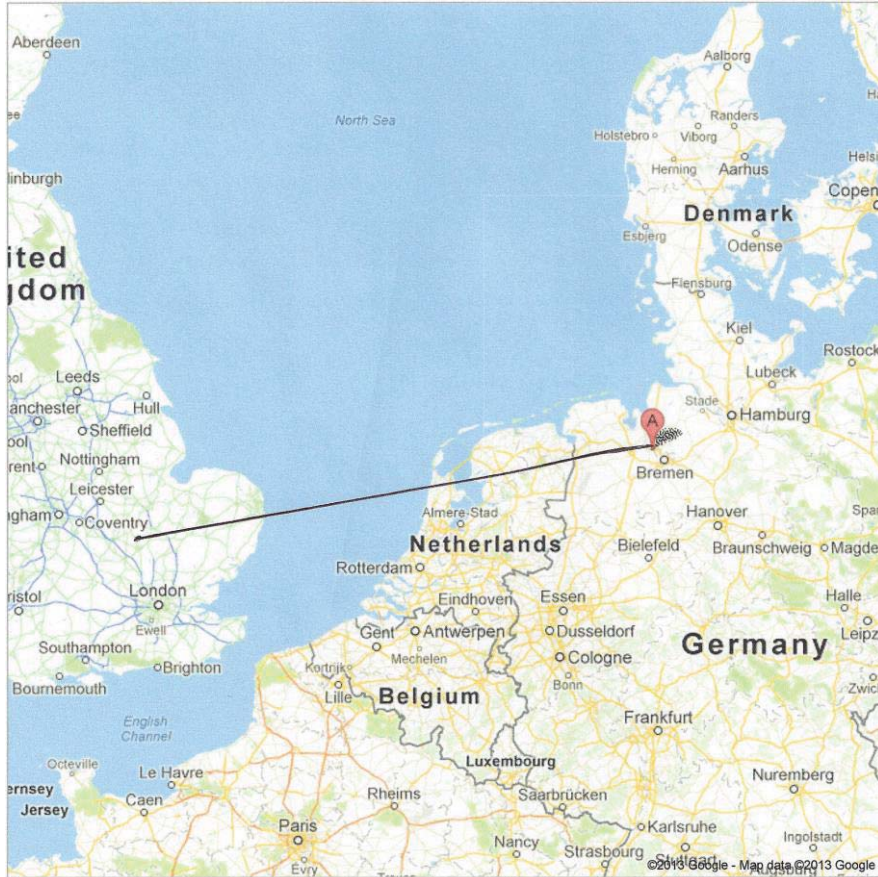
Piece of cake

source: 306th Bomb Group www.306bg.org/

Vege sack, Germany Raid - Mar 18, 1943

Four days later, Thursday March 18, 1943, the next mission was flown to Vege sack, Germany by Richard K. O'Hara of the 423rd Bomb Squadron/306th BG. Since there were no Loading Lists or Interrogation Reports available, it is assumed that Lt. O'Hara had his normal crew.

Scarlet 42-5720 and Her Crew



Target: VEGESACK GERMANY Naval U-boat yards (97 aircraft) - March 18, 1943



Vegesack, Germany March 18, 1943

Scarlet 42-5720 and Her Crew

423rd Bomb Squadron Mission Report

"The target for today was naval installations and submarine building shops at Vegesack, Germany, on the outskirts of Bremen. Maj. James W. Wilson, with Capt. John L. Lambert, our C.O., led the squadron and the group. They were followed by Lts. Raymond J. Check, Warren George, **Richard K. O'Hara** and James E. Hopkins. Opposition was considerable, the Germans putting a great deal of flak, particularly at the target. Flak was also met at the enemy coast in and out. Few of our airplanes suffered any damage, indicating that the gunners in this area are not on a par with those on the Brest Peninsula. Once more, all types of enemy fighters came up to attack, including FW 190s, ME 109s, JU 88s and ME 110s. Although they stayed with us for quite a time, they did not press home their attacks with determination, and on several instances were seen to fire their guns and then descend without attacking at all. The twin-engined E/A followed us back almost to the English Coast. Sgts. Andrew Bezak, Eli L. Rogers and **Paul Fetkiw** each certainly destroyed an FW 190. For the first time our fliers gave clear evidence that the Germans were flying planes over us and dropping time bombs toward our formation. A miss, however, is as good as a mile, and we all returned safely. To top the day off, Lt. Pervis Youree was made a captain." *source: 423rd Combat Diary*

Also mentioned in the after action reports for March 18, 1943 was the following note under Armament Failures: "(1) Ball Turret Solenoids on Aircraft No.'s 42-5720 (Scarlet) and 42-29498 failed at high altitude. Both of these turrets also leaked oil and it is evident that they need heavier gaskets."

Sgt. Paul Fetkiw, ball turret gunner, on Lt. Richard K. O'Hara's plane was the first of his crew to be credited for shooting down an enemy aircraft.

306th Bomb Group Mission Report

MISSION - VIII BC 44

TARGET - Vegesack, Germany submarine yards

INFORMATION IN DETAIL - A/C: 20 T/O: 1139 Bombing: 1533, 27900 ft

RESULTS OF BOMBING - Very good; direct hits observed

FLAK - Light flak near Bremerhaven; Heavy accurate flak at target; Heavy inaccurate flak at Emden on way out.

ENCOUNTERS AND CLAIMS - 20-25 E/A near Heligoland; nose attacks

Attacks from German coast to target and back out to sea.

WOUNDS, CASUALTIES

NOTES

Ball turrets on two A/C failed

11 guns on various A/C not operational due to freezing

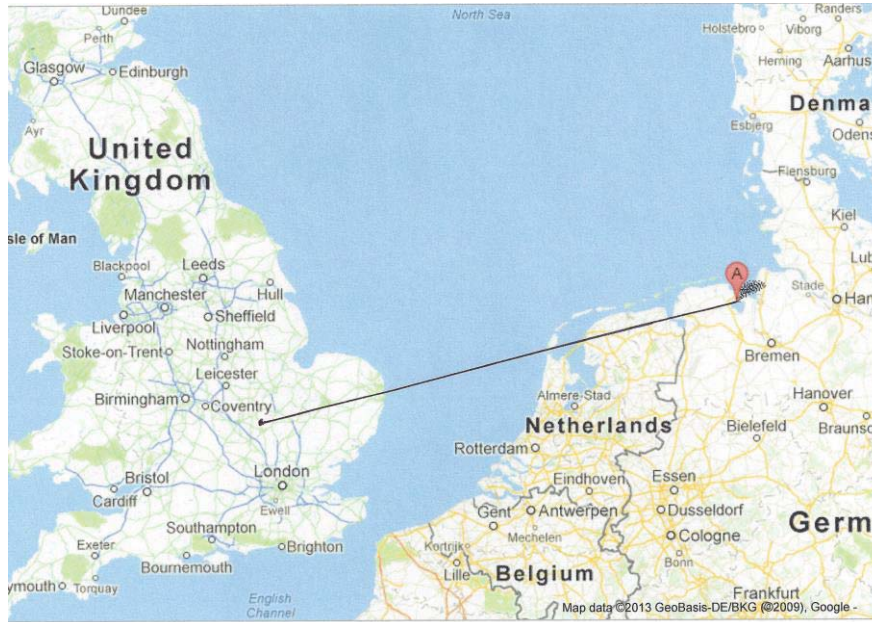
Inferior ammunition lead to misfires, jams

source: 306th Bomb Group www.306bg.org/

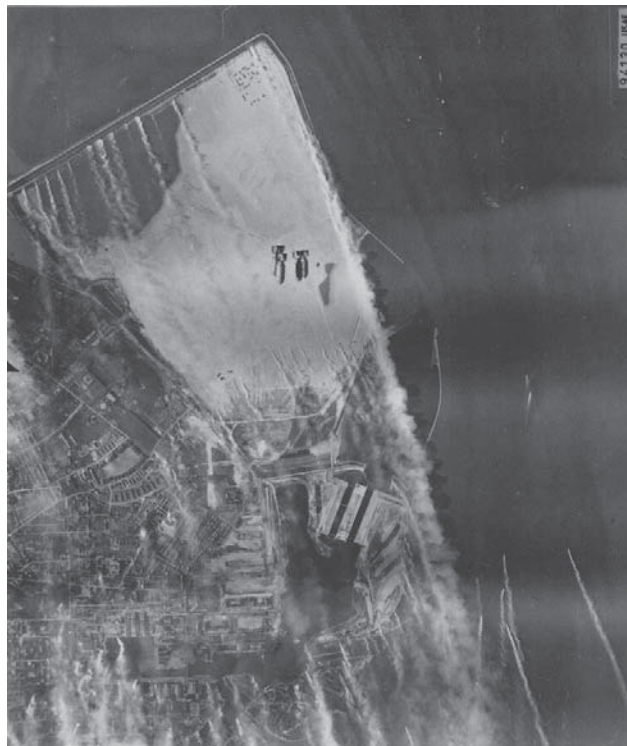
Scarlet 42-5720 and Her Crew

Wilhelmshaven, Germany Raid - Mar 22, 1943

After another four days, the next mission was flown by the Scarlet crew on Monday March 22, 1943 to Wilhelmshaven, Germany. Similarly to the previous raid to Vegesack, Germany, there were no Loading Lists or Interrogation Reports available. It is assumed that Lt. O'Hara had his normal crew.



Target: WILHELMSHAVEN GERMANY Naval U-boat yards (84 aircraft) - March 22, 1943



Wilhelmshaven, Germany March 22, 1943

Scarlet 42-5720 and Her Crew



Wilhelmshaven, Germany March 22, 1943

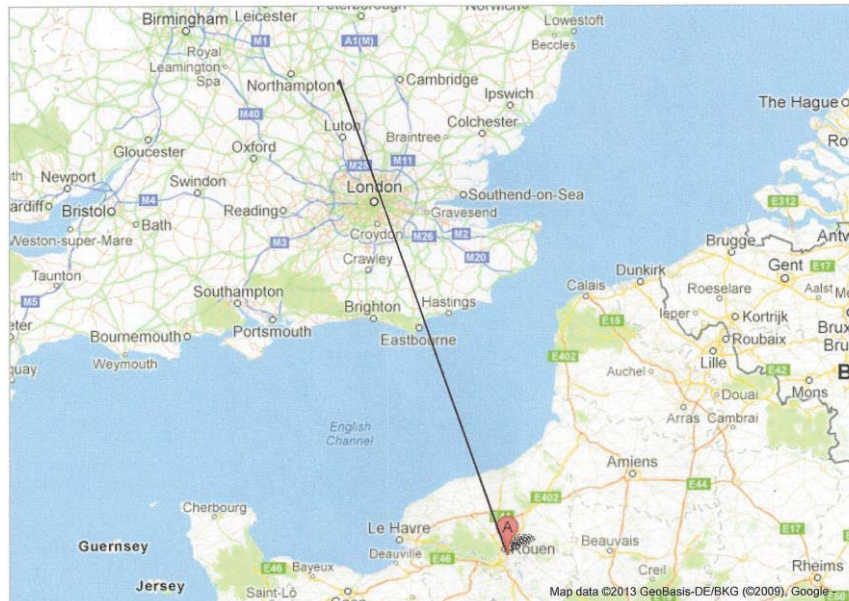
423rd Bomb Squadron Mission Report

"Today the target was the docks at Wilhelmshaven. The pinpoint was the dock at which we had reason to believe the German pocket battleship Admiral Scheer was to be found. In spite of 7/10th clouds, very heavy flak opposition and persistent attacks by S/E and T/E fighters the dock area was bombed and some bombs actually hit in the immediate vicinity of the Scheer. Those on this raid were Capts. Robert W. Smith, Raymond J. Check and Pervis E. Youree, and Lts. L. P. Johnson, **Richard K. O'Hara**, James E. Hopkins and David A. Steele. S/Sgt. Raymond Henn received credit for shooting down an FW 190 and the group got credit for an ME 110, while Lt. Leland Flowers probably got another FW 190. Though this was a successful mission, our spirits were considerably dampened when we learned that Sgt. Henn had been hit by a 20mm shell and killed, his 20th mission. His loss is felt by us all. Sgt. Kenneth F. Powell, also a waist gunner on Lt. Johnson's plane was wounded as well." *source: 423rd Combat Diary*

Scarlet 42-5720 and Her Crew

Rouen, France Raid - Mar 28, 1943

On Sunday March 28, 1943, the next mission was flown to Rouen, France by the crew of the Scarlet. The 423rd Combat Diary for this mission mentions both Richard K. O'Hara, pilot and Otis Tillery, navigator. Unfortunately, Lt. Tillery was wounded in this action and was sidelined for close to two months until he recovered. He did fly an aborted mission on May 1st but it was May 29th before he was credited with his next combat mission.



Target: ROUEN FRANCE Railroad marshalling yard (70 aircraft) - March 28, 1943

423rd Bomb Squadron Mission Report

"The target for today was the marshalling yards at Rouen. This time we were assigned the locomotive sheds. Capt. Robert W. Smith again capably led the squadron. Other pilots included Capts. Raymond J. Check and Pervis Youree, and Lts. L. P. Johnson, **Richard K. O'Hara**, James E. Hopkins and Warren George. This was largely a repetition of the Rouen raid of the 14th. The weather was not as good, but here we had luck finding a hole in the otherwise dense clouds right over the target. There was comparatively little flak encountered and the fighter opposition was largely accounted for by another successful diversion of our own, together with excellent RAF Spitfire coverage. There was nothing left of the locomotive sheds, and we did further severe damage to the yards. As a result of the Rennes raid and the two Rouen raids this month, the RAF reports "The short term results of these heavy and most accurate attacks will disorganize military traffic to and from Western France for several weeks, perhaps longer, and will practically cut off Brittany from the Paris area, except by circuitous routes. If any heavy military moves were in progress or planned -- and this will not be known for some weeks -- they will have to be amended and battle order adjustments made accordingly to fit the new situation. Serious delay in the arrival of divisions on the Eastern Front is by no means improbable. The results of the Rennes raid provide the most successful picture yet received in this way of a yard neatly and completely put out of service. The effect of the Sotteville (Rouen) attack is probably hardly less serious." **Unfortunately, the 423rd did**

Scarlet 42-5720 and Her Crew

not go entirely unscathed, for Lt. Otis Tillery received a wound in the chest from a 20mm bullet. As far as he was concerned, however, the most serious part of it all was that, without his knowledge or consent, the medical department sewed him with thread made in Japan, of all places." *source: 423rd Combat Diary*

306th Bomb Group Mission Report

MISSION - VIII BC 47

TARGET - Rouen-Sotteville marshaling yard

INFORMATION IN DETAIL - A/C: 20 T/O: 1015 Bombing: 1250, 23600 ft

RESULTS OF BOMBING - Excellent; bursts seen to hit directly on locomotive shed

WEATHER - 7/10 cloud at target

FLAK - Very little; white bursts near Rouen

ENCOUNTERS AND CLAIMS - 30-40 E/A of FWs and MEs over Channel; attacks from 5 and 7 o'clock Claims: 2-0-0

WOUNDS, CASUALTIES - 1 B-17 from 91st BG seen burning in shoal water 1 mile from French coast on way out near Valerie. Probably hit by fighters

NOTES - 91st BG crowded the hell out of our group. *source: 306th Bomb Group www.306bg.org/*

423rd Bomb Squadron/306th BG mission summary for the month of March 1943 total 9 missions.

Medals awarded in March 1943 to 306th men were:

Purple Hearts

Mead J. Warner
Andrew Simmons
Robert Powell

First Air Medals

Lts. Leland Flower
John R. Louis
Richard K. O'Hara
Hugh Phelan
Robert H Smith
Leroy Sugg
Otis Tillery
Bart Wigginton

Sgt. Walter Bieloga
Freel Colvard
John Elek
Lusic
James J. Melillo
Mountain
Maynard Nelson
Eli Rogers
Charles Sheffield
Jack C. Webb
Buren C. Williams
Eddie Zaban

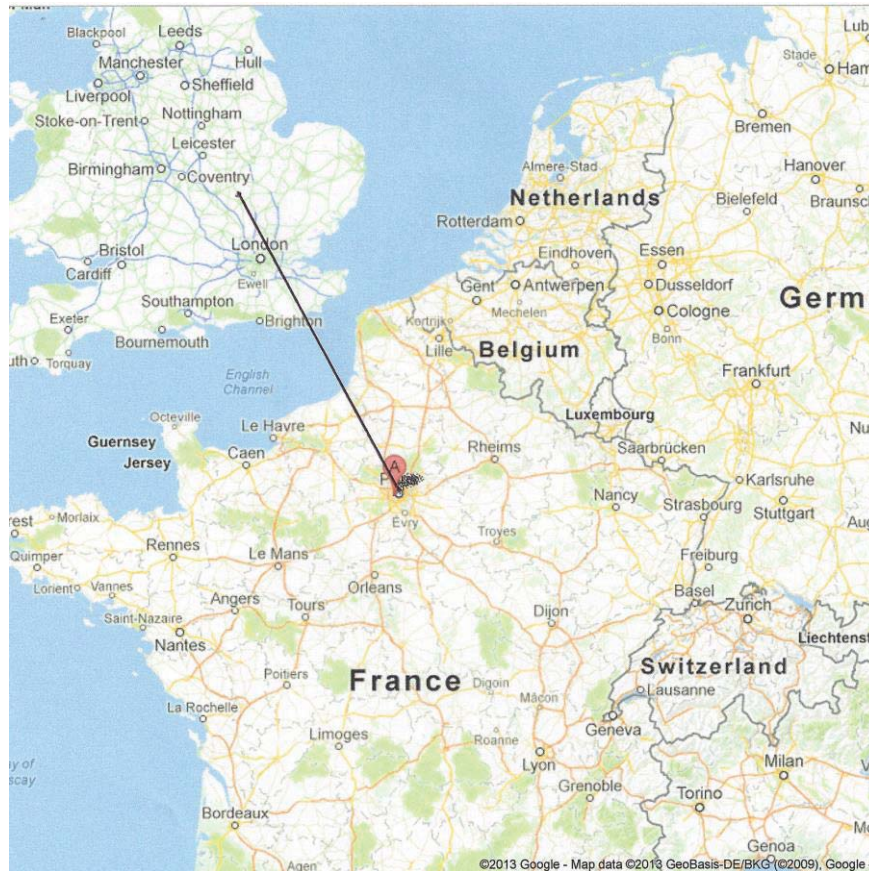
By the end of March and only after 2 1/2 months after arriving in England all of the crew members of the Scarlet has received Air medals except for Paul Fetkiw, ball turret gunner. This could have been an over site by the Squadron historian or for some other reason his name was not mentioned by this time. Paul Fetkiw by my records could have had as many as seven credited missions by the end of March. However, Paul Fetkiw was

Scarlet 42-5720 and Her Crew

the only crew member to have been credited with shooting down an enemy aircraft within this time. Also Otis B. Tillery, navigator, was the only crew member to be wounded in action by the end of March. He would be awarded a purple heart for this event.

Paris, France Raid - Apr 4, 1943

First mission flown in April 1943 by the Scarlet crew was on Sunday April 4, 1943 to Paris, France by all of the original crew members except Otis B. Tillery, navigator and William H. Mountain, radio operator. Original crew flying on the Scarlet was Richard K. O'Hara, pilot; Robert H. Smith, copilot; Hugh E. Phelan, bombardier; Charles A. Sheffield, engineer; Paul A. Fetkiw, ball turret gunner; Maynard E. Nelson, waist gunner; James J. Garris, waist gunner; and Harold F. Strom, tail gunner. William H. Mountain missed this mission and the next one. He rejoined the crew on their first mission that they flew for the 367th BS on April 16, 1943. Speculation is that he was in sick bay for some reason.

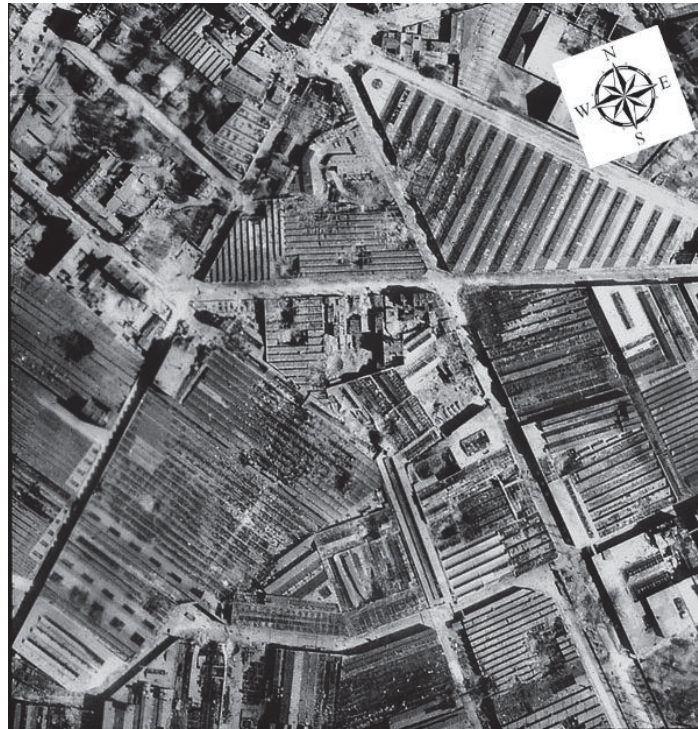


Target: PARIS-BILLANCOURT FRANCE Industry Aviation (85 aircraft) - April 4, 1943

Scarlet 42-5720 and Her Crew



Paris, France April 4, 1943



Paris, France April 4, 1943

Scarlet 42-5720 and Her Crew

423rd Bomb Squadron Mission Report

"Early this morning we were briefed on a trip to Paris. Our target was the Renault plant on the banks of the Seine River. From the 306th, 30 planes took off and 27 reached and bombed the primary. The 423rd got eight ships off the ground, had no aborts, and all eight dropping their 48,000 pounds of bombs right square on the Renault works. The crews taking part were: Capts. Raymond J. Check, Robert W. Smith and Pervis Youree, and Lts. Warren George, James E. Hopkins, L. P. Johnson, **Richard K. O'Hara** and David A. Steele. Flak over the target was moderate and inaccurate, and no enemy fighters were met until we were on our way home. This failure on the part of the enemy to meet us on our way in may have been due to the feint we made over the Channel before making our run in. On the way out, however, we did have a bit of a go at it with FWs and MEs between the target area and Rouen, where we met for the first time our fighter escort of Spitfires.

In the course of the battle the following were credited with destroying E/A: T/Sgt. Leon L. Bamforth, S/Sgt. Billy J. Lamb and S/Sgt. George J. McClennan. The pictures later showed this to be one of the prettiest pieces of bombing done by the American air forces in this theatre. Damage estimates by intelligence experts report greater damage than had been done in the great RAF raid of March 1942." *source: 423rd Combat Diary*

306th Bomb Group Mission Report

MISSION - VIII BC 49

TARGET - Paris, France Renault armament and motor works

INFORMATION IN DETAIL - A/C: 30; 3 return early: 1 with control cable difficulty; 2 with engine trouble T/O: 1055 Bombing: 1414, 24000 ft Return: 1600

RESULTS OF BOMBING - Good; concentrated hit on Renault works. Some in river

WEATHER - Clear over target

FLAK - Moderate and inaccurate over target; black, yellow and white bursts. New kind flak encountered: red burst, then numerous smaller explosions in area surrounding original burst Two FWs dropped flak bombs on A/C from above. Crews reported two tremendous bursts but no damage. One dropped from above, other from a dive-bombing E/a

ENCOUNTERS AND CLAIMS - 25-30 E/A after target attacked until Spitfire cover was reached near Rouen; mostly tail attacks from below; E/A/ attacked in pairs

Claims: 7-1-1

WOUNDS, CASUALTIES

4 B-17s reported in distress (none from 306th):

1 B-17 near Rouen with tail broke off at 1434 (ed: this is a 303rd A/C) - 1-7 chutes seen

1 B-17 spinning down at 1442 - wing broke off - chutes tangled (ed: 305th A/C)

NOTES

Spitfire cover was Good

Spitfires fired on by our formation

Gunner: should be more tracer bullets

source: 306th Bomb Group www.306bg.org/

Scarlet 42-5720 and Her Crew

21. INTRO. INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 720 Letter 1 Date 3/5/43

Bomb Load EX/1000 H.E. Incend. Position in Formation

Time Took Off 10.50 Time Landed 18.20

1. HOT NEWS to be phoned in? Yes No

	X	X	X	X	X
Details:	X	X	X	X	X

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? At. O'Hara RK Pilot

(Give position, time, altitude, full details) Smr 4 B.17. all at Rom. 2 before + 2 after 6 chinks before to get out. St. Smith R.H. CO-P

St. Nease C.A. Nav.

St. Phelan H.F. Bomb.

St. Wallace R.W. Radio

Sheffield C.A. Top A.

Fetkiw P. Ball T.

Nelson M.F. R. Waist

Garris H. L. Waist

Strom H.F. Tail G.

2. TARGET ATTACHED:

Primary Time: 14.26

Alternate Height: 25,300

Best Resort Heading: 170°

(circle)

Duration Bomb Run:

3. Number of BOMBS dropped on target: 6 Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Squadron hit target beautifully. Looked like squadron ahead let them go on recorder.

Other bombing:

5. Any PHOTOGRAPHS taken: Yes? (No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: none.

7. ROUTE (If different than ordered) (If ABORTIVE give place, height of turn; reason for returning early, and disposition of bombs.)

As weather.

8. WEATHER: (If it affected mission) Good over France.

9. FLAK: Encountered on way out, at target and on way home.

Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>Same as Capt Smith.</u>					
<u>Right off coast on way back saw white bursts - some say 20 mins - others say it would take 30 planes to put up that amount this was accurate. Also it burst like flak.</u>					

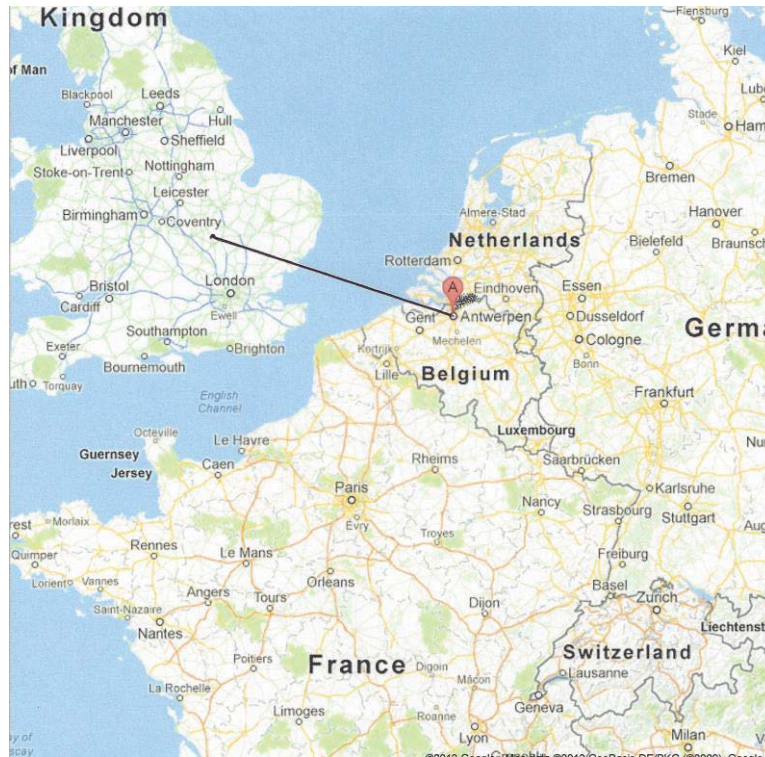
Crew observations about Flak:

Mission Interrogation Form Showing O'Hara, Smith, Phelan, Sheffield, Fetkiw, Nelson, Garris, Strom - Apr 4, 1943

Scarlet 42-5720 and Her Crew

Antwerp, Belgium Raid - Apr 5, 1943

The next mission flown in April by the Scarlet crew was on Monday April 5, 1943 to Antwerp, Belgium and the last mission flown by the crew of the Scarlet for the 423rd squadron before being transferred to the 367th BS.

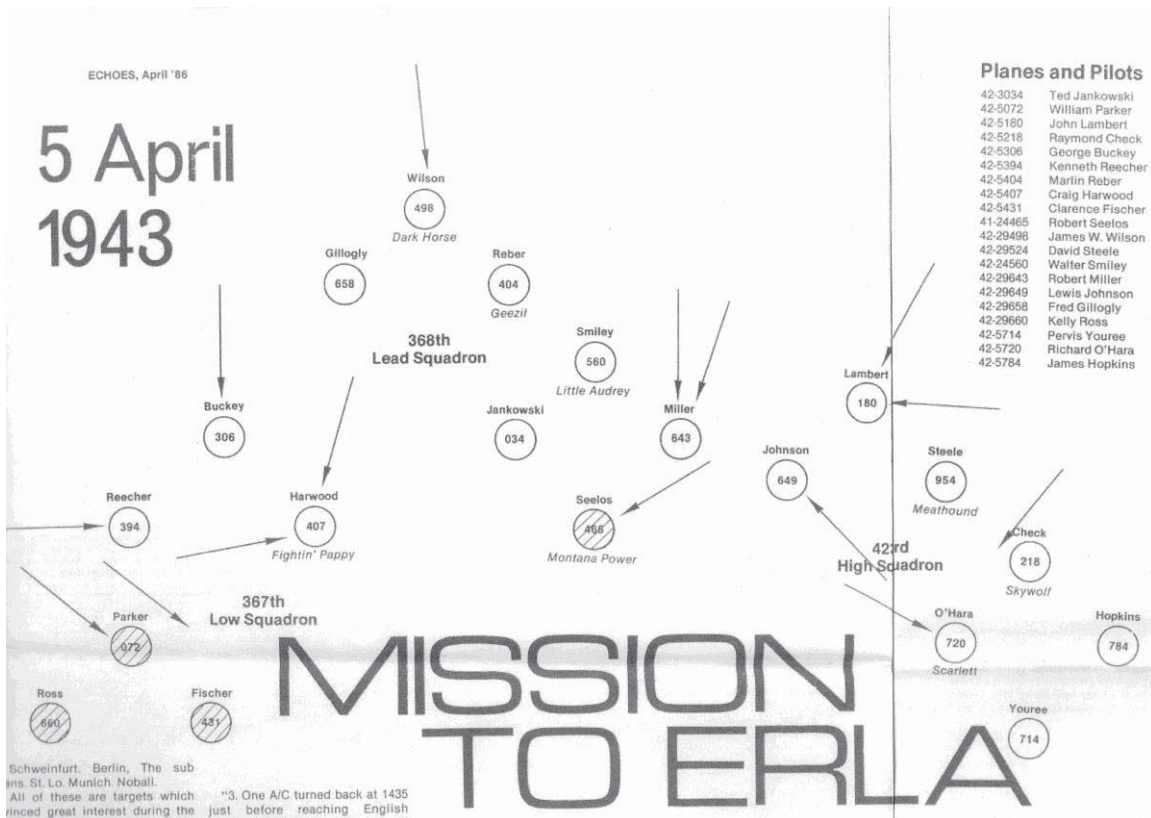


Antwerp - Esla, Belgium April 5, 1943



Antwerp - Esla, Belgium April 5, 1943

Scarlet 42-5720 and Her Crew

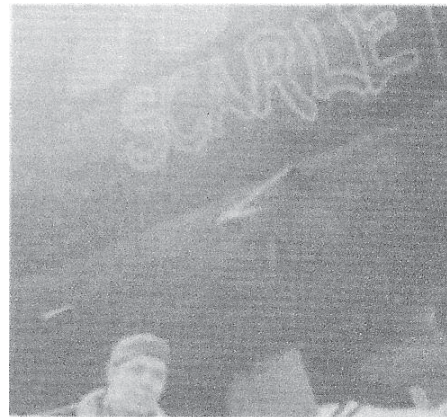


Formation Layout For Mission to Erela, Belgium April 5, 1943
Scarlet (720) and O'Hara's crew is the High Squadron on the right above

S/Sgt. James J. Garris, left waist gunner in A/C #720:

Three FW 190s came in from 10 o'clock in dive. S/Sgt. Garris sprayed all three of them and at 300 yards the entire tail of the second one fell off. Then the front end blew up and we were too busy to make further observations. Corroborated by S/Sgt. Paul A. Fetkiw, ball turret gunner.

Account of Crew Of The Scarlet



Scarlet 42-4720

Scarlet 42-5720 and Her Crew

423rd Bomb Squadron Mission Report

"No rest for the weary! Having been successful at Paris yesterday, we were told to sew up the job by bombing the Erla Works at Antwerp, Belgium, today. At both places large numbers of military trucks and such were being made for the Germans. It was felt that having done such a great amount of damage to the railway systems at Rennes and Rouen, particularly, the Heinies would turn to trucks as a last resort. Hence, we would bomb their truck factories. The squadron was led by Maj. John L. Lambert, our C.O., with Lt. George and his crew, others being Capts. Raymond J. Check and Pervis Youree, and Lts. L. P. Johnson and James Hopkins (Lt. Richard K. O'hara flew this mission but was not mentioned in the 423rd Combat Diary).

Fighter escort was to take the boys in as far as Ghent. Then, however, we met the fiercest fighter opposition we have ever encountered. The Germans, after our series of successful and devastating bombings, were determined at all costs to break up our bombing run. To do this they aimed all their attacks at the lead group, which was us. They came in a dozen at a time. There were over a hundred of them in all. The 306th Group had a tough time, losing four planes. The 423rd A/C, fortunately, all returned to base safely. On this raid we saw FW 190s carrying bombs underneath their fuselages and dropping them on our formation to break it up. Some exploded close enough to seriously disturb the formation. On this raid, our group navigator and former member of the 423rd, Capt. Robert Salitnik, was hit in the leg by an exploding ammunition can. About a week later he died of these wounds." *source: 423rd Combat Diary*

306th Bomb Group Mission Report

MISSION - VIII BC 50

TARGET - Erla Works - Antwerp

INFORMATION IN DETAIL - A/C: 20; 2 returned early (cylinder head broke; #4 engine went out, could not keep up); 4 did not return: 42-29660 (Ross), 42-5072 (Parker), 42-5431 (Fischer), 41-24465 (Seelos) T/O: 1245 Bombing: 1631, 22900 ft Land: 1658

RESULTS OF BOMBING - Poor; A/C under attack and taking evasive action; bursts were observed in target area

WEATHER - 1/10 to 6/10 at base; slight haze enroute; clear at target

FLAK - Flaks at coast in and out and at target; accurate

ENCOUNTERS AND CLAIMS - 40-60 E/A intercepted just after Belgian coast; attacks to target and back to coast; head-on attacks Mostly yellow-nose FW 190s 6 E/A at a time Came from all directions Claims: 5-3-2

WOUNDS, CASUALTIES - 1 B-17 at 1514 hit by E/A; turned out of formation and headed back toward England (ed: 41-24465 Seelos; cr nr Kalmthout, Belgium) 1 B-17 seen going down at 1535, 5 miles NW of Antwerp, after bomb run - 1 chute (ed: 42-29660 Ross; cr nr Niuew-Namen, Belgium) 1 B-17 going down under control with #2 and #3 engines on fire, 10 miles NW Antwerp - 4-5 chutes (ed: 42-5072 Parker)

Scarlet 42-5720 and Her Crew

1 B-17 seen going down between target and coast on way out - 7-8 chutes (ed: 42-5431 Fischer; cr nr Schelle, Belgium)

7 A/C seriously damaged

NOTES - Lagging and erratic superchargers dominated equipment failures as usual Pilot saw fighters drop three bombs Johnson crew: nose guns needed very badly Spitfire support good but did last long enough *Source: 306th Bomb Group www.306bg.org/*

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-5720

Total time for complete mission 4:35 Date April 5, 1943

P.	<u>O'Hara, R. K.</u>	<u>1st Lt.</u>	R.	<u>Lang, F. E.</u>	<u>T/Sgt.</u>
CP.	<u>Smith, R. H.</u>	<u>2nd Lt.</u>	G.	<u>Fetkiw, P.</u>	<u>S/Sgt.</u>
N.	<u>Cheney, J. S.</u>	<u>1st Lt.</u>	G.	<u>Nelson, M. E.</u>	<u>S/Sgt.</u>
B.	<u>Phelan, H. E.</u>	<u>2nd Lt.</u>	G.	<u>Garris, J. J.</u>	<u>Sgt.</u>
E.	<u>Sheffield, C. A.</u>	<u>T/Sgt.</u>	G.	<u>Strom, H. F.</u>	<u>S/Sgt.</u>
				<u>Wright, J. B.</u>	<u>Major I</u>

Scarlet Loading List Apr 5, 1943

Scarlet 42-5720 and Her Crew

(R)

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 720 Letter _____ Date 5/4/43

Bomb Load 6x1000 F.E. Incend. _____ Position in Formation _____

Time Took Off 1245 Time Landed 1730

HOT NEWS to be phoned in? Yes (No)
Details: _____

X			
X	X	X	X
X	X	X	X
X	X	X	X
X	X	X	X
X	X	X	X

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

Lt. K.K. O'Hara Pilot
Lt. P.H. Smith CO-P
Lt. J.S. Cheney Nav.
Lt. H.E. Phelan Bomb.

TARGET ATTACKED:

Primary Time: 1529
Alternate Height: 2300'
Last Resort Heading: 45° mag.
(circle)
Duration Bomb Run: 15 sec.

Cpl. F.E. Langley Radio
Sgt. C.A. Sheffield Top T.
Sgt. P. Fetkiw Ball T.
S/Sgt. M.E. Nelson R. Waist
S/Sgt. J.J. Garris L. Waist
S/Sgt. H.F. Strong Tail G.

Number of BOMBS dropped on target: 6x1000 Jettisoned: _____ Returned: _____ Aborted: _____

Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: not observed

Other Bombing:

Any PHOTOGRAPHS taken: Yes? No?

GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

As ordered

WEATHER: (If it affected mission)

FLAK: Encountered on way out, at target and on way home _____

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight	Color of bursts	Location of Bursts in relation to A/C	Accuracy
1514	Ostend	2300'	H-S	B	Success	

None observed over target
Crew observations about flak: Saw a time bomb dropped which was very acc. for alt. but was ahead. Another was off to one right

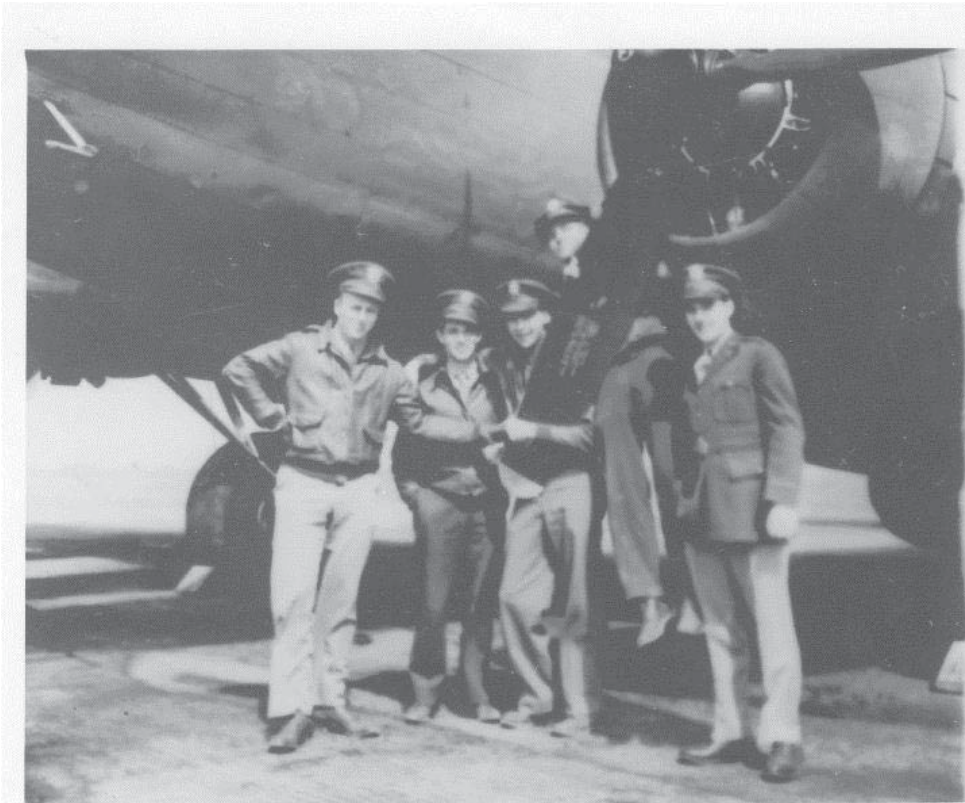
Mission Interrogation Form Showing O'Hara, Smith, Phelan, Sheffield, Fetkiw, Nelson, Garris, Strom - Apr 5, 1943

Scarlet 42-5720 and Her Crew

Found in the 423rd Combat Diary, dated April 7, 1943, is a brief mention about the transfer of the Scarlet (42-5720) and its crew to a sister Bomb Squadron, 367th, of the 306 Bomb Group.

"On April 7, 1943 Lt. Richard K. O'Hara, along with Lts. Laek L. Robinson, Otis B. Tillery and Hugh Phelan, and Sgts. Charles Sheffield, Paul Fetkiw, James J. Garris, William Mountain, Maynard Nelson and Harold Strom were transferred to the beleaguered 367th squadron." source: 423rd Combat Diary

This is all of the original crew of the Scarlet except for the copilot, Lt. Robert H. Smith who stayed in the 423rd. Lt. Laek L. Robinson of Houston, TX was a new copilot that had replaced Lt. Robert H. Smith who was made a pilot and had his own crew by the time the next mission was flown on April 17, 1943.



L-R - Robinson, Tillery, OHara, Maynard Nelson, Phelan.

Scarlet 42-5720 and Her Crew



Another crew shot- Strom, Mountain, Sheffield, Robinson, OHara, Phelan.

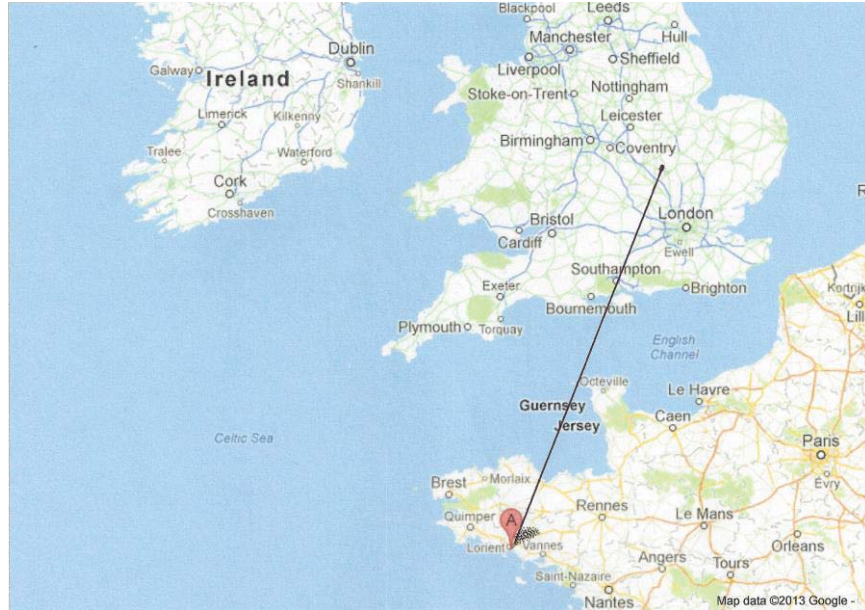
On April 10, 1943 "The following awards were made at the Post Theatre this date: Air Medals to 1st Lts. Owen C. Luby and Richard K. O'Hara, S/Sgt. Joseph E. Borzym, and Sgt. Charles W. Raidline. Oak leaf clusters went to Capt. George R. Buckey, 1st Lts. Frank K. Watson, Hugh J. Toland, William J. McKearn, Raymond W. Fortin and William J. Casey, T/Sgts. Harry M. Brown, Cheater T. Wendoloski, Morris J. Gecowets, Parley D. Small (2), Wilson C. Elliott, S/Sgts. Reginald G. Harris (2), Edward H. Small, George W. Pederson and William G. Hicks."

This indicates that Richard K. O'Hara had completed 10 missions because this was his second air medal. Because none of his crew receive their second air medal at this time indicates that Richard K. O'Hara flew at least one mission as a copilot in the beginning before taking over as a pilot and flew his first mission as pilot back on February 27, 1943.

Lorient, France Raid - Apr 16 1943

The next mission flown in April by this crew now for the 367th Bomb Squadron/306th BG was on Friday April 16, 1943 to Lorient, France. This was the first time that Lt. Laek L. Robinson flew as copilot on the Scarlet some nine days after their transfer from the 423rd. Flying on the Scarlet was Richard K. O'Hara, L. L. Robinson, H. E. Phelan, C. A. Sheffield, P. A. Fetkiw, M. E. Nelson, W. H. Mountain and H. F. Strom. Flying with Lt. K. A. Reecher was James J. Garris in the 554 plane.

Scarlet 42-5720 and Her Crew



Target: LORIENT FRANCE Naval U-boat base (59 aircraft) April 16, 1943

367th Bomb Squadron Mission Report

"Lorient - Seven planes of this squadron took off with the Group to attack the power station at Lorient. Weather was good and enemy opposition moderate, but bombing was not satisfactory. All planes of the Group returned. TSgt. Louis J. Enloe, top turret gunner for 1st. Lt. Craig J. Harwood, received credit for destroying an FW 190, and Sgt. Roy E. Livingston, top turret gunner for Lt. Frank K. Watson, destroyed an FW 190. Other 367th crews on this mission were Capt. William S. Raper and William J. Casey, Lts. Raymond W. Fortin, **Richard K. O'Hara**, and Kenneth A. Reeher." *source: 367th Combat Diary*

306th Bomb Group Mission Report

MISSION - VIII BC 51

TARGET - Brest and Lorient Uboat bases

INFORMATION IN DETAIL - A/C: 20; 4 returned early; 3 landed away (2 at Colerne and 1 at Portreath); 1 brought bombs back because bomb bay door would not open T/O: 1105 Bombing: 1415, 28000 ft

RESULTS OF BOMBING - Not good; only 12 of 20 A/C bombed; leader went past IP; most bombs fell short

WEATHER - Clear

FLAK - moderate but inaccurate over target

ENCOUNTERS AND CLAIMS - 20-25 E/A with yellow noses and yellow tails also black fuselage with orange tails 4-6 aerial bombs dropped by E/A; Ju88 stood off in distance at same elevation as our A/C; believe it giving elevation to dive-bombing E/A Claims 3-1-0

WOUNDS, CASUALTIES - Waist gunner with shell fragment in eye Tail gunner with flak in right arm B-17 going down over Lorient - 3-6 chutes (ed: this is a 305th BG a/c)

Scarlet 42-5720 and Her Crew

NOTES - Pilots noted formation poor Vannedge ball turret became locked at 29000 ft.
 More walk-around oxygen bottles needed Vapor trails the whole way *source:*
 306th Bomb Group www.306bg.org/

SQUADRON (367) 368 369 423 A/C Number 720. Letter _____ Date 10/4/43

Bomb Load 5X1000 H.E. Incend. _____ Position in Formation _____

Time Took Off 1105 Time Landed 1750

		X			
		X	X	X	X
	X	X	X	X	X
	X		X		X
	X	X			X
	X				X

1. HOT NEWS to be phoned in? Yes No _____
 Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)

- Lt. R.K. O'Hara Pilot
 - Lt. L. Robinson CC-?
 - Lt. W.H. Owens Nav.
 - Lt. H.F. Phelan Bomb.
 - S. H.A. McClellan Radio
 - T/S. C.A. Sheffield Top T.
 - T/S. B. Fetkiw Ball T.
 - S/S. M.E. Nelson R. Waist
 - T/S. W.H. Mountain L. Waist
 - T/S. H.F. Strom Tail G.
 - W.C. Travis Gunner
3. Number of BOMBS dropped on target: 51000 Jettisoned: _____ Returned: _____ Abortive: _____

2. TARGET ATTACKED:

(Primary) Time: 1413
 Alternate Height: 28500'
 Last Resort Heading: 310°
 (circle)
 Duration Bomb Run: 40 sec.

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: four group, hit in target area.

Other Bombing: a little short.

5. Any PHOTOGRAPHS taken: Yes? (No?)

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS: ✓

7. NOTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
As ordered - bombed right behind the 91st

8. WEATHER: (If it affected mission) good.

FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Over the target there was quite a bit but it

Mission Interrogation Form Showing O'Hara, Laek L. Robinson, Phelan, Sheffield, Fetkiw, Nelson, Mountain, Strom - Apr 16, 1943

Scarlet 42-5720 and Her Crew

SQUADRON 367 368 369 423 A/C Number 554 Letter _____ Date 16/4/43

Bomb Load _____ H.E. Incend _____ Position in Formation _____

Time Took Off 7:12 Time Landed 18:15

		X	X	X	X	X
		X	X	X	X	X

1- **HOT NEWS** to be phoned in? Yes No

Details: _____

CREW: Gi _____ and Initials _____

Friendly A/C in any kind of distress? _____
 (Give position, time, altitude, full details)

_____ Pilot
 _____ CO-P
 _____ Bomb
 1/5 _____ Radio
 1/5 _____ Top T.
 _____ Ball
 1/5 _____ R. Waist
 1/5 _____ L. Waist
 1/5 _____ Tail G.

2- **TARGET ATTACKED:**

Primary Time: _____

Alternate Height: 2050

Last Resort Heading: _____
 ('circle')

Duration Bomb Run: 30-40 sec

3- Number of BOMBS dropped on target: _____ Jettisoned: _____ Returned: _____ Abortive: _____

4- Observed **RESULTS OF BOMBING:** (For this plane or others)

Own Bombs: Hit in target area - near power house

Other Bombing: _____

5- Any **PHOTOGRAPHS** taken? Yes? No? _____

6- **GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:** _____

7- **ROUTE** (If different than ordered) (If **ABORTIVE** give time, place, height of turn; **reason** for returning early, and **disposition** of bombs.)
As ordered

8- **WEATHER:** (If it affected mission) Perfect

9- **FLAK:** Encountered on way out, at target and on way home.

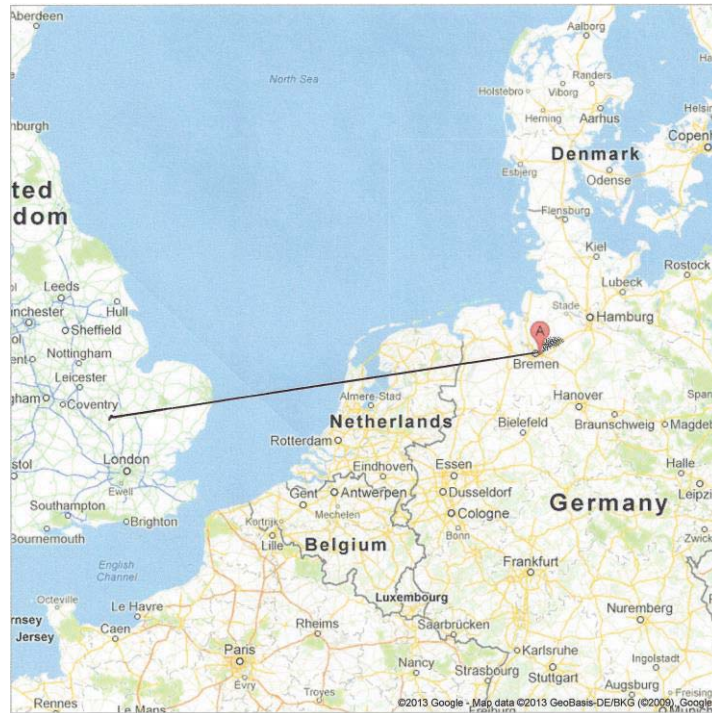
Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>Trace + slight over target very low.</u>						

Mission Interrogation Form Showing James J. Garris - Apr 16, 1943

Scarlet 42-5720 and Her Crew

Bremen, Germany Raid - Apr 17 1943

The next mission flown was the next day to Bremen, Germany, Saturday April 17, 1943. The O'Hara crew had its oxygen go out and had to abort their mission. They received no combat mission credit for this mission. For the first time, **Robert H. Smith** was flying as pilot for the 423rd on this mission and completed it for combat mission credit for he and his crew.



Target: BREMEN GERMANY Industry Aviation (107 aircraft) - April 17, 1943



Bremen Germany April 17, 1943

Scarlet 42-5720 and Her Crew

367th Bomb Squadron Mission Report

"Bremen - This was a sad day for the 306th Group. A maximum effort of 26 A/C from here took off to bomb the Focke-Wulf plant. The 367th furnished seven A/C, of which two returned early. Of the remaining five, only one came home. The Group lost a total of ten A/C. The fighter opposition on our group was the heaviest and most persistent yet encountered. Eighty to 100 fighters were seen and most of them concentrated their attacks on this Group. Flak was extremely intense. In spite of this opposition the bombing results were good. S/Sgt. Edward J. Zabawa, togglier, and S/Sgt. Lamont J. Durfee, right waist gunner, both of Lt. Kenneth Reecher's crew, each received credit for destroying an FW 190. Reecher's was the only 367th plane to complete the mission and return. Crews returning early were: Lt. William McKearn and Lt. Richard K. O'Hara." *source: 367th Combat Diary*

423rd Bomb Squadron Mission Report

"This was the day of the most disastrous raid for the group. In all, ten crews and 100 men were lost. The target was the Focke Wulf plant at Bremen, Germany. The CBW (Combine Bomb Wing) was lead again by the 306th. Those participating from the 423rd were: Maj. John L. Lambert, our C.O., Capts. Pervis Youree and Maurice Salada, and Lts. Robert H. Smith, Warren George and Edwin Pipp. No opposition was met until we were on the bomb run, then everything popped loose at once. We encountered the most flak ever seen by anyone. It wasn't as concentrated or as accurate as at St. Nazaire, but there were many times as many bursts. In addition, enemy fighters were nearby and waiting for this moment, stepped in with a bang as at Antwerp two weeks earlier. In spite of all this, we did a good job on the target, demolishing our particular portion of the FW plants.

However, Lt. George's plane hit badly by flak, and though under control, was seen to be on its way down. Capt. Youree did a particularly fine job on this trip, bringing his plane all the way from Bremen on a couple of badly overtaxed motors and with his control cables broken, and most of his hydraulics shot out. Lt. Leroy Sugg, through his own ingenuity, rigged up a way of tying the control cables to a parachute harness which could be operated from the cockpit. This played an important part in saving this plane and crew." *source: 423rd Combat Diary*

From the 423rd Combat Diary the following was taken from an entry made on April 18, 1943:

"Because of our large recent losses, the group (306th) was made non-operational in order to give us time to train our new crews and to lick our wounds."

"The balance of this month was spent receiving newly-arrived members of the 94th, and teaching them as well as our new crews, morning, noon and night. Classes begin at 8 in the morning and run until 10 at night, seven days a week." *source: 423rd Combat Diary*

It was mid May before operations returned to regular missions. One mission by the Scarlet crew was flown on May 1st but was aborted.

Scarlet 42-5720 and Her Crew

306th Bomb Group Mission Report

MISSION VIII BC 52

TARGET - Bremen, Germany Focke-Wulf factory

INFORMATION IN DETAIL - A/C: 26; 2 returned early (oxygen line, engine trouble); 1 landed away (Youree at Norwick); 10 did not return T/O: 0945 Bombing: 1259, 24500 ft

RESULTS OF BOMBING - Good; bursts seen in target area; fires in several buildings
Evasive action due to flak and persistent enemy attack prevents accurate bombing runs

WEATHER - clear

FLAK - Extremely intense and accurate at target Scattered bursts from German islands going in and out

ENCOUNTERS AND CLAIMS - Fighter opposition was as heavy as this group has seen; attacks from 1200 to 1355 hours 80-100 E/A; single and twin-engined; some were night fighters; attacks mostly frontal Twin-engined planes hung back from attacks to jump stragglers E/A flew through their own flak to penetrate our formations Attacks frontal from level or low Claims 8-1-1

WOUNDS, CASUALTIES - 2 A/C down before target; 6 A/C down at target; 2 A/C status not known A/C losses: 367BS: Harwood 42-9625 (MACR: declared dead), Casey 41-24488 (MACR: evacuated to US), Watson 42-29658 (MACR: returned to duty), Fortin 42-5394 (MACR: captured) 368 BS: Jankowski (42-3034), Lally 41-24467 (MACR 15525: evacuated to US), Gillogly 42-29631 (MACR 15524: returned to military control), Miller 42-29643 (MACR 15523), Smiley 42-5251 (MACR: declared dead) 423BS: George 42-5171 (MACR 15444: KIA)
Observations from other pilots: Lally (41-24467) observed going down; #3 engine on fire - 3 chutes Smiley observed 1405 turning back toward coast of Germany - 4 chutes. A/C blew up 1000 ft. B-17 observed 1425 going down with #3 engine burning George B-17 hit by FW into stabilizer before bombs away

NOTES - Merchant ships, transports and naval vessels reported in environment of target
source: 306th Bomb Group www.306bg.org/

Scarlet 42-5720 and Her Crew

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H) A/C Number 42-5720

Total time for complete mission 2:40 Date April 17, 1943.

P. O'Hara, R.K.	1st. Lt.	R. Mountain, W.H.	T/Sgt.
CP. Robinson, L.L.	2nd. Lt.	G. Fetkiw, P.	S/Sgt.
N. Clayton, E.D.	2nd. Lt.	G. Nelson, M.E.	S/Sgt.
B. Phelan, H.E.	2nd. Lt.	G. Garris, J.J.	S/Sgt.
E. Sheffield, C.A.	T/Sgt.	G. Strom, H.F.	

X - TURNED BACK

OXYGEN BLEW

20

Only navigator Otis B. Tillery was missing from this crew that aborted due to a blown oxygen system

Squadron 423rd. Bomb. Sq. (H) A/C Number 42-29524

Total time for complete mission 7:00 Date April 17, 1943.

P. Smith, R.H.	2nd. Lt.	R. McGivney, M.A.	S/Sgt.
CP. Logan, T.E.	1st. Lt.	G. Piotrowski, W.	S/Sgt.
N. Pierce, L.S.	2nd. Lt.	G. Stokoski, E.J.	S/Sgt.
B. Hull, W.E.	S/Sgt.	G. Durham, C.W.	S/Sgt.
E. Bamforth, L.L.	T/Sgt.	G. Smoot, J.E.	S/Sgt.

Original Copilot, Robert H. Smith, flew his own plane on this mission

Scarlet 42-5720 and Her Crew

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND-745005
 By RLB/PW NARA. Date 5/25/99

INTERROGATION FORM

① SQUADRON (367) 368 369 423 A/C Number 720 Letter _____ Date 17/4/43

Bomb Load None H.E. Incend. _____ Position in Formation
 Time Took Off _____ Time Landed _____
 X X X X X
 X X X X X
 X X X X X
 X X X X X
 X X X X X

1. HOT NEWS to be phoned in? Yes No
 Details: _____

CREW: GI _____ and Initials _____

Friendly A/C in any kind of distress? H. O'Hara Pilot
 (Give position, time, altitude, full details) _____

CO-F _____
 Nav. _____
 Bomb. _____
 Radio _____
 Top T. _____
 Ball T. _____
 R. Waist _____
 L. Waist _____
 Tail G. _____

2. TARGET ATTACKED:

Primary Time: _____
 Alternate Height: _____
 Last Resort Heading: _____
 (circle)
 Duration Bomb Run: _____

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: _____

Other Bombing: _____

*4.07 p.m. - 500 ft. to a
 west of the line.
 burst in the line.
 about 50 miles after leaving
 the English coast
 at 1100 hrs.*

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND EXPLOSIVES:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy

Crew observations about Flak: _____

Mission Interrogation Form Showing O'Hara's aborted mission - Apr 17, 1943

Scarlet 42-5720 and Her Crew

On April 22, 1943 "At the Post Theatre the following awards were made: Distinguished Flying Cross to Capt. George R. Buckey and T/Sgt. Chester T. Wendoloski. **Air Medals to 2nd Lts. Otis B. Tillery and Hugh E. Phelan, and S/Sgt. William H. Mountain. Oak leaf cluster to S/Sgt. Harold F. Strom.**"

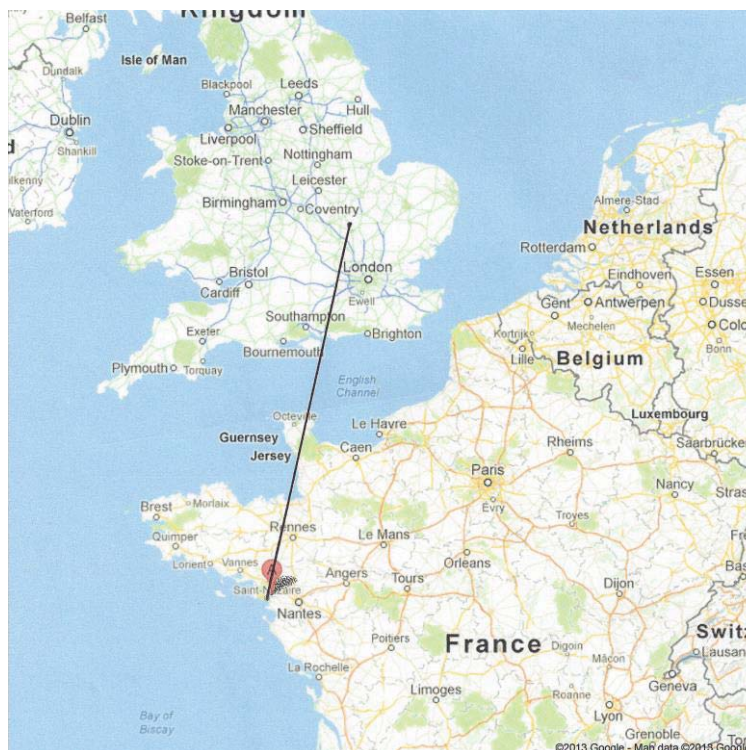
Lts. Tillery and Phelan along with S/Sgt. Mountain had now reached their tenth mission. S/Sgt. Strom probably got his Oak leaf cluster for reaching 15 missions.

On April 30, 1943 "At the Post Theatre the following awards were made: Purple Heart to S/Sgt. Edward J. Zabawa. Air Medals to 1st Lt. George D. Bennett and Sgt. Harry A. McClellan. Oak leaf clusters to Capts. George R. Buckey and William S. Raper, 1st Lts. **Richard K. O'Hara**, William J. McKearn, John H. Dexter and Walter H. Coons, **2nd Lt. Hugh E. Phelan**, T/Sgts. Harry M. Brown, Chester T. Wendoloski, George Klucick (2), S/Sgts. Edward J. Zabawa (2), Eugene E. Kennedy, Emil J. Miller, William J. Standish, William G. Hicks (2), **William H. Mountain**, **Sgt. James J. Garris (2).**" *source: 367th Combat Diary*

It appears that Lts. O'Hara and Phelan along with Sgts. Mountain and Garris probably got their Oak leaf cluster for reaching 15 missions.

St. Nazaire, France Raid - May 1, 1943 Aborted

First mission flown in May by the Scarlet crew was on Saturday May 1, 1943 to St. Nazaire, France. It turned back at the English coast because of engine problems. This was the second straight mission by this crew that was aborted.



Target: ST. NAZAIRE FRANCE Airfield (29 aircraft) - May 1, 1943

Scarlet 42-5720 and Her Crew

367th Bomb Squadron Mission Report

"St. Nazaire - Six A/C participated, of which one returned early due to mechanical failure. The remaining five completed the mission and one aircraft is missing. T/Sgt. Julius Kliffer, waist gunner for Lt. Alden Mann, was killed in action. Wounded on the mission were T/Sgt. Leonard B. Kay, Philip B. Foster and Marcel St. Louis, all flying with Lt. Alden Mann were wounded. A 9/10 overcast resulted in bombing below our usual high standards. S/Sgt. Lamont Durfee of Lt. Frank Clemons' plane, downed an ME 109. Other 367th crews in action were: Lts. Ferdinand H. Onnen, who completed the mission, and **Lt. Richard K. O'Hara**, who aborted." *source: 367th Combat Diary*

306th Bomb Group Mission Report

MISSION - VIII BC 53

TARGET - Sainte-Nazaire, France U-boat base and shipyard 3

INFORMATION IN DETAIL - A/C: 18; 3 aborts with engine out (2) and bad vibrating engine (1) T/O: 0845 Bombing: 1126, 25000 ft Landing: 11 A/C at Prendrannock at 1530 due to fuel shortage; 3 of these turned over the Service Command for salvage due to extensive battle damage

RESULTS OF BOMBING - Bad due to overcast; Hits that could be observed were in water or on land but short and to the right of the aiming point.

WEATHER - Heavy overcast at target

FLAK - Light and ineffective at target; on return over Brest Heavy

ENCOUNTERS AND CLAIMS - Light at target; less than 10 E/A 15-20 E/A over Brest on return Claims: 8-0-0

WOUNDS, CASUALTIES - Briscoe Tail gunner John Roller badly injured when oxygen lines in tail severed by flak; seven separate wounds; burns from fire; also radio op and ball turret wounded Man right waist gunner Kliffer killed by E/A over Brest 3 A/C lost over Brest: 42-29620 (Luby), 42-5422 (Pipp). 42-29784 (Wigginton) down in water

NOTES - Me110s dropped aerial bombs on formation Bad navigation lead formation over Brest on return. Luby crew declared dead; MACR 15715 Pipp MACR 15619: Airplane crashed in water off Brest with all on board. Six men got out. Four were in dinghy and picked up by Germans. 4 KIA Wigginton crew declared dead; MACR 15635 *source: 306th Bomb Group www.306bg.org/*

Scarlet 42-5720 and Her Crew

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H) A/C Number 25720

Total time for complete mission 2:45 Date May 1, 1943.

P.	<u>O'Hara, R.K.</u>	<u>1st. Lt.</u>	R.	<u>Mountain, W.H.</u>	<u>T/Sgt.</u>
CP.	<u>Robinson, L.L.</u>	<u>2nd. Lt.</u>	G.	<u>Nelson, M.E.</u>	<u>S/Sgt.</u>
N.	<u>Tillery, O.B.</u>	<u>2nd. Lt.</u>	G.	<u>Garris, J.J.</u>	<u>S/Sgt.</u>
B.	<u>Phelan, H.E.</u>	<u>2nd. Lt.</u>	G.	<u>Fetkiw, Paul</u>	<u>S/Sgt.</u>
E.	<u>Walkenhorst, J.W.</u>	<u>T/Sgt.</u>	G.	<u>Strom, H.F.</u>	

X - TURNED BACK

This mission was the first mission for Otis B. Tillery since he was wounded on March 28, 1943.

However, he didn't get credit for it because it was aborted because of engine problems. It would be twenty eight more days before he would fly another mission making it two months since he was wounded.

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number 780 Letter _____ Date 1/5/43

Bomb Load 2 X 2000 (H.E.) Incendi. _____ Position in Formation _____

Time Took Off _____ Time Landed _____

	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No
 Details: _____

ABORTIVE

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details) At O'Hara Pilot _____

CC-? _____
 Nav. _____
 Bomb. _____
 Radio _____
 Top T. _____
 Ball T. _____
 R. Waist _____
 L. Waist _____
 Tail G. _____

2. TARGET ATTACKED:
 Primary Time: _____
 Alternate Height: _____
 Last Resort Heading: _____
 (circle)
 Duration Bomb Run: _____

3. Number of BOMBS dropped on target: _____ Jettisoned: _____ Returned: 2 Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)
 Own Bombs: Turned back at English coast at 26000' at 10:30h
mechanical failure - #1 engine throwing oil - oil pressure
went to zero. Could not feather engine with 20lb.
 Other Bombing: pressure before it went to zero. Prop. ran away.

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission)

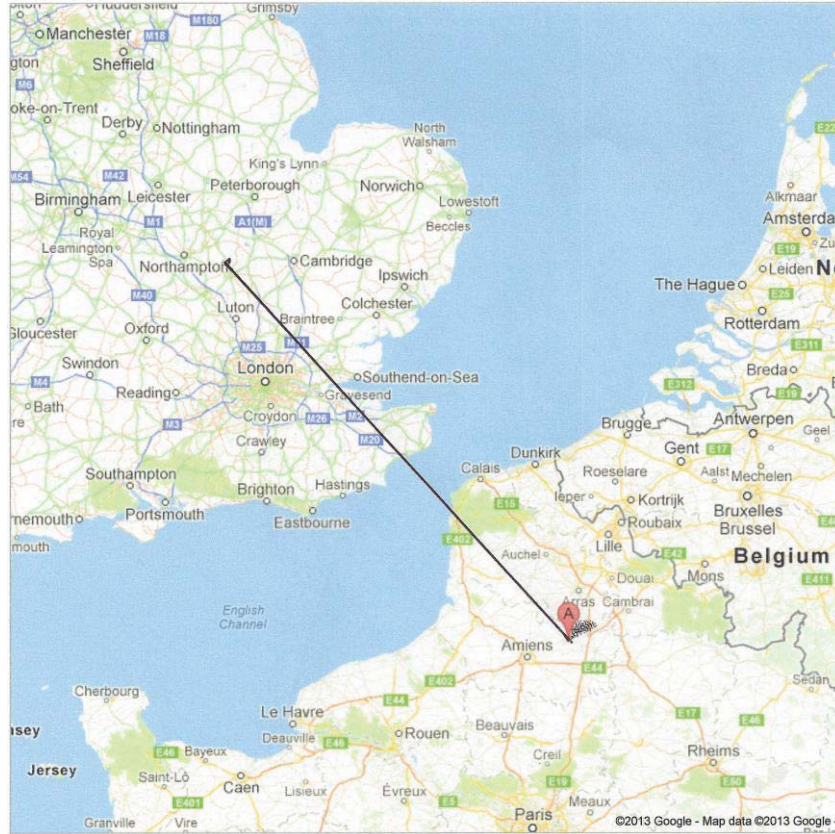
9. ENEMY: Encountered on way out, at target and on way home.

Mission Interrogation Form Showing O'Hara's aborted mission - May 1, 1943

Meaulte, France Raid - May 13 1943

The next mission flown in May by five members of the original Scarlet crew was on May 13, 1943 to Meaulte, France. They were in the Group's lead plane with pilot Col. Wilson. Richard K. O'Hara was flying as copilot with W. H. Mountain as radio operator, P. A. Fetkiw as ball turret gunner, M. E. Nelson as right waist gunner and J. J. Garris as left waist gunner.

Scarlet 42-5720 and Her Crew



Target: MEAULTE FRANCE Industry Aviation (88 aircraft) - May 13, 1943



Meaulte, France May 13, 1943

Scarlet 42-5720 and Her Crew

367th Bomb Squadron Mission Report

"Meaulte, France - Five A/C participated in a very successful attack on the air frame factory. One A/C returned early due to oxygen failure, Lt. Thomas D. Ledgerwood. The remaining four completed the mission and returned safely, including Capt. Richard K. O'Hara with Lt. Col. J. W. Wilson as the formation leader, Lt. Alden Mann, Lt. William McKearn." *source: 367th Combat Diary*

Also found in the 367th BS Combat Diary is the following dated May 13, 1943:

"**Richard K. O'Hara** and Kenneth Reecher, squadron pilots, were promoted to captain as of 30 April 1943. Shubel J. Owen was promoted to captain as of 3 May, 1943."

306th Bomb Group Mission Report

MISSION - VIII BC 55

TARGET - Avions Potez aircraft factory at Meaulte, France

INFORMATION IN DETAIL - A/C: 24; 2 A/C abort: oxygen system failure (1), engine out (1) T/O: 1315 Bombing: 1629 22000 ft Landing:

RESULTS OF BOMBING - Good; target appears to have received several direct hits; large fires; huge clouds of smoke

WEATHER - Clear with good visibility over target

FLAK - Moderate

ENCOUNTERS AND CLAIMS - Less than 10 E/A reported Skip bombing used by one FW: flew in head-on dropped bomb 300 yards from A/C

WOUNDS, CASUALTIES - B-17 (91st BG) seen to blow up just before target - 2 chutes B-17 (91st BG) hit over target at 1638 going down under control - 1 chute

NOTES - 2 Spitfire reported with German markings New runways in woods sighted near Abbeville 2 new airdromes sighted between coast and Amiens Riordan reported skip bomb exploded 25 yards from his right wing leaving two holes. Briscoe reported holes in nose of A/C from bomb flipped at him. P-47 support good. Pilots want more missions with fighter support. Maliszewski returned with bombs - release failed to work. Check reported sandwiches provided for crew were terrible *source: 306th Bomb Group www.306bg.org/*

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 306 Letter _____ Date _____

Bomb Load 10x500 H.E. Incendi.

Position in Formation

Time Took Off _____ Time Landed _____

X	X	X	X
X	X	X	X
X	X	X	X
X	X	X	X

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

Col. Nelson Pilot

1 B 17 before target
burst in air (2 chutes)

O'Hara CO-P

1 B 17 after target went
down in flames

Dr. C. F. Jones Nav.

2. TARGET ATTACKED:

Sgt. W. H. Mountain Radio

Primary Time: 1629.

G. Klucick Top T.

Alternate Height: 22000'

P. Fetkiw Ball T. ~~Fetkiw~~

Last Resort Heading: 65°
(circle)

M. E. Nelson R. Taist

Duration Bomb Run:

J. J. Garris L. Taist

30" - 40"

E. E. Kennedy Tail G.

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Left & short.

Other Bombing:

Other burst directly on target.

5. Any PHOTOGRAPHS taken: Yes No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ANY give time, place, height of turn; reason for returning early, and disposition of bombs.)

as briefed.

8. WEATHER: (If it affected mission)

good.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

No flak but aerial bombs again.

Crew observations about Flak: _____

Scarlet 42-5720 and Her Crew

Kiel, Germany Raid - May 14 1943

The next day, Friday May 14, 1943 a mission was flown to Kiel, Germany. Capt. O'Hara flew as pilot with a new crew. Lt. Phelan flew as bombardier on Capt. William Raper plane. Sgts. Mountain and Nelson flew with 1st Lt. F. H. Onnen and Sgt. Garris flew with 1st Lt. William J. McKearn. Lt. Robert H. Smith flew for the 423rd as pilot.



Target: KIEL GERMANY Naval U-boat yards (126 aircraft) - May 14, 1943



Kiel, Germany May 14, 1943

Scarlet 42-5720 and Her Crew



Kiel, Germany May 14, 1943

367th Bomb Squadron Mission Report

"Kiel, Germany - Another successful attack, this time on the naval installations at Kiel. Six of our A/C participated and all returned safely and undamaged. The crews of **Capt. Richard K. O'Hara** and Lt. Ferdinand Onnen shared equal honors in numbers of E/A shot down. S/Sgt. Merle D. Causey and T/Sgt. John Walkenhorst of Capt. O'Hara's crew were credited with an ME 109. S/Sgts. Woodrow T. Mosbarger and **Maynard Nelson** of Lt. Onnen's crew each shot down an FW 190. S/Sgt. William Standish of Capt. William S. Raper's crew came through with an FW 190 destroyed. Lts. Dinwiddie Fuhrmeister, Alden Mann and William McKearn, and their crews also flew for 367th." *source: 367th Combat Diary*

423rd Bomb Squadron Mission Report

"This morning Capts. Raymond J. Check and Pervis E. Youree, and Lts. Ralph W. Jones, James E. Hopkins, Thomas E. Logan and **Robert H. Smith** took off to bomb the port installations at Kiel, Germany. This was our first raid on Kiel and we caught the Nazis with their pants down, for opposition from both flak and fighters was nowhere as intense as we had expected it to be. Our uninterrupted bomb run ensured good results, later proved by photos. About 50 FW 190s and ME 109s met us on the way out but caused us no real trouble and so we returned 100%." *source: 423rd Combat Diary*

Scarlet 42-5720 and Her Crew

481 - dropped from 1205

INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number 087 Letter W Date 14-3-43

Bomb Load 5x1000 H.E. Incend.

Position in Formation

Time Took Off 855 Time Landed 1515

X X X X
X X X X X
X X X X X
X X X X X

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

1-B17 over target peeled off and headed into Germany

O'Hara Pilot
Ledgerwood CO-P
1st Lt. O Moore Nav.

B17 (481) Hole in tail - Rudder - losing gas - headed for islands

2nd - F. Pierce Bomb.

2. TARGET ATTACKED:

B17 in 3 pieces - just beyond target.

Primary Time: 1202
Alternate Height: 24500
Last Resort Heading: 48°
Duration Bomb Run: 40°

T/S R.G. Schultz Radio
T/S W. Walker Top T.
S/S M. Causey Ball T.
S/S L.J. Durfee R. Waist
S WJ Hipfler L. Waist
S/S W.D. Brittain Tail G.

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:
10x500-

4. Observed RESULTS OF BOMBING: (For this plane or others)

Straggler just after leaving coast in trouble ground pulled up + covered

Own Bombs:

Other Bombing:

Hit target OK - Covered with smoke - almost all in

5. Any PHOTOGRAPHS taken: Yes? (No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

OK -

8. WEATHER: (If it affected mission)

OK -

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy); intense, moderate or slight.	Color of bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Inaccurate + moderate over target

Crew observations about Flak:

On way to Coast accurate but ahead -

Mission Interrogation Form Showing O'Hara - May 14, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 306 Let. Date May 14

Bomb Load 5 x 1000 H.E. Incendi.

Position in Formation

Time Took off _____ Time Landed _____

	X	X X	X
	X X	X X	X X
	X X	X X	X X
	X	X	X

1- HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

friendly a/c in any kind of distress?
(Give position, time, altitude, full details)

11-17
B-17 approx 54°40' N.
by 7°40' when east
seen smoking under
control heading home

Cap. Raper Pilot
Cap. Buckley CO-P
Dexter Nav.
Phelan Bomb.

2- TARGET ATTACKED:

Primary Time: 12:03
Alternate Height: 25,000
Last Resort Heading: 45°
(circle)
Duration Bomb Run: 20"

T/s J. Klusick Eng.
T/s H. M. Brown Radio
S/S W. G. Hicks Ball T.
S/S W. J. Standish R. Waist
S/S E. J. Miller L. Waist
Sgt. E. E. Kennedy Tail G.

3- Number of BOMBS dropped on target: _____ Jettisoned: _____ Returned: _____ Abortive: _____

4- Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: T. covered with smoke

Other Bombing:

5- Any PHOTOGRAPHS taken: Yes No

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7- ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

As planned

8- WEATHER: (If it affected mission)

Good

9- FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in re- to A/C	Accuracy
------	-------	---------------	---	-----------------	----------------------------------	----------

① Target - Barrage 10 bursts at once
low usually - acc. as to some
fairly intense on other groups

Crew observations about Flak:

② Continuous follow from T. to Echernforde

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON (367) 368 ~~423~~ 423 A/C Number 826 Letter _____ Date 14 May

Bomb Load 5 x 1000 H.E. Incendi. Position in Formation

Time Took Off 859 Time Landed 1510

	X		X	X		X		X	
	X	X		X		X		X	X
	X		X	(X)		X		X	
	X	X		X		X		X	X
	X							X	

1. HOT NEWS to be phoned in? Yes No

Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? No
 (Give position, time, altitude, full details)

but after target saw 7 B-17's go down one heading out of control, another's going down, one of the B-17's was #124481 going down at 12:40 hours.

	<u>Pt. H. Omeron</u>	Pilot
	<u>W. Winchell</u>	CO-P
	<u>W. Simpson</u>	Nav.
	<u>J. J. Kestel</u>	Bomb.
	<u>W. H. Mountain</u>	Radio
	<u>P. E. Myers</u>	Top T.
	<u>W. Masbarger</u>	Ball T.
	<u>M. E. Nelson</u>	R. Waist
	<u>S. E. Coleman</u>	L. Waist
	<u>J. C. McElroy</u>	Tail G.

TARGET ATTACKED:

Primary Time: 1706
 Alternate Height: 24500
 Last Resort Heading: 460
 Duration Bomb Run: 50 seconds

3. Number of BOMBS dropped on target: all Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: no

Other Bombing: All on the target

5. Any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission) As ordered - good over target

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
	<u>Target</u>	<u>24,000</u>	<u>Moderate</u>	<u>inaccurate</u>	<u>of out 2000 below</u>	
	<u>After target</u>					

Crew observations about Flak: _____

Mission Interrogation Form Showing Mountain, Nelson - May 14, 1943

Scarlet 42-5720 and Her Crew

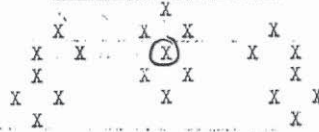
INTERROGATION FORM

SQUADRON 667 368 369 423 A/C Number 794 Letter _____ Date _____

Bomb Load 5x1000 H.E. Incenda

Position in Formation

Time Took Off 0855 Time Landed _____



1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

2 B 24's down after target.

1 B 17 headed into secondary.

McKearn Pilot *Flt. officer*
Carl Brown CO-P

J. J. Fogarty Nav.

R. X. Alexander Bomb.

Sgt. E. W. Norden Radio

A. N. Lambert Top T.

P. Y. Pedersen Ball T.

J. J. Garris R. Waist

A. D. Mc Coy L. Waist

J. D. Wheeler Tail G.

2. TARGET ATTACKED:

Primary Time: 1203.

Alternate Height: 2500'

Last Resort Heading: 55°
(circle)

Duration Bomb Run:

40" run only. 6 min from I.P.

3. Number of BOMBS dropped on target: 5x1000 Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Couldn't see but looked good.

Other bombing:

Direct hits on target - much smoke & heavy fire.

5. Any PHOTOGRAPHS taken: Yes? (No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

As ordered.

8. WEATHER: (If it affected mission)

good.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	------------------------------------	----------

Moderate and inaccurate - Most of it after target. Black & white bursts.

Crew observations about Flak:

Surprised to see so little of it

Mission Interrogation Form Showing Garris - May 14, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368 369 (423) A/C Number 666 Letter Z Date 5/14/43

Bomb Load 5X1000 H.E. Incendi: _____ Position in Formation _____
 Time Took Off 9:03 Time Landed 15:23

1. HOT NEWS to be phoned in? Yes No
 Details: Singy seen in N Sea. Planned in.

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)

CREW: Give Rank and Initials

Pt. R H Smith Pilot
Pt. McCallum CO-P
J.S. Cheney Nav.
Pt. D.A.R. Zeller Bomb.
H. Kate Radio
B. ~~Mac~~ Bachman Top T.
A. Adrian Ball T.
Hurschle R. Waist
~~W~~ Warmingki L. Waist
Mike Malachovich Tail G.

2. TARGET ATTACKED:
 Primary Time: 12:03
 alternate Height: 25000
 Last Resort Heading: 35° mag.
 (circle)
 Duration Bomb Run: 20 second.

3. Number of BOMBS dropped on target: 5 Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)
 Own Bombs: not seen.

Other Bombing: Very good indeed. When 5 miles out look made, yellow smoke of white & grey smoke just about covered out. Could see smoke out to sea. Both A's smoked.

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: none

7. ROUTE (If different than intended, (OR ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
as planned

8. WEATHER: (If it affected mission) very good: some clouds 15-16,000 ft. 40% ent'g out 4/10. High clear

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height or A/C	Type (Guns, heavy, or moderate or light)	Color of Bursts	Location in relation to A/C	Accuracy
1	Target		Slight + inaccurate		low & ahead of us.	
					not hit by flack.	

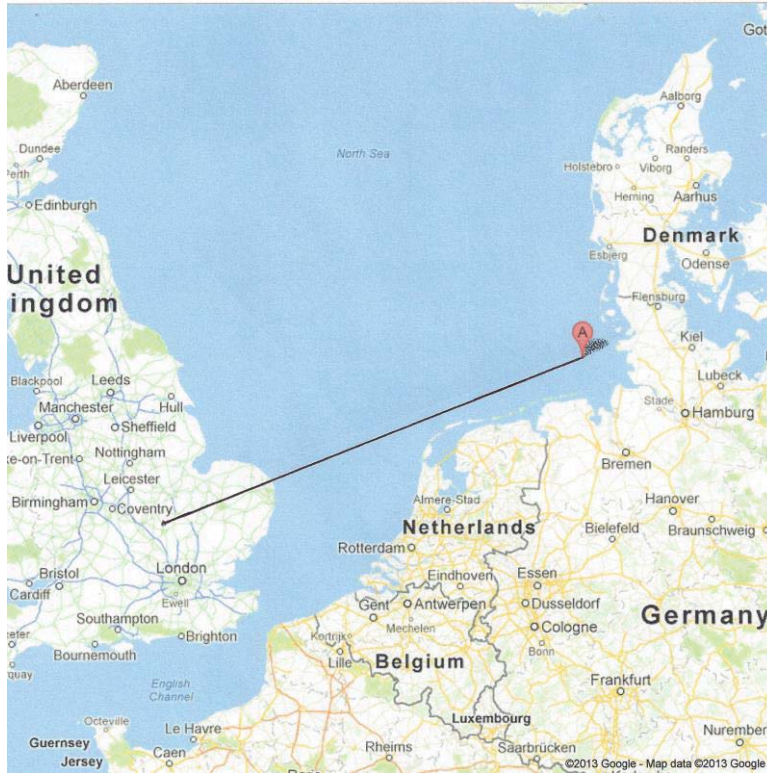
Crew observations about flak: _____

Mission Interrogation Form Showing Robert H. Smith - May 14, 1943

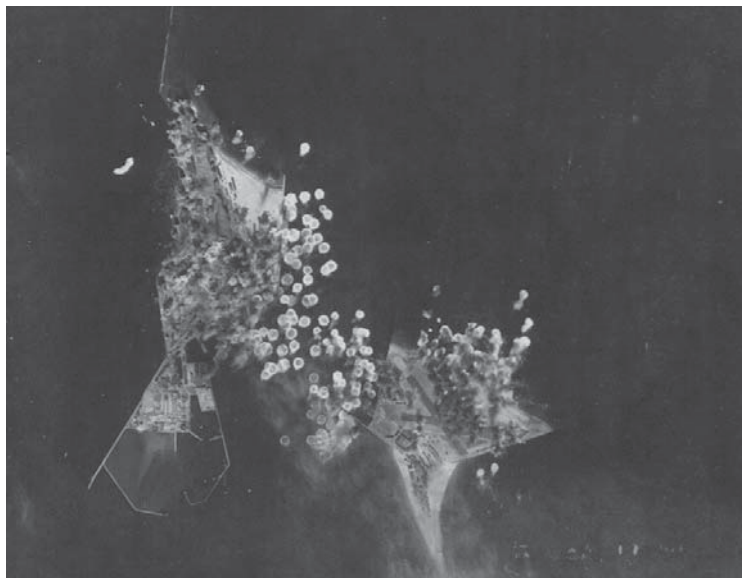
Scarlet 42-5720 and Her Crew

Heligoland, Germany Raid - May 15 1943

The next mission flown was the next day, Saturday May 15, 1943 to Heligoland, Germany a secondary target. Flying with Richard K. O'Hara were copilot Lt. L. L. Robinson, radio operator W. H. Mountain, ball turret gunner P. A. Fetkiw, waist gunner M. E. Nelson, waist gunner J. J. Garris and tail gunner H. F. Strom. Also flying on this mission was pilot Robert H. Smith.



Target: HELIGOLAND ISLAND GERMANY Airfield (76 aircraft) - May 15, 1943



Heligoland, Germany May 15, 1943

Scarlet 42-5720 and Her Crew

367th Bomb Squadron Mission Report

"Wilhelmshaven - Six A/C of this Squadron participated, of which three returned safely" **Capt. Richard K. O'Hara**, Lt. William J. McKearn and Lt. Dinwiddie Fuhrmeister. Because of poor visibility, most planes dropped their bombs on Heligoland. The missing crews were: Lt. Frank B. Clemons, 1st. Lt. Alden T. Mann and 1st Lt. Gaylord C. Ritland.

S/Sgt. J. J. Garris (with Capt. O'Hara) was credited one FW 190 destroyed: William G. Hicks and 2nd Lt. William H. Rice (with Lt. Fuhrmeister) were awarded probables on two FW 190s, and Jesse O. Wheeler (with Lt. McKearn), **S/Sgt. Paul Fetkiw and S/Sgt. Harold F. Strom** (with Capt. O'Hara) were accorded damaged E/A." *source: 367th Combat Diary*

423rd Bomb Squadron Mission Report

"**Lt. Robert H. Smith** received his commission as 1st Lt. today. The target was the port installations at Wilhelmshaven. Those taking part from the 423rd were Capts. Raymond J. Check, Pervis E. Youree and Maurice Salada, and Lts. Ralph W. Jones, James E. Hopkins, Thomas E. Logan and **Robert H. Smith**. Due to heavy clouds over the target our group turned and bombed the airfield on Heligoland Island. We encountered little flak, but enemy fighters were there to meet us off the Frisian Islands. Three planes from the group were lost, but we remained unscathed." *source: 423rd Combat Diary*

306th Bomb Group Mission Report

MISSION - VIII BC 57

TARGET - VIII BC 57 Heligoland Island

INFORMATION IN DETAIL - A/C: 26; 3 did not return: Ritland 42-5055, Mann 42-29677, Briscoe 42-29477 T/O: 0743 Bombing: 1056, 23000 ft Landing: 1340

RESULTS OF BOMBING - Some in water, some hit installations on Island

WEATHER - TARGET covered in clouds, but visibility good

FLAK - Little to moderate and inaccurate

ENCOUNTERS AND CLAIMS - 50-60 E/A from 1045 - 1055; flat head-on attacks; came in groups of 4-5 at a time Air-to-Air bombing continues. Check: 100 E/A - yellow noses Fuhrmeister: 30 E/A; 1 direct attack from tail Claims: 2-0-0

WOUNDS, CASUALTIES - Tail gunner - frostbite

NOTES - Check reported B-17 in trouble on way to target under fighter attack - 3 chutes; bombs would not release; bomb bay door would not close Check : check weather before sending us out Ineffective smoke screen at target B-24 hit with flak, tail came off, went straight down, no chutes, just after target Robinson: B-17 ditch 1143 at 53 40N, 4 10E Ritland 055 4 boats in convoy at 54 30 N, 5 45 E heading 250 Ritland 42-5055, MACR 16058 Mann 42-29677 MZCR 16060 Briscoe 42-29477 *source: 306th Bomb Group www.306bg.org/*

Scarlet 42-5720 and Her Crew

MISSION LOADING LIST

Squadron 367th. Bomb. Sq. (H) A/C Number 42-29794

Total time for complete mission 5:35 Date 15 May, 1943.

<u>P. O'Hara, R.K.</u>	<u>Captain</u>	<u>R. Mountain, W.H.</u>	<u>T/Sgt.</u>
<u>CP. Robinson, L.L.</u>	<u>2nd. Lt.</u>	<u>G. Strom, H.F.</u>	<u>S/Sgt.</u>
<u>N. Bennett, G.D.</u>	<u>1st. Lt.</u>	<u>G. Nelson, M.E.</u>	<u>S/Sgt.</u>
<u>B. Alexander, R.L.</u>	<u>2nd. Lt.</u>	<u>G. Fetkiw, P.</u>	<u>S/Sgt.</u>
<u>E. Klucick, G.</u>	<u>T/Sgt.</u>	<u>G. Garris, J.J.</u>	<u>S/Sgt.</u>

Loading List showing O'Hara, Robinson, Mountain, Strom, Nelson, Fetkiw, Garris May 15, 1943

MISSION LOADING LIST

Squadron 423rd Bomb Sq (H) A/C Number 42-29666

Total time for complete mission 6:10 Date May 15, 1943

<u>P. Smith, R. H.</u>	<u>2nd Lt.</u>	<u>R. Kate, H.</u>	<u>S/Sgt.</u>
<u>CP. McCallum, R.</u>	<u>2nd Lt.</u>	<u>G. Adrian, A. R.</u>	<u>Sgt.</u>
<u>N. Cheney, J. S.</u>	<u>1st Lt.</u>	<u>G. Warminski, Z. C.</u>	<u>Sgt.</u>
<u>B. Gray, W. J.</u>	<u>Sgt.</u>	<u>G. Huschle, L. J.</u>	<u>S/Sgt.</u>
<u>E. Buchanan, B. F.</u>	<u>S/Sgt.</u>	<u>G. Lamb, B. J.</u>	<u>S/Sgt.</u>

42-29666 Dearly Beloved Loading List showing Robert H. Smith May 15, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 794 Letter _____ Date 15 May

Bomb Load 101500 H.E. Incendi _____ Position in Formation

Time Took Off _____ Time Landed _____

1. HOT NEWS to be phoned in? Yes No
 Details: _____

2. Friendly A/C in any kind of distress? (Give position, time, altitude, full details)
1 B17 down N.E. of Wanganoo (No charts)
1 B17 shown in water just before Heligoland on way home.

3. TARGET ATTACKED:
 Primary W Time: 1654
 Alternate W Height: 21500
 Last Resort Heading: 50
 (circle)
 Duration Bomb Run: _____
Opportunity - Heligoland

4. Number of BOMBS dropped on target: _____ Jettisoned: _____ Returned: _____ Abortive: _____

5. Observed RESULTS OF BOOMBING: (For this plane or others)
 Own Bombs: _____
 Other Bombing: no

6. Any PHOTOGRAPHS taken: Yes? No? _____

7. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: _____

8. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.) _____

9. WEATHER: (If it affected mission) Bad as envisaged - solid overcast over target

10. FLAK: Encountered on way out, at target and on way home.
Very few bursts of flak over islands

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location	Accuracy
					Bursts in relation to A/C	

Crew observations about Flak: _____

1 B17 shown in water just before Heligoland on way home.

Mission Interrogation Form Showing O'Hara, Robinson, Mountain, Fetkiw, Nelson, Garris, Strom - May 15, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368 369 (42) A/C Number 266 Letter _____ Date 15 May 1943

Bomb Load 10x500 H.E. Incend. _____ Position in Formation _____

Time Took Off 0745 Time Landed _____

1. HOT NEWS to be phoned in? Yes No _____
 Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? (Give position, time, altitude, full details) _____

1017 Hit over target - 8 shots. R. Smith Pilot

1317 Down over target - 5 shots. R. McCollum CO-P

3017 Same area in level (4 shots) trouble. J.S. Chaney Nav.

1317 Just after target still under control but Sgt. W.G. V. ... Bomb.

2. TARGET ATTACKED: 5 fighters on him. H. Kate Radio

Primary Time: 10x8. B. Buchanan Top T.

Alternate Height: 25000 A. Adrian Ball T.

Last Resort Heading: 310. Z.C. Warminski R. Waist

(circle) R.J. Huachka L. Waist

Duration Bomb Run: Target of opportunity - Heligoland B.J. Lamb Tail G.

3. Number of BOMBS dropped on target: _____ Jettisoned: _____ Returned: _____ Abortive: _____
10x500.

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: _____

Other Bombing: Airdrome on island was hit, also installations of some sort causing heavy smoke.

5. Any PHOTOGRAPHS taken? Yes? (No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: _____

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
As ordered.

8. WEATHER: (If it affected mission) Low as briefed. Complete over

9. FLAK: Encountered on way out, at target and on way home. Cast over target

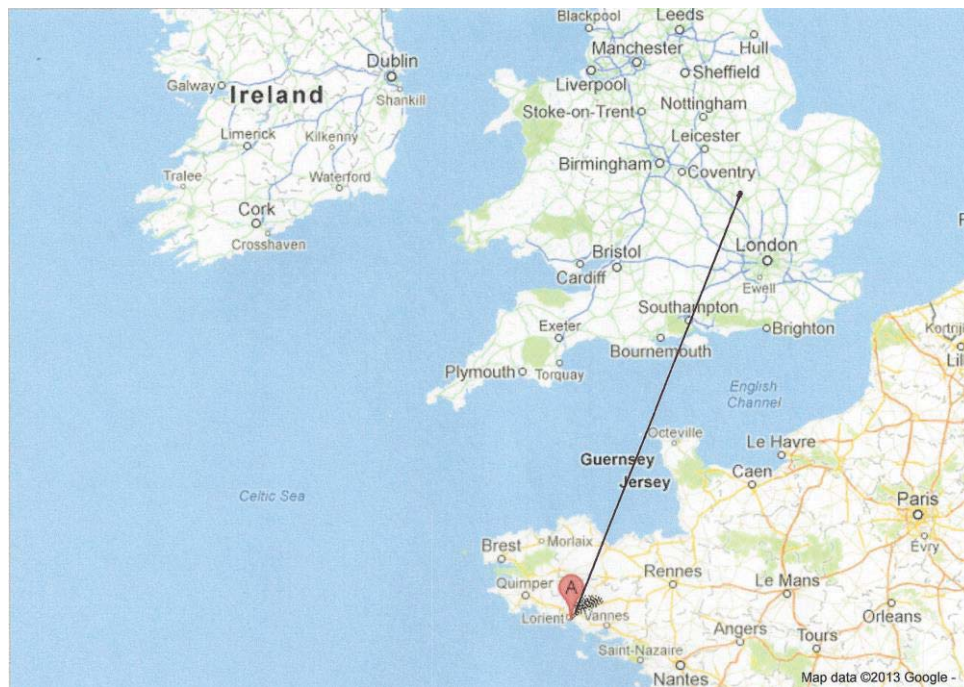
Time	Place	Height of A/C	Type (light, heavy, moderate or slight)	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>Few bursts off island of Wangerooze and some at tip of Wilhelmshaven. Fairly accurate as to height.</u>						
Crew observations about Flak: <u>None</u>						

Mission Interrogation Form Showing Robert H. Smith - May 15, 1943

Scarlet 42-5720 and Her Crew

Lorient, France Raid - May 17 1943

Two days later on Monday May 17, 1943 the next mission was flown to Lorient, France. Robinson, Mountain, Nelson, Garris and Strom was flying with Capt. O'Hara in the 367th BS. Robert H. Smith flew as pilot with the 423rd BS in this mission also. Flying in this mission with the 367th BS was copilot Flying Officer Berryman H. Brown who was with 1st Lt. Z.D. Davis. However as indicated by the 367th Mission Report 1st Lt. Davis aborted his mission because of engine trouble. F/O B. H. Brown would not be credited with a combat mission but would soon become the last copilot that Capt. Richard K. O'Hara had prior to his returning to the U.S. After he achieved pilot status, F/O B. H. Brown would be shot down over Germany and become a POW on July 29, 1943 along with his engineer Charles A. Sheffield, an original Scarlet crew member.



Target: LORIENT FRANCE Naval U-boat base (118 aircraft) - May 17, 1943

367th Bomb Squadron Mission Report

"Lorient - Another very successful mission to the submarine installations. Four A/C participated, but one (1st Lt. Zias Davis) returned early because of mechanical failure. Lt. William J. McKearn, **Capt. Richard K. O'Hara** and 1st Lt. Ferdinand H. Onnen completed the mission and return safely." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

423rd Bomb Squadron Mission Report

"The target today was the sub pens at Lorient, France. Cpts. Raymond J. Check, Pervis E. Youree and Maurice Salada and Lts. Ralph W. Jones, Thomas E. Logan and **Robert H. Smith** took off. With escort partway and flak and fighter opposition only moderate, it was successful and reasonably uneventful trip. Bombing was excellent and all planes returned." *source: 423rd Combat Diary*

306th Bomb Group Mission Report

MISSION - VIII BC 58

TARGET - Lorient, France Uboat base and port area

INFORMATION IN DETAIL - A/C: 24; 3 aborts: engine out (1), prop ran away (1), bomb bay doors failed to open (1) T/O: 0912 Bombing: 1213, 23000 ft Landing: 1425

RESULTS OF BOMBING - Saw bombs fall in turntable to right of sub pens Bursts seen all around sub pens

WEATHER - Visibility good; clear at target

FLAK - Moderate and ineffective flak was encountered at the French coast on the way to the target Over target, very slight and inaccurate

ENCOUNTERS AND CLAIMS - 40-50 E/A attacked but concentrated on the next group E/A pilots appeared to be inexperienced - would not close range Claims: 2-0-2

NOTES - Belser saw B-17 going down right after target; another B-17 with 2 engines on fire after target Magoffin also saw 2 B-17s going down Maresh saw 3 chutes out of B-17 over target - A/C way behind; also saw convoy with 15 ships with balloons at 1210, 49 55N, 3 5W Magoffin reported that flak put ball turret out Wheeler reported 2 B-17s going down out of control, one exploded. Husband reported 3 B-17s: one going down after target 5-6 chutes, 2 on fire at target B-17s in trouble sighted between 1211 and 1220 **O'Hara** tried to radio B-17 in trouble 15 miles southeast of Stark Point Smoke screens seen at target and Brest. *source: 306th Bomb Group www.306bg.org/*

Scarlet 42-5720 and Her Crew

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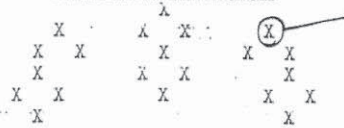
INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 718 Letter W Date 17-5-43

Bomb Load 5x1000 H.E. Incend.

Position in Formation

Time Took Off 9:15 Time Landed 7:20



1. HOT NEWS to be phoned in? Yes No

Details:

50° N - 3° W or 15 miles S.E. of Stark Point - 4 miles
 Friendly A/C in any kind of distress? (Give position, time, altitude, full details) ship under control about 9000 - spits around - 1

*on B7
tried to radio*

Crew: Give Rank and Initials

O'Hara - Pilot
Sgt. Robinson - CO-P
Dexter - Nav.

on B7 at L.P. in shallow glide
engine running
inward middle

2. TARGET ATTACKED:

Primary Time: 12:14
 alternate Height: 25000
 Last Resort Heading: 300°
 Duration Bomb Run: 40°

*on B7
just after bombing
was being*

Sgt. W.J. Kostak - Bomb.
T/S W.H. Mountain - Radio
T/S G. Klicick - Top T.
S/S F.W. Pullian - Ball T.
S/S W.E. Nelson - R. Aist
S/S J. Garris - L. Aist
S/S H.F. Strom - Tail G.

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Target well covered

Other bombing:

5. Any PHOTOGRAPHS taken: Yes? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission)

Very good
FINE

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of a/c	Type (light, heavy) Intense, moderate or slight	Color of bursts	Location of bursts in relation to a/c	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Light but accurate
Flack step them up + forward

Flack coming in
 Crew observations about flack:

Flack at Morlaix - on way out

Mission Interrogation Form Showing O'Hara, Robinson, Mountain, Nelson, Garris, Strom - May 17, 1943

Scarlet 42-5720 and Her Crew

*24
ONNEN*

INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number 127 Letter _____ Date 19/5/43

Comp Load 10-0-10 H.E. Incendi. _____ Position in Formation _____

Time Took Off 0910 Time Landed 1910

1. HOT NEWS to be phoned in? Yes No
Details: _____

	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? NO
(Give position, time, altitude, full details)

see over

- 1st Lt. F. H. ONNEN Pilot
- 1st Lt. Witt CO-P
- 2nd Lt. M. H. Simpson Nav.
- 2nd Lt. W. Z. Morey Bomb.
- 1st Lt. E. V. Norley Radio
- 1st Lt. P. Fedkiw Ball T.
- 1st Lt. C. A. Adams R. Waist
- 1st Lt. W. R. Earnest L. Waist
- 1st Lt. W. O. Brittain Tail G.

2. TARGET ATTACKED:

Primary Time: 1212
Alternate Height: 24,700
Last Resort Heading: 300°
Duration Bomb Run: 30"

3. Number of BOMBS dropped on target: Jettisoned Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Bomb doors failed to open.

Other Bombing: _____

- 5. Any PHOTOGRAPHS taken: Yes? No? NO
- 6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: no
- 7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
As ordered.
- 8. WEATHER: (If it affected mission) OKay
- 9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy); intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Encountered first flak at 1145 hrs 10 miles south of Larnion. Big bursts but moderate. Very inaccurate both by direction. Noticed white puffs 2 miles south of target.
Saw green flak at coast on way out.

Mission Interrogation Form Showing Fetkiw - May 17, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 666 Letter _____ Date 17/5/43

Bomb Load 5x1000 GP Incend. _____

Time Took Off 9:20 Time Landed 14:25

Position in Formation



1. HOT NEWS to be phoned in? Yes No
Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

Lt. P.H. Smith Pilot

Heach CO-P

Lt. J.S. Cheney Nav.

Sgt. W.I. Gray Bomb.

Sgt. H. Kate Radio

Sgt. B.F. Buchanan Top T.

Sgt. A.R. Adrain Ball T.

Sgt. C.W. Dunham R. Waist

Sgt. J.C. Wyrminski L. Waist

Sgt. B.S. Lamb Tail G.

2. TARGET ATTACKED:

Primary Time: 17:13

Alternate Height: 23000'

Last Resort Heading: 305 mag.
(circle)

Duration Bomb Run: 45 sec.

3. Number of BOMBS dropped on target: 5x1000 Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: ?

Other bombing: Good - on the target - a few in the water.

5. Any PHOTOGRAPHS taken: Yes? (No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

Tight left turn after bombing - as ordered.

8. WEATHER: (If it affected mission) Visibility good.

Winds were not as predicted - limited to 17.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, of heavy), intense, moderate or slight.	Color of bursts	Location of Bursts in relation to A/C	Accuracy
<u>a little flak to our right - near hambelle from Bristol</u>						
<u>Slight flak at target - was inaccurate</u>						

Crew observations about flak: No aerial bombs -

Bursts were in a str. line - first bursts were close - then they stopped

Mission Interrogation Form Showing Robert H. Smith - May 17, 1943

Scarlet 42-5720 and Her Crew

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INTERROGATION FORM 274

SQUADRON (507) 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600

Letter: _____ Date: May 17

comb Load 5 X 1000 H.E. Incend. POSITION IN FORMATION

Time Took Off 9:16 Time Landed 1:40

	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No
 Details: _____

Convoy - See Back

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details) 1st Z.D. Davis Pilot

No 1 Engine out F/O B.H. Brown CO-P
 (oil leaking from cooling) 2nd C.D. Moore Nav.
2 Generators out 2nd F.X. Pierre Bomb.

2. TARGET ATTACKED: from Take Off T/S R.G. Schutt Radio
T/S J.W. Walkenhorst Top T.
 Primary Time: _____
 Alternate Height: 11:30 S/S M. Causey Ball T.
 Last Resort Heading: just off Coast S/S L.J. Durfee R. Waist
 Duration Bomb Run: turned back Sgt. W.J. Hiples L. Waist
W.D. Sherrill Tail G.

3. Number of BOMBS dropped on target: _____ Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)
 Own Bombs: all bombs brought back

Other bombing: _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. CREW IN BOMBS DETACHED BY GUNFIRE AND RESULTS:

7. BOMBS (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission) (OVER)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type	Color	Location	Accuracy

Crew observations about flak: _____

Mission Interrogation Form Showing F/O Berryman H. Brown - May 17, 1943

Scarlet 42-5720 and Her Crew

Kiel, Germany Raid - May 19, 1943

Two days later on Wednesday May 19, 1943 the next mission was flown to Kiel, Germany. On this raid to Kiel, Germany **Capt. Richard K. O'Hara** flew as copilot with the commanding officer of the 368th Bomb Squadron Capt. John M. Regan. Other original Scarlet crew members serving with this composite crew were: Sgts. **William H. Mountain, Paul Fetkiw, Maynard E. Nelson, James J. Garris** and **Harold F. Strom**.



Target: KIEL GERMANY Naval U-boat yards (103 aircraft) - May 19, 1943

368th Bomb Squadron Mission Report

"Kiel and Flensburg - A maximum effort was called for and resulted in our most successful double header during the time that the 94th Group's two squadrons have been flying from our station. Our crews hit Kiel for the first time with great effect, and no losses. A dramatic photograph shows B-24s below us outlined against clouds of smoke from bomb burst along the docks. Capt. John M. Regan, squadron C.O., and Lts. Maxwell Judas, Leo S. McIntire, Robert R. Fryer, Toy B. Husband and George Paris made the trip.

Meanwhile, the 94th was dropping its bombs neatly on the shipyard at Flensburg, and we took personal pride in their accuracy since it was our job to break them in for combat missions." *source: 368th Combat Diary*

367th Bomb Squadron Mission Report

"Kiel - Three A/C started on this mission to attack the Kiel shipbuilding yards. 1st Lt. Ferdinand H. Onnen, 1st Lt. Thomas F. Witt flew this mission for the 367th, while Lt. Dinwiddie Fuhrmeister aborted the mission at the enemy coast because of mechanical failure." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

423rd Bomb Squadron Mission Report

"Again today, the target was Kiel, Germany. Maj. John L. Lambert, our C.O., led the squadron, followed by Capt. Maurice Salada, and Lts. Thomas E. Logan, Ralph W. Jones, James E. Hopkins and **Robert H. Smith**. The 94th, who were staying with us for training purposes, bombed Flensburg at the same time. Flak was heavier than on the 14th but still it was not as bad as expected. We were also jumped by 50 E/A, but none of our planes was lost. Bombing results could not be determined since we dropped only incendiaries, and their effect is not immediately apparent. 2nd Lt. Jerroll E. Sanders, bombardier, was assigned to the 423rd today" source: 423rd Combat Diary

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INTERROGATION FORM

SQUADRON 367 668 369 423 a/c Number 306 Letter P Date 19 Aug 43

Bomb Load incendiaries H.E. Incend.

Time Took Off 455 Time Landed 1030

Position in Formation

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No

Details:

Crew: Give Rank and Initials

Friendly a/c in any kind of distress? (Give position, time, altitude, full details)

1 B17 40 down in open at Zeman coast - 2 chutes

Capt. Reyan Pilot

Capt. O'Hara CO-P

Capt. Rosa Kowalski Nav.

Capt. Boston Bomb.

1/Sgt. W. H. Mountain Radio

1/Sgt. E. T. Wendoloch Top T.

2/Sgt. P. Fetkiw Bull T.

3/Sgt. M. E. Nelson R. Waist

3/Sgt. J. Garris L. Waist

3/Sgt. H. R. Strom Tail G.

2. TARGET ATTACKED:

Primary Time: 1330

Alternate Height: 26000

Last Resort Heading: 110

Duration Bomb Run: 30'

3. Number of BOMBS dropped on target: all Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: UD

Other Bombing: not good - difficult to control bombs - also smoke screen

5. Any PHOTOGRAPHS taken: Yes No?

6. CHRONIC INCIDENTS REPORTED BY CREW AND RESULTS:

7. ROUTE (If different than ordered) (If negative give time, place, height of turn; heading for returning early, and disposition of bombs.)

as ordered

8. WEATHER: (If it affected mission) good

9. FLAK: Encountered or was out, at target and on way home.

Time	Place	Height	Type	Color	Location	Accuracy
of	or	of	of	of	of	of
a/c	of	of	of	of	of	of

heavy, accurate

Crew observations about flak:

Mission Interrogation Form Showing O'Hara, Mountain, Fetkiw, Nelson, Garris, Strom - May 19, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 (368, 369) (423) A/C Number 666 Letter _____ Date 19 May

Bomb Load 16 x 100 4 x 500 H.E. Incendi _____ Position in Formation _____

Time Took Off _____ Time Landed _____

1- HOT NEWS to be phoned in? Yes No _____
 Details: _____

2- TARGET ATTACKED:
 Primary Time: 1331
 Alternate _____ Height: 25000'
 Last Resort Heading: 40°
 (circle) _____
 Duration Bomb Run: _____

3- Number of BOMBS dropped on target: _____
 Jettisoned: _____ Return: _____ Abortive: _____

4- Observed RESULTS OF BOMBING: (For this plane or other) _____
 Own Bombs: _____

5- Other Bombing: _____
 Several fires & heavy smoke in target area.
 any PHOTOGRAPHS taken? (No)

6- GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: _____

7- ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
 As briefed.

8- WEATHER: (If it affected mission) _____

9- FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy, intense, moderate or slight)	Color of Bursts	Location in relation to A/C	Accuracy
Moderate to heavy over target accurate as to altitude but off on deflection. Too close tho' for comfort. Looked like predicted fire. Saw bursts near target area going in and coming out. Orange bursts again.						

1 B17 down in water close to land after target - 3 chutes

(a) B17 down off island going in island in water
 1 B17 down spinning just before target. 3 chutes
 1 B17 down target went through 3 chutes

CREW: Give Rank and Initials
 R. H. Smith Pilot
 R. M. Callum CO-P
 J. S. Chaney Nav.
 W. J. Gray Bomb.
 H. Kate Radio
 B. F. Buchanan Top T.
 A. R. Adrian Ball T.
 C. W. Durham R. Waist
 J. C. Warminski L. Waist
 B. J. Lamb Tail G.

Mission Interrogation Form Showing Robert H. Smith - May 19, 1943

Scarlet 42-5720 and Her Crew

In the Wednesday May 19, 1943 issue of "The Stars and Stripes" it listed awards for the 8th Air Force. Otis B. Tillery of York, Ala is shown to have gotten a Purple Heart for wounds received on March 28, 1943.



May 19, 1943 Issue of Stars and Stripes

Wilhelmshaven, Germany Raid - May 21, 1943

On Friday May 21, 1943 the next mission was flown to Wilhelmshaven, Germany. Flying in the Group Lead Aircraft with Col. Wilson was Capt. O'Hara as copilot along with Mountain, Fetkiw, Nelson and Garris of the original Scarlet crew. The main story of this mission was the heroics of Lt. Robert H. Smith and his crew flying the Dearly Beloved. He was shot down in the North Sea after his crew shot down 11 enemy aircraft setting an all time record for the ETO. After spending 30 hours afloat all of the crew was rescued.



Target: WILHELMSHAVEN GERMANY Naval U-boat yards (77 aircraft) - May 21, 1943

367th Bomb Squadron Mission Report

"Wilhelmshaven - This mission was led by the 367th ship of Capt. Richard K. O'Hara, with Lt. Col. J. W. Wilson as the Group commander. 1st Lt. Dinwiddie Fuhrmeister and

Scarlet 42-5720 and Her Crew

1st Lt. Thomas F. Witt and their crews flew this mission, both bombing with Groups other than the 306th. Witt's plane was forced to land at an RAF field for refueling en route back from the target. Another 367th A/C reportedly returned early because of mechanical failure, but was not further identified. More than 100 fighters hit the 306th formation, causing three losses in other squadrons. E/A were credited to Lt. Walter Z. Morey, Witt's bombardier, and **S/Sgt. J. J. Garris**, a gunner for Capt. O'Hara, both being FW 190s." *source: 367th Combat Diary*

423rd Bomb Squadron Mission Report

"2nd Lt. Ben G. Irons, bombardier, was assigned to the 423rd today. Five of our planes took off to bomb the docks at Wilhelmshaven. Capt. Maurice Salada returned early, but Lts. James E. Hopkins, Ralph W. Jones, Thomas E. Logan and **Robert H. Smith** continued, dropped their bombs, and eventually returned. But this is the story of **Lt. Robert H. Smith** and his crew. Trouble started for Smith when his ship was hit by flak over the target and two engines were out. From then, a straggler, he was jumped by fighters continuously until well out at sea. As many as five E/A frequently attacked at the same time. No. 4 engine went out and he went down to the deck. On three or more occasions his plane caught fire. One of the other of the crew members put each one out. Finally, all ammunition except in the top turret was exhausted.

Smith ordered his men into the radio room to prepare for ditching. Two enemy fighters were still attacking, but they saw Smith's plane had stopped firing they merely coasted along to see the "kill". Once or twice one of these planes, a JU 88, would coast up to our craft and fire a few shots. Lt. Robert McCallum, copilot, seeing this stepped into the vacated top turret, and when he had the Heinie in his sight, let go a long burst. He got the JU 88 and thus became the only copilot in the ETO to shoot down an enemy fighter. But Smith had to ditch. This was done successfully, all members of the crew getting into their two dinghies before watching the Fort sink. They remained for 30 hours until picked up by British Air-Sea Rescue. During that running fight this plane was credited with 11 certainly destroyed enemy fighters, a record for this theatre." *source: 423rd Combat Diary*

306th Bomb Group Mission Report

MISSION - VIII BC 60

TARGET - Wilhelmshaven, Germany Uboat base

INFORMATION IN DETAIL - A/C: 21; 4 aborts (engine failure - 2: Briscoe, Robinson, lost formation - 2: Onnen, Salada); 3 did not return T/O: 0933 Bombing: 1243, 22000 ft Landing: 1600

RESULTS OF BOMBING - Indeterminate because of evasive action, fierce ground and aerial opposition and smoke screen at target

WEATHER - Base: ground haze, light wind

FLAK - Frisian Islands: ineffective; moderate to intense over target; flak ships, accurate

ENCOUNTERS AND CLAIMS - 100-125 E/A; most attacks from nose or tail Claims:

10-6-3

Scarlet 42-5720 and Her Crew

WOUNDS, CASUALTIES - Tail gunner received 20mm fragments in both arms Waist gunner .30 calibre wound in thigh Radio operator: 20mm in body, face, legs; A/C 666: Pilot Smith (DFC) ditched in North Sea 1420; crew rescued after 30 hours in dinghy - no chutes A/C 23214: Judas (MACR 16173) going down under control A/C 806 after target

NOTES - Aerial bombs used again by E/A Lead group dropped bombs early, peeled off run, exposing 306th Climb out much too soon - overcast spread formation Wilson: very mission; should never have been flown Witt A/C (#815) landed at fighter field Hutton Cranswick to refuel before returning to Thurleigh English batteries at coast fired on returning formation - eight bursts Hopkins: pretty damn rough mission *source: 306th Bomb Group www.306bg.org/*



Lt. Robert H. Smith of the 423rd BS

The following was on the back of this official 8th Army Air Corp picture:

"This pilot Robert H. Smith of Lamesa, Texas, who brought his crew to a safe ditching in the North Sea where they were picked up after thirty hours afloat in their dingy. Before Flying a B-17, Smith worked as a meter and lineman for the Texas Electrical Service Co. of Odessa, Texas."

Scarlet 42-5720 and Her Crew

October 1943 Look Magazine Article

The following article from the October 1943 Look Magazine describes the encounter that Robert H. Smith and Crew had on the Wilhelmshaven, Germany raid.

One of Our Bombers Is Missing



But the daily USAAF communiqué didn't tell the whole story

The Boeing Flying Fortress was knocked down all right—smack in the North Sea. Thirty hours later a British ship, nosing through the mist, picked up the crew, all alive.

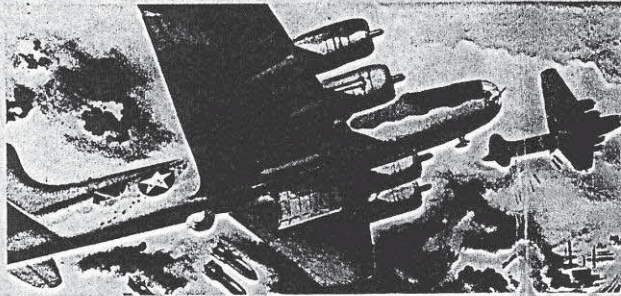
They had set a record of 11 German fighters shot down on one mission, a world record then, and one that still stands in the European Theater—where the going is toughest.

Here's the crew: 1st Lt. Robert Smith, Lamesa, Tex.; 2nd Lts. Robert McCallum, Omaha, and Dan Barberis, North Bergen, N. J.; Staff Sgts. Aygnund Warminski, Hamtracck, Mich., Arthur Adrian, Milwaukee, Wayne Gray, Corapolis, Pa., Clarence Durham, Chattanooga; Tech. Sgts. Bennett Buchanan, Ft. Worth, Kendrick Kate, Manchester, N. H., and Billy Lamb, Denton, Tex.

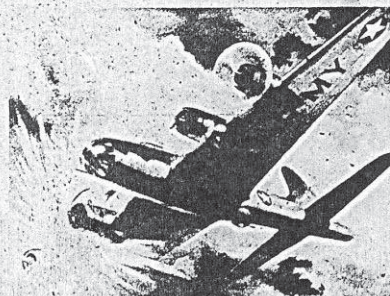
STORY BY DON WHARTON—DRAWINGS BY MAC RABOY
30TH IN LOOK'S AMERICAN HEROES SERIES



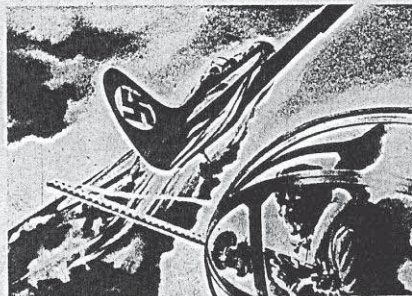
1 Pilot Bob Smith heads toward Wilhelmshaven with other B-17's. Ball Turret Gunner Adrian fires on an ME-109, sees him hit the water.



2 The formation plows past a swarm of fighters, runs into flak, reaches the target. Smith's plane bounces as Barberis releases his bombs, then bounces again—hit by anti-aircraft fire.



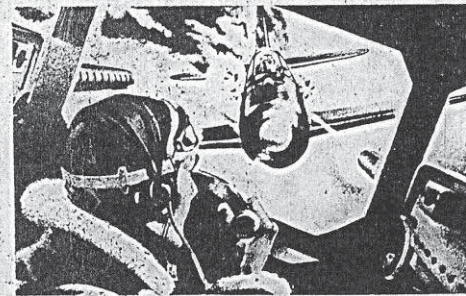
3 With two superchargers shot away, the Fortress falters. Smith and McCallum feverishly try to stay in formation.



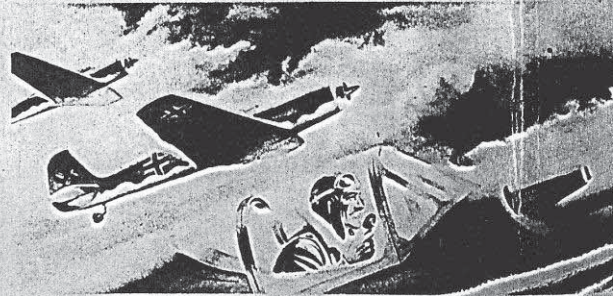
4 Nose Gunner Gray opens up on a Focke-Wulf jumping in for the kill. The FW falls in flames, barely misses the Fortress.



5 Top Turret Gunner Buchanan pours lead into an FW passing overhead.



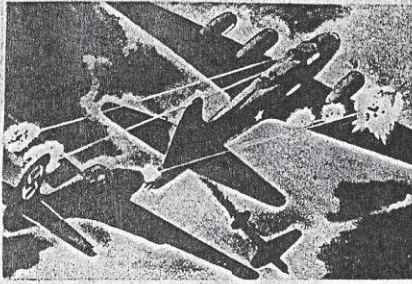
6 Now Radio Gunner Kate takes on the FW. The German turns, starts a suicide dive, but suddenly flips over into a spin, burning fiercely.



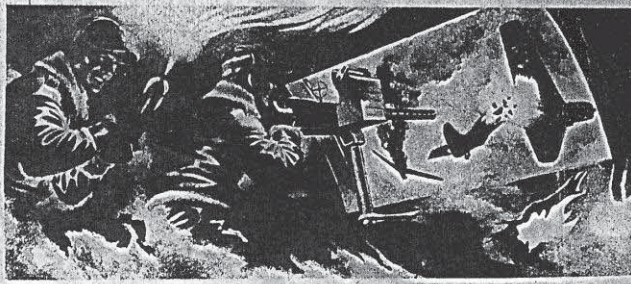
7 Fifteen German fighters stream for the Fort. It's out of formation, unable to catch up, down to 17,000 feet, two engines gone, a third pouring oil. But it has just begun to fight.

October 1943 issue of Look Magazine

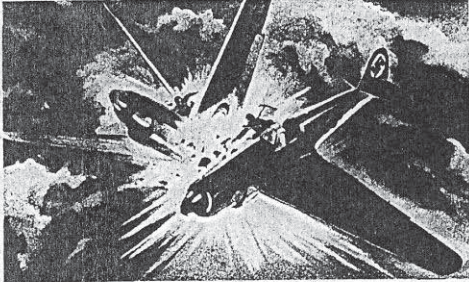
Scarlet 42-5720 and Her Crew



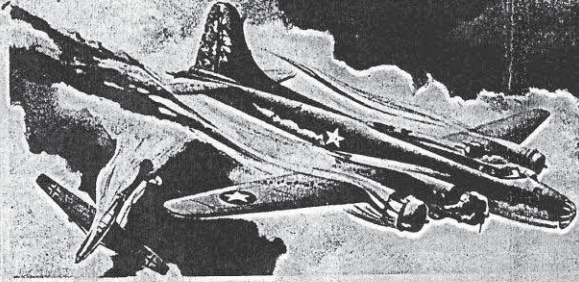
8 One FW swoops from above. Buchanan starts firing at 500 yards. The FW keeps coming, gets close, flashes into flames.



9 Gray downs a Messerschmitt but exploding shells start three fires in the bomber. While Waist Gunner Durham puts them out, Adrian gets another ME. Durham hurries to his gun, gets one himself.



10 Tail Gunner Lamb works on two fighters, one high, one level. Fifty yards from the B-17 the two Germans collide and crash into the sea.



11 That makes nine fighters destroyed. But the Fort is losing more altitude, running out of ammunition. With his last round, Adrian sends one more FW flaming into the North Sea.



12 Only one German is left. He noses around, waits for the Fort to quit.



13 Bob Smith tells the crew to get into the radio room, prepare for "ditching." He sends McCallum to the top turret to see what the Focke-Wulf is doing.



14 Mac swings the gunsight, rips the Focke-Wulf with the last rounds.



15 That's No. 11. At 1421 o'clock—one hour and 40 minutes after Arthur Adrian got the first Messerschmitt—Pilot Smith puts the Fort down on the North Sea.



16 The crew climbs into yellow dinghies, pushes away from the Fort, watches her go down. With a little camera they take pictures for the folks back home.

END 53

October 1943 issue of Look Magazine

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 086 Letter _____ Date 21 May

Bomb Load 10K500 H.E. Incendi _____

Position in Formation

Time Took Off 0930 Time Landed _____

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No

Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

666 - B17 hit at I.P. ± 2 eng.
out 4 3-4 feet off wing - fell back alone.
1 B

W. Wilson Pilot
O'Hara CO-P
Boring Nav.
May Bomb.
W. H. Mountain Radio
J. Kucick Top T.
P. Fetkiw Ball T.
ME. A. Nelson R. Waist
J. J. Garris L. Waist
E. E. Kennedy Tail G.

2. TARGET ATTACKED:

Primary Time: 1244

Alternate Height: 21000

Last Resort Heading: 236°
(circle)

Duration Bomb Run: _____

3. Number of BOMBS dropped on target: _____ Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others) 101500

Own Bombs: _____

Couldn't see.

Other Bombing: _____

Leading formation.

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

Right of course going in.

8. WEATHER: (If it affected mission)

Hazy but good over target.

9. FLAK: Encountered on way out at target and on way home.

Time	Place	Height of A/C	Type (light, heavy) incense, or other	Color of Bursts	Location Bursts in relation to A/C	Accuracy
------	-------	---------------	---------------------------------------	-----------------	------------------------------------	----------

Moderate to intense over target. Quite accurate.
Flak boats were fairly accurate over islands at 18000.

Crew observations about flak: _____

Mission Interrogation Form Showing O'Hara, Mountain, Fetkiw, Nelson, Garris - May 21, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368 369 **(423)** A/C Number 1666 Letter Z Date 21-5-43

Bomb Load 10x500 H.E. Incendiary DITCHED Position in Formation

Time Took Off _____ Time Landed 21 1/4

	X	X	X	X	X	X	X
	X	X	X	X	X	X	X
	X	X	X	X	X	X	X
	X	X	X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No

Details:

Saw friend - leading element - hit by fire from attack in #3 engine at 1 P.M. Believed his bomb bay friendly A/C in any kind of distress (Give position, time, altitude, full details)

CREW: Give Rank and Initials

- 1st LT. R. H. SMITH Pilot
- 2nd LT. R. McPALLUM CO-P
- 2nd LT. DAN BARRETT Nav.
- Sgt W. J. FREY Bomb.
- Sgt H. KATE Radio
- Sgt D. F. BUCHANAN Top T.
- Sgt A. R. ADRIAN Ball T.
- Sgt Z. C. WARMAN Waist
- Sgt C. W. DURHAM Waist
- Sgt BILLY LANE Tail G.

DFY 124527 circled this a/c overhead + protected this a/c under fire came down & waved

2. TARGET ATTACKED:

Primary Time: } Same
 Alternate Height: }
 Last Resort Heading: }
 (circle)
 Duration Bomb Run:

3. Number of BOMBS dropped on target: 10x500 Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOABING: (For this plane or others)

Own Bombs: _____

Other Bombing: _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy, intense, moderate or slight)	Color of Bursts	Location Bursts in relation to A/C	Accuracy

 Name

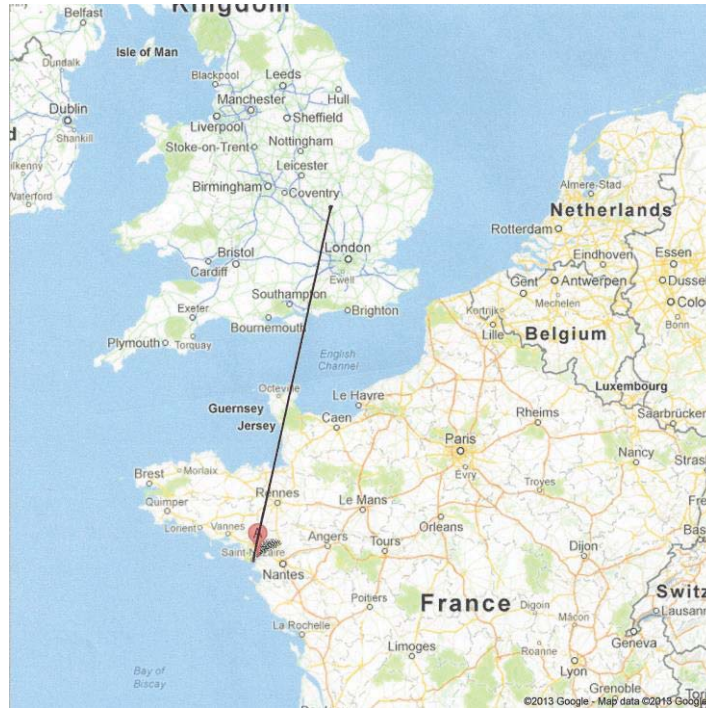
Crew observations about Flak: _____

Mission Interrogation Form Showing Robert H. Smith ditched - May 21, 1943

Scarlet 42-5720 and Her Crew

St. Nazaire, France Raid - May 29, 1943

The last Mission for May was flown on Saturday May 29, 1943 to St. Nazaire, France. This is the first official combat mission for Lt. Otis B. Tillery, navigator since he was wounded on March 28, 1943. He flew in the lead aircraft with Capt. Raper as lead navigator. Flying just behind him in the lead formation was Capt. Richard K. O'Hara with all of the original Scarlet crew except for Tillery and Phelan. F/O Berryman H. Brown flew as copilot with Lt. KcKearn on this mission also.



Target: ST. NAZAIRE FRANCE Naval U-boat base (147 aircraft) - May 29, 1943



St. Nazaire, France May 29, 1943

Scarlet 42-5720 and Her Crew

367th Bomb Squadron Mission Report

"St. Nazaire - Five of our A/C participated, giving St. Nazaire a sound beating. All five A/C completed the mission and returned safely, including the crews of **Capt. Richard K. O'Hara**, Capt. William S. Raper, and 1st Lts. thomas D. Ledgerwood, William J. McKearn and Dinwiddie Fuhrmeister. Fighter opposition was meager, but once again air to air bombing was reported." *source: 367th Combat Diary*

306th Bomb Group Mission Report

MISSION - VIII BC 61

TARGET - St. Nazaire Uboat base

INFORMATION IN DETAIL - A/C: V T/O: 1330 Bombing: 1710, 25300 ft Landing: 1905

RESULTS OF BOMBING - In target area; some in water

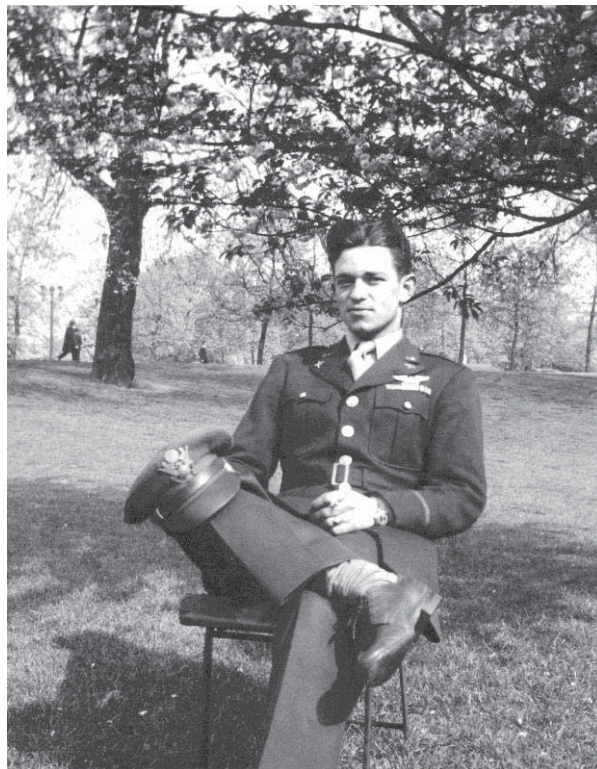
WEATHER - Clear

FLAK - FLAK at Guernsey but not firing at this group Heavy, intense and very accurate at target

ENCOUNTERS AND CLAIMS - 4-5 E/A on ground near target Saw few E/A crossing French Coast in and out; did not encounter

WOUNDS, CASUALTIES -

NOTES - Paris saw 2 B-17s down after target - flak got both - 7 and 8 chutes respectively
source: 306th Bomb Group www.306bg.org/



Otis B. Tillery - Hyde Park 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON (367) 368 369 423 A/C Number 894 Letter _____ Date 29 May

Bomb Load 2x2000 H.E. Incendi. _____ Position in Formation _____

Time Took Off 1340 Time Landed _____

1. HOT NEWS to be phoned in? Yes No _____
 Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? (Give position, time, altitude, full details) _____

See other

2. TARGET ATTACKED:

Primary Time: 1707
 alternate Height: 24500'
 Last Resort Heading: 280°
 (circle)
 Duration Bomb Run: 40"

3. Number of BOMBS dropped on target: Jettisoned: _____ Returned: _____ abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others) 2x2000

Own Bombs: _____

Ought to have been good

Other Bombing: _____

5. Any PHOTOGRAPHS taken: Yes? No? _____

6. SECOND TARGETS ATTACKED BY CONFUSEE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
About as ordered

8. WEATHER: (if it affected mission) was good

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height	Type	Color	Location	Accuracy
			of	of	Bursts at re-	
		A/C	or	Bombs	lation to A/C	
<u>Looked like predicted barrage over target innocuous on this group. But 92 was catching hell</u> <u>Some ineffective bursts off Guernsey - Red burst</u>						

Crew observations about flak: _____

Mission Interrogation Form Showing O'Hara, Robinson, Mountain, Sheffield, Fetkiw, Nelson, Garris, Strom - May 29, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

①

SQUADRON 367 368, 369, 423, A/C Number 306 Letter: _____ Date 29 May

Bomb Load 2X2000 H.E. Incendiary Position in Formation

Time Took Off 1340 Time Landed _____

	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X
	X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No

Details: _____

CREW: Give Rank and Initials

1 B17 down inquisitor - no chutes.
 Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)
Capt. Raper Pilot

1 B17 hit over target - wings off - no chutes.
 (navigation)
C.R. Brown CO-P
Dexter - Tillery Nav.

1 B17 down at 1732
10 chutes
Coons Bomb.

1 B17 just after target
4 chutes in water.
 2. TARGET ATTACKED:
Sgt. H.M. Brown Radio

Primary Time: 1707
C. Vondracek Top T.

Alternate Height: 25000
W.G. Huelke Ball T.

Last Resort Heading: 280°
W.G. Standish R. Waist

Duration Bomb Run: 40" run.
Lt. E.E. Kennedy L. Waist

W.J. Jackmaer Tail G.

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)
2X2000

Own Bombs: No Bombs looked to be right on target.

Other Bombing: Looked to be short.

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered). (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

As ordered. Came a bit north of I.P. and then

8. WEATHER: (If it affected mission)
straight over target. 306th

9. FLAK: Encountered on way out, at target and on way home.
Was 3rd group over. No evasive action over target.

Time	Place	Height or A/C	Type (light, heavy) or altitude or climb	Color of bursts	Description of Bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	--	----------

Looked like barrage fire off to right bursting on level, below and above. Was inaccurate for deflection but quite accurate for altitude.

Crew observations about flak:
Black bursts. Flashed red when exploding.

Mission Interrogation Form Showing Tillery - May 29, 1943

Scarlet 42-5720 and Her Crew

(13)

INTERROGATION FORM

SQUADRON 367 368 369 423 a/c Number 794 Letter _____ Date 29/5/4.

Bomb Load 2X 2000 H.B. _____ Incendiary _____ Position in Formation _____

Time Took Off _____ Time Landed _____

	X	X	X	X	X	X	X
	X	X	X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No

Details: _____

CREW: Give Rank and Initials

Friendly a/c in any kind of distress? (Give position, time, altitude, full details)

Lt McKearn Pilot

1st Lt B.H. Brown CO-P

2nd Lt J.G. Fogarty Nav.

2nd Lt R.L. Alexander Bomb.

T/S W. Norken Radio

T/S G.W. Diggs Top T.

Sgt P.G. Peterson Ball T.

S/S E. Newhaus R. Waist

S/S L.D. McCoy L. Waist

S/S J.O. Wheeler Tail G.

2. TARGET ATTACKED:

Primary Time: 17:07

Alternate Height: 25000

Last Resort Heading: 278° mag.

(circle) Duration Bomb Run: 30 Sec.

3. Number of BOMBS dropped on target: 2 Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOOMBING: (For this plane or others)

Own Bombs: 1 hit right in mouth.

Other Bombing: quite a few in water. Bombs came from different directions some right in front of Sheds. Hits from target to Southernmost tip of Basin.

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

As ordered except drifted around between 1st and target. In a circle so that other groups could line up.

8. WEATHER: (If it affected mission) Good.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Target	Type	Color	Location	Accuracy

Mission Interrogation Form Showing B. H. Brown - May 29, 1943

Scarlet 42-5720 and Her Crew



Scarlet on May 29, 1943 after 18 missions after a raid over St Nazaire, FR.
(note the bombs painted on the nose)

An article occurred in Tuesday June 1, 1943 issue of "The Stars and Stripes" about "Seven Fortress Gunners Share Record Bag of 11 Enemy Planes".

Seven Fortress Gunners Share Record Bag of 11 Enemy Planes

Gunners of a Flying Fortress piloted by 1/Lt. Robert H. Smith, of Lamesa, Tex., set a new ETO record for enemy planes shot down on a single operation when they destroyed 11 German fighters in the raid on Wilhelmshaven, Eighth Air Force Headquarters announced yesterday.

After the 11th victory, the Fort was forced down in the North Sea. The crew took to rubber dinghies and was rescued 30 hours later by a British ship.

Lt. Smith's crew surpassed the previous high of ten enemy fighters chalked up by the crew of Capt. Allen V. Martini, of San Francisco, during the Renault raid, Apr. 4. The third highest mark is held by the crew of 1/Lt. William J. Casey, of San Francisco, who shot down seven planes in 12 minutes over St. Nazaire, Nov. 23, 1942.

The box score of Lt. Smith's crew on their record-breaking flight reads:

S/Sgt. Arthur R. Adrian, Milwaukee, ball turret gunner, three Nazi planes destroyed; S/Sgt. Billy J. Lamb, Belton, Tex., tail gunner, two destroyed; S/Sgt. Wayne J. Gray, Coraopolis, Pa., bombardier, two; T/Sgt. Kendrick Kate, Manchester, N.H., radio gunner, one; S/Sgt. Clarence W. Durham, Chattanooga, Tenn., right waist gunner, one; 2/Lt. Robert McCallum, co-pilot, Omaha, Neb., one, and T/Sgt. Bennett F.

Buchanan, Fort Worth, Tex., top turret gunner, one.

The first plane was shot down by Sgt. Adrian before the Fortress reached Wilhelmshaven. After "Bombs away," Sgt. Gray destroyed the second Nazi fighter.

Crossing the coast line, heading home, the ship was hit and left its formation. Oil pressure on No. 4 engine dropped and the No. 2 prop began to "run away."

Then, with the oxygen system "out," the cowling shot off No. 2 engine and oil pouring from No. 4, 15 Nazi fighters attacked. The gunners got two more.

Sgt. Gray shot down his second plane and the crew's fifth. Fires started in the Fort's tail section and the ball turret. Five more enemy planes were shot out of the sky.

Only one Nazi remained, but the bomber's only ammunition was in the top turret. Co-pilot McCallum went up into the turret and the record-breaking eleventh plane went to the ground.

Two other crew members who helped keep German planes away, but were not credited with "destroyed," were: 2/Lt. Dan J. Barberis, of North Bergen, N.J., the navigator, and S/Sgt. Aygnund C. Warminski, of Hamrnick, Mich., left waist gunner.

Scarlet 42-5720 and Her Crew

Wilhelmshaven, Germany Raid - Jun 11, 1943

The first Mission for June was flown on Friday June 11, 1943 to Wilhelmshaven, Germany after the primary target Bremen was covered with clouds. The only one connected with the original Scarlet crew flying on this mission was F/O Berryman H. Brown who was copilot on Lt. McKearn aircraft.



Target: WILHELMSHAVEN GERMANY Naval U-boat yards (168 aircraft) - June 11, 1943

367th Bomb Squadron Mission Report

"Bremen - Because of overcast, this Group attacked the secondary target at Wilhelmshaven. Lts. Thomas Witt, William McKearn, Dinwiddie Fuhrmeister, Lawrence Kooima, James Johnson and F/O Carl D. Brown piloted six 367th ships in the Group formation of 27 A/C. Lt Johnson and F/O Brown returned early because of mechanical failures. The other four A/C completed the mission and returned safely. Bombing results were just fair due to adverse weather conditions and the very effective smoke screen at the target. Seventy-five to eighty E/A were in the air but few attacks were pressed home. E/A again resorted to air to air bombing tactics with no success." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

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INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 794 Letter _____ Date June 11

Bomb Load 10 X 500 H.E. Incendi _____ Position in Formation

Time Took Off _____ Time Landed _____

	X	X	X	X
	X	X	X	X
	X	X	X	X
	X	X	X	X

1. HOT NEWS to be phoned in? Yes No
Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

1st McKearn Pilot
F/O B. H. Brown CO-P
2nd J. G. Fogarty Nav.
2nd R. E. Alexander Bomb.
T/s E. W. Norden Radio
T/s G. W. Diggs Top T.
s/s P. G. Pedersen Ball T.
s/s R. Y. Wilson R. Waist
s/s L. D. McCoy L. Waist
s/s J. O. Wheeler Tail G.

2. TARGET ATTACKED:

Wielmshaven
Primary Time: 17:59
Alternate Height: 26,700
Last Resort Heading: mag. 206°
(circle)
Duration Bomb Run: 60'

3. Number of BOMBS dropped on target: all Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Heavy Smoke Screen
obscured target area

Other Bombing: Couldn't see

5. Any PHOTOGRAPHS taken: No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

Too close to Frisian Is. going in between Heligoland
Atternham (I.P.)

8. WEATHER: (If it affected mission) crossed nearer Gander on way out (8 mi from Gander)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy, intense, moderate or slight)	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

T. Moderate - To right and low
A few scattered burst later -

Crew observations about Flak: _____

Mission Interrogation Form Showing B. H. Brown - June 11, 1943

Scarlet 42-5720 and Her Crew

On June 12, 1943 the Distinguished Flying Cross was awarded to **Robert H. Smith** for his mission to Wilhelmshaven, Germany on May 21, 1943 and a Oak Leaf Cluster to **Hugh E. Phelan** for serving as Group Bombardier for the May 19, 1943 mission to Kiel, Germany. Note: The date for Hugh E. Phelan should have been May 14, 1943. It was wrong on the official report dated 12 June 1943.

HEADQUARTERS EIGHTH AIR FORCE
Office of the Commanding General

12 June 1943.

GENERAL ORDER)

NO.....74)

SECTION

AWARDS OF SILVER STAR	I
AWARD OF OAK LEAF CLUSTER TO THE DISTINGUISHED FLYING CROSS	II
AWARDS OF DISTINGUISHED FLYING CROSS	III
AWARDS OF DISTINGUISHED FLYING CROSS	IV
AWARDS OF SOLDIER'S MEDAL	V
AWARDS OF AIR MEDAL	VI
AWARDS OF OAK LEAF CLUSTER TO THE AIR MEDAL	VII
AMENDMENT TO G.O. # 71, HQ, EIGHTH AIR FORCE, 5 JUNE 1943	

III. Under the provisions of Army Regulations 600-45, 8 August 1932, as amended, and pursuant to authority contained in Section I, Circular 36, Hq., ETOUSA, 5 April 1943, the DISTINGUISHED FLYING CROSS is awarded to the following named Officers and Enlisted Man.

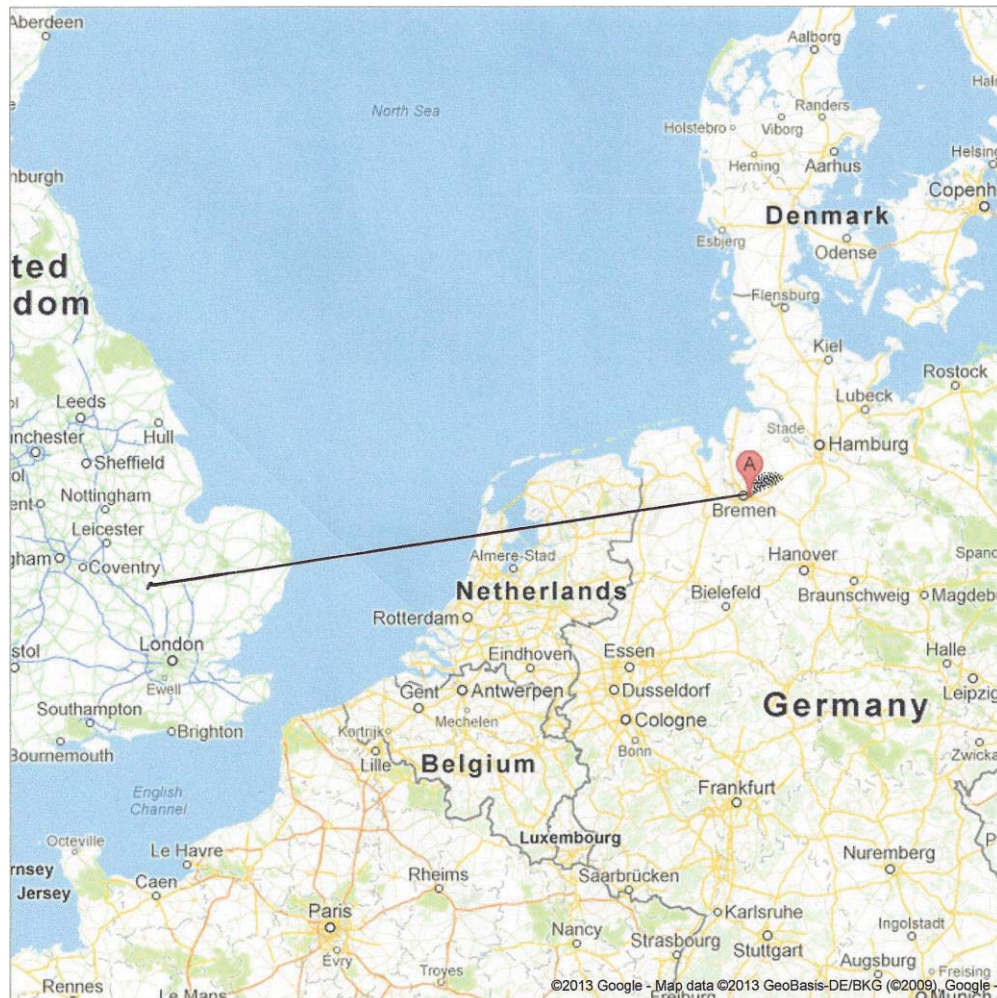
✓ ROBERT H. SMITH, O-725541, 1st Lieutenant, 423rd Bombardment Squadron (H), Army Air Forces, United States Army. For extraordinary achievement, while serving as Pilot of a B-17 airplane on a bombardment mission over Germany, 21 May 1943. After the bombing run anti-aircraft fire disabled two engines of Lieutenant Smith's airplane, but by skilful maneuvering he managed to maintain his position in the formation until enemy fighter planes disabled a third engine, thus forcing him out of formation. Ten enemy fighter planes immediately concentrated their attacks on this lone airplane, starting fires in two compartments of the plane and destroying the oxygen system. Displaying exceptional courage and superb airmanship, Lieutenant Smith maneuvered his airplane so skilfully during the running fight, which lasted more than an hour, that his crew destroyed most of the attacking planes and warded off the balance. Upon reaching the English Channel, Lieutenant Smith performed a perfect crash landing on the water when the fourth and last engine ceased to function. The entire crew was rescued some thirty hours later by an Air-Sea Rescue boat. The actions of Lieutenant Smith on this occasion were responsible for the safe return of all members of his crew and reflect the highest credit upon himself and the Armed Forces of the United States. Home address: 1008 North First St., Lamesa, Texas.

HUGH E. PHELAN, O-726068, 2nd Lieutenant, 306th Bombardment Group (H), Army Air Forces, United States Army. For meritorious achievement, while serving as Group Bombardier on a B-17 airplane on a bombardment mission over Germany, 19 May 1943. Displaying great courage and skill, Lieutenant Phelan despite constant attacks by enemy fighter planes effected a perfect bombing run over the target. The courage, coolness and skill displayed by Lieutenant Phelan on this occasion contributed materially to the success of an important bombing mission and reflect the highest credit upon himself and the Armed Forces of the United States. Home address: Route #2, Malvern, Arkansas.

Scarlet 42-5720 and Her Crew

Bremen, Germany Raid - Jun 13, 1943

The next mission flown in June was on Sunday June 13, 1943 to Bremen, Germany. Lt. Robinson and Lt. Tillery flew with Capt. O'Hara. Lt. Berryman H. Brown flew with Lt. McKearn. Lt. Robert H. Smith is back from his recuperation from his experience of May 21st in the North Sea and flew on this mission to Bremen, Germany. This would be his seventeenth and last mission flown. He would be returned to the U.S. in early July.



Target: BREMEN GERMANY Naval U-boat yards (122 aircraft) - June 13, 1943

Scarlet 42-5720 and Her Crew

367th Bomb Squadron Mission Report

"Bremen - On a mission to the submarine building works, this squadron furnished seven A/C of a total of 28 306th planes. All seven bombed the target and returned safely, including the crews of **Capt. Richard K. O'Hara**, Lts. Lawrence Kooima, James Johnson, William McKearn, Dinwiddie Fuhrmeister and Thomas Witt, and F/O C. D. Brown. Although the A/C from this squadron received flak damage, the results were satisfactory even though bombs were dropped through a very effective smoke screen laid down by the enemy. Lt. Witt's A/C was knocked out of formation when hit by flak, and although one engine was knocked out he managed to catch the formation again and returned safely to base." *source: 367th Combat Diary*

423rd Bomb Squadron Mission Report

"The target to day was the dock area of Bremen. Maj. John L. Lambert, 423rd C.O., with Capt. Raymond J. Check, led the formation. Others were Lts. Leroy Sug, William H. Marcotte, Ralph W. Jones, **Robert H. Smith**, Roy C. Kelley, Frank M. Kackstetter and Thomas E. Logan. The weather was clear and the target could be seen, despite a considerable smoke screen. However, flak was a different story. This located us accurately and then just about the time we were ready to drop our bombs they sent up a heavy barrage which hit nearly every ship in the group, including all but two of our own. All planes dropped their bombs on the target, but Lt. Marcotte's plane could not keep up. He was last seen by us, going down under control, in the target area. At least eight chutes were seen." *source: 423rd Combat Diary*

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

15. SQUADRON 367 368 369 423 A/C Number 306 Letter P Date 13/6/43

Bomb Load 10x500 (H.E.) Incend. Position in Formation (H)

Time Took Off _____ Time Landed 1310

	X	X	X	(X)
	X	X	X	X
	X	X	X	X
1. HOT NEWS to be phoned-in? Yes No	X	X	X	X

Details: none

CREW: Give Rank and Initials

Friendly a/c in any kind of distress? (Give position, time, altitude, full details)

1. TARGET ATTACKED:

Primary Time: 09.57 S/S R O'Hara Pilot

Alternate Height: 22,600 S/S LL Robinson CO-P

Last Resort Heading: 60° mag. S/OB. Tillery Nav.

Duration Bomb Run: Merminic action from 1.P.m. S/A. FX. Pitigo Bomb.

S/S HM Brown Radio

S/S W.M. Fahrhold Top T.

S/S W.G. Hicks Ball T.

S/S W.J. Standish R. Waist

S/S C.H. Clark L. Waist

S/S E.E. Kennedy Tail G.

2. Number of BOMBS dropped on target: 10. Jettisoned: Returned: abortive:

3. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: All action covered by bombs. Bombs should have dropped in back area.

Other Bombing: Didn't see bomb site - jiggled off lead

4. Any PHOTOGRAPHS taken: (Yes?) No?

5. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: none.

6. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn, reason for returning early, and disposition of bombs.)

Beltin as scheduled.

7. WEATHER: (If it affected mission) mod. as briefed - called bomb out in rearcoast

8. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of a/c	Type (light, heavy, intense, moderate or slight)	Color of bursts	Location of Bursts in relation to a/c	Accuracy
9.50	Brown	22,600	On apparent barrage just after passed actual target which hit 1st 3 groups just and inaccurate for us. Then up in big bunch. Not hit by flak.			

Crew observations about flak: Bomb run to hit accurately leader of 103rd combat group Beltin.

Mission Interrogation Form Showing O'Hara, Robinson, Tillery - June 13, 1943

Scarlet 42-5720 and Her Crew

(2)

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 794 Letter K Date 13 June 43

Bomb Load 10 X 500 H.E. Incend.

Time Took Off 057 Time Landed 1310

Position in Formation

				X	
	X	X	X	X	X
	X		X	X	X
	X	X	X	X	X
	X				X

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

1317 go down over target.

Sgt McKeam Pilot
Lt B.H. Brown CO-P
Lt J.Y. Fogarty Nav.
Lt R.L. Alexander Bomb.
Sgt G.W. Duggan Radio
Sgt G.W. Duggan Top T.
Sgt J.F. Pedersen Ball T.
Sgt L. McGeary R. Waist
Sgt R.Y. Wilson L. Waist
Sgt J.D. Wheeler Tail G.

2. TARGET ATTACKED:

Primary Time: 950
Alternate Height: 25000
Last Resort Heading: 55
(circle)
Duration Bomb Run:
60"

3. Number of BOMBS dropped on target all Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: not visible

Other bombing: first A/C over

5. Any PHOTOGRAPHS taken: Yes? (No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
as ordered

8. WEATHER: (If it affected mission) Good

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of a/c	Type (light, heavy) intense, moderate or slight	Color of bursts	Location of Bursts in relation to a/c	Accuracy
<u>target - Bremen 25000 heavy intense black level accurate</u>						
<u>small bunches of 8</u>						
Crew observations about flak: _____						

Mission Interrogation Form Showing B. H. Brown - June 13, 1943

Scarlet 42-5720 and Her Crew

(No)

Composite

INTERROGATION FORM

SQUADRON 367 368 369 423 a/c Number 777 Letter Date 12/6/43

Bomb Load 10x500 H.E. Incend.

Position in Formation

Time Took Off 6:42 Time Landed

1. HOT NEWS to be phoned in? Yes No

Details: B-17 hit after dropping bombs went down in Central Spain 3 Chutes seen to come out

Crew: Give Rank and Initials

Friendly a/c in any kind of distress? (Give position, time, altitude, full details)

- Lt. R.H. Smith Pilot
- Lt. R. McCallum SO-P
- Sgt. W.J. Gray Gunner
- Sgt. J.E. Sanders Bomb.
- Sgt. J.K. Kern Radio
- Sgt. B.S. Buchanan Top T.
- Sgt. J.L. Hooks Ball T.
- Sgt. J.F. Smith R. Waist
- Sgt. J.C. Warminski L. Waist
- Sgt. H.C. Cordery Tail G.

2. TARGET ATTACKED:

Primary Time: 9:50 hrs? Height: 7,500' Last Resort Heading: (circle) Duration Bomb Run: Had no navigator

3. Number of BOMBS dropped on target: 10x500 Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Intarget area
Other Bombing: Large concentration in target area

5. Any PHOTOGRAPHS taken: Yes? No? (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

About as ordered

8. LEATHER: (If it affected mission) Clear

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of a/c	Type (light, heavy, moderate or light)	Intensity	Color of bursts	Location of Bursts in relation to a/c	Accuracy
9:50	Target	7,500	Heavy	Intense	Black	Accurate	Aimed

White flak bursts above and gray bursts below.

Crew observations about flak:

Mission Interrogation Form Showing Robert H. Smith - June 13, 1943

Scarlet 42-5720 and Her Crew

Huls, Germany Raid - Jun 22, 1943

The next mission flown by the Scarlet crew was nine days later on Tuesday June 22, 1943 to Huls, Germany. Flying with Capt. O'Hara was copilot, Berryman H. Brown; navigator, Otis B. Tillery; bombardier, Hugh E. Phelan; radio operator, William H. Mountain; engineer/top turret gunner, Charles A. Sheffield; ball turret gunner, Paul A. Fetkiw; right waist gunner, Maynard E. Nelson; left waist gunner, James J. Garriss; and tail gunner, Harold F. Strom. Lt Laek L. Robinson was flying as pilot with his own crew.



Target: HULS GERMANY Industry oil refinery (183 aircraft) - June 22, 1943



Huls, Germany June 22, 1943

Scarlet 42-5720 and Her Crew



Huls, Germany June 22, 1943



Huls, Germany June 22, 1943

367th Bomb Squadron Mission Report

"Huls - Twenty-four A/C of the 306th Group took off at 0635 hours to bomb the synthetic rubber plant at Huls, Germany. Capt. Richard K. O'Hara, Lts. Thomas Witt, Lawrence Kooima and James Johnson, and F/O Carl F. Brown and their crews represented the 306th. Our planes received flak damage. Bombing results were excellent in this, our first venture into Happy Valley. Lt. Johnson's ship failed to return." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 894 Letter 0 Date YY-6-43

Bomb Load 10x500 H.E. Incend. Position in Formation

Time Took Off 6:45 Time Landed 11:30

	X	X	X	X
	X	X	X	X
	X	X	X	X
	X	X	X	X
	X	X	X	X
	X	X	X	X

1. HOT NEWS to be phoned in? Yes No
 Details: on target - 1 chute - spinning.

CREW: Give Rank and Initials

① Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)
off target - smoking

② more 5 minutes later
losing altitude - 4 chutes
out of one -

2. TARGET ATTACKED:

Primary	Time:	<u>9:41</u>	<u>O'Hara</u>	Pilot
Alternate	Height:	<u>24000</u>	<u>F/Lt B.H. Brown</u>	CO-P
Last Resort (circle)	Heading:	<u>1110</u>	<u>2nd Lt O.B. Tillery</u>	Nav.
Duration Bomb Run:		<u>400</u>	<u>1st Lt H.E. Phelan</u>	Bomb.
			<u>T/Sgt W.H. Mountain</u>	Radio
			<u>T/Sgt C.A. Sheffield</u>	Top T.
			<u>S/Sgt P. Fetkiw</u>	Ball T.
			<u>S/Sgt M.E. Nelson</u>	R. Waist
			<u>S/Sgt J.J. Garris</u>	L. Waist
			<u>S/Sgt W.F. Strom</u>	Tail G.

3. Number of BOMBS dropped on target: 8 Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)
BROUGHT BACK

Own Bombs: Dropped on lead ship - did not see target.

Other Bombing: 2 hung on racks -

5. Any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
OK -

8. LEATHER: (If it affected mission) 4 to 6/10 clouds -

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy) or intensity	Color of bursts	Location of bursts in relation to A/C	Accuracy
	<u>1st Group had hit</u>					

Crew observations about flak: _____

Mission Interrogation Form Showing O'Hara, Brown, Tillery, Phelan, Mountain, Sheffield, Fetkiw, Nelson, Garris, Strom - June 22, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 554 Letter _____ Date June 22

Bomb Load 10x500 H.E. Incendi _____ Position in Formation _____

Time Took Off _____ Time Landed _____

1. HOT NEWS to be phoned in? Yes No

Details:

305

① B-17 down over T. in slow spin -
1 chute out - then under control again

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

CREW: Give Rank and Initials

1st Lt. L. Robinson Pilot

② (5 min. after T.)

B-17 on course but below to left -
2 chutes out - still straight & level

2nd Lt. W. J. Kachmier CO-P

③ (10 min. after)

B-17 on fire under control
Group ahead

2nd Lt. F. X. Pierce Bomb

2. TARGET ATTACKED:

Primary Time: 9:42

Alternate Height: 24,400

Last Resort Heading: 120°
(circle)

Duration Bomb Run: 1 min (9)

T/s R. G. Shultz Radio

T/s J. W. Walkenhorst Top T.

S/s Mr. Causey Ball T.

S/s L. J. Eusef R. Taist

S/s W. J. Hiller L. Taist

S/s C. M. Roberts Tail G.

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Couldn't see target thru clouds

Other Bombing:

Big yellow explosion about time group bomb
hit - high light smoke

5. Any PHOTOGRAPHS taken? Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. BOMB (If different than ordered) (If NEGATIVE give time, place, height of turn, reason for returning early, and disposition of bombs.)

(Formation broke up at coast going in)
wandered - somewhat N. of I.P. after T. were
on course

8. SPOTTER: (If it affected mission)

2/10 of in Target Area

9. SPOT: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy, intense, moderate or slight)	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

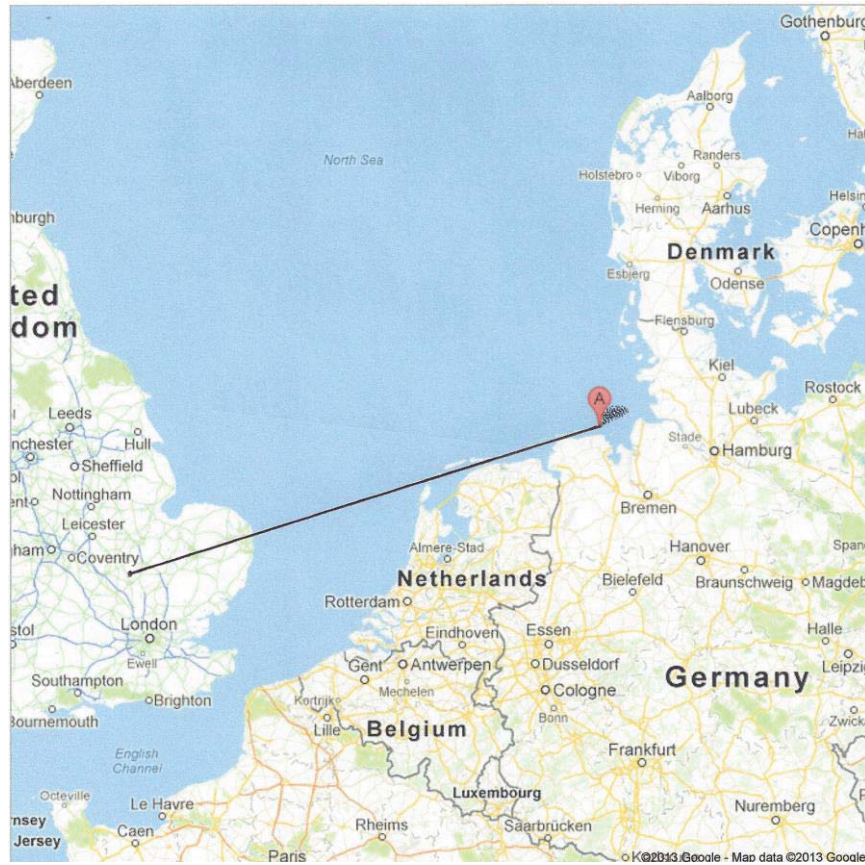
Wheland - Some Heavy - some light - not close to this a/c
Short of T. - a little heavy
T. - Continuous following - moderate - ahead & to right
Crew observations about Flak: same level

Mission Interrogation Form Showing Lack L. Robinson - June 22, 1943

Scarlet 42-5720 and Her Crew

Wangerooge Isle, Netherlands Raid - Jun 25, 1943

On Friday June 25, 1943 three days later the next mission was flown to Wangerooge Isle, Netherlands. Capt. Richard K. O'Hara was flying as copilot with Lt. Col. Robinson the new Group Comander. Also flying with them was Otis B. Tillery, W. H. Mountain, C. A. Sheffield, P. A. Fetkiw, M.E. Nelson, and J. J. Garris.



Target of Opportunity: WANGEROOGE ISLE NETHERLANDS (149 aircraft) - June 25, 1943

367th Bomb Squadron Mission Report

"Germany - Twenty-five A/C took off at 0550 to bomb Hamburg. There was a complete overcast over Germany, necessitating the bombing of a target of opportunity. Results of the bombing were not observed. One A/C failed to return, old #180, a veteran of 32 missions and piloted by Lt. Thomas E. Logan, 423rd. **Capt. Richard K. O'Hara's** crew carried Lt. Col. George L. Robinson, The new Group commander, on his first mission with the 306th. Other crews from the 367th were Lt. Dinwiddie Fuhrmeister, Thomas Witt, Lawrence Kooima and Leak L. Robinson. E/A opposition was considerable with 75 to 100 planes attacking various 8th AF planes. The Group claims 4-5-2. Once again air to air bombing was reported. Two members of Lt. Kooima's plane were credited with downing FW 190s: S/Sgts. Fredeick E. Hutchinson and Stanley J. Couvillion." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 368-369-423 A/C Number 873 Letter Y Date 25-6-43

Bomb Load 40x500 H.E. Incendi Position in Formation

Time Took Off 5:50 Time Landed 11:30

	X	X	X	X	X	X	X
	X	X	X	X	X	X	X
	X	X	X	X	X	X	X
	X	X	X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No

Details: Before bombs - 1 B-17 seemed to turn toward Germany

Friendly A/C in any kind of distress? (Give position, time, altitude, full details) 7 fighters - pulled off

Camera in cockpit ✓

CREW: Give Rank and Initials

O'Hara CO-P ✓

Tillery Nav. ✓ 11 in

Schulsted NAV ✓

TOLANO Bomb ✓ crew

TSWH Mountain Radio Extra

TS @ A Sheffield Top T. NAV

S/S P Fetkiw Ball T.

S/S M E Nelson R. Laist

S/S J. J. Garris L. Laist

Pt G. W. Benson Tail G. ✓

2. TARGET ATTACKED:

For opportunity Time: 9:02

Alternate Height: 26000

Last Resort Heading: 376 Mag

Duration Bomb Run: none

150 A.S.

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Three holes in cloud - Don't know

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs.)

OK to English Coast - East of London - Hit German Coast at Nordney, East of London

8. WEATHER: (If it affected mission) 10/10 from Eng Coast.

9. FLAK: Encountered on way out, at target and on way home. West of Schiermonnikoog - out over

Time	Place	Height of A/C	Type (light or heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
<u>4 bursts on way out -</u>						
<u>Saw 24 bursts whole trip.</u>						

Crew observations about Flak:

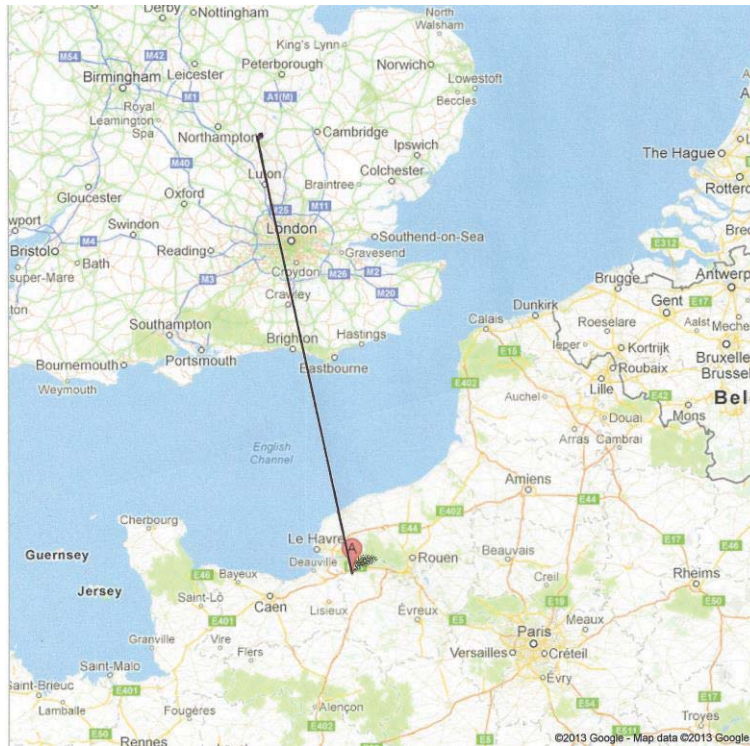
Mission Interrogation Form Showing O'Hara, Tillery, Mountain, Sheffield, Fetkiw, Nelson, Garris - June 25, 1943

Capt. O'Hara has a picture of something that was dropped from a FW 190. Note that they had a camera in the cockpit on the IR.

Scarlet 42-5720 and Her Crew

Tricqueville, France Raid - Jun 26, 1943

The next day another mission was flown on Saturday June 26, 1943 to Tricqueville, France. Capt. O'Hara was mentioned in the 367th Combat Diary for this mission but no Interrogation Reports are available. It is assumed that his regular crew was with him on this mission. Lt. Laek L. Robinson was also on this mission.



Target: TRIQUEVILLE FRANCE Airfield (39 aircraft) - June 26, 1943



Tricqueville, France June 26, 1943

Scarlet 42-5720 and Her Crew

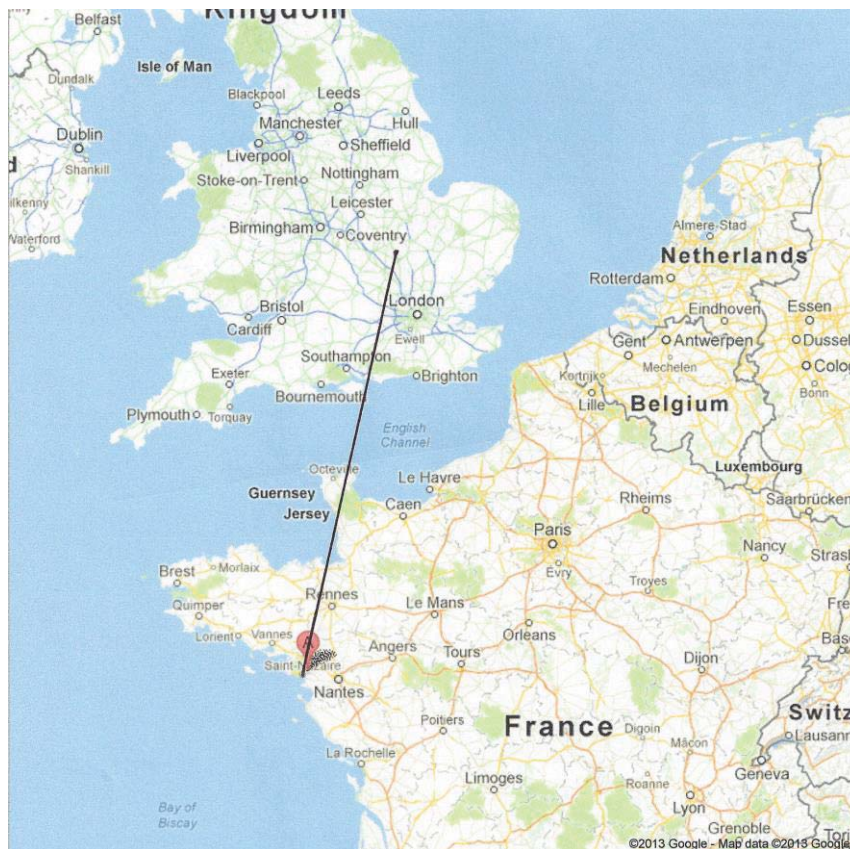
367th Bomb Squadron Mission Report

"Triqueville - **Capt. Richard K. O'Hara** and Lts. Dinwiddie Fuhrmeister, Thomas Witt, Lawrence Kooima and **Laek L. Robinson** participated in the mission. The 21 A/C took off at 1555 and two returned early. Bombing results were unobserved due to a violent attack just as bombs were away. Nine to 12 E/A dove from above on the formation out of the sun just as bombs were away. In all, about 25 FW 190s and ME 109s went through. The 306th claims were 4-2-0. Sgts. Hutchinson and Couvillion, stars of yesterday's encounter, again claim FW 190s destroyed.

Although all aircraft returned to base, Capt. Raymond Check, 423rd pilot, was killed on his 25th mission, Lt. Col. J. W. Wilson, flying with Check, was severely burned. Three other crew members were injured, and Lt. Lionel Drew, bombardier, bailed out over France in the excitement." *source: 367th Combat Diary*

St. Nazaire, France Raid - Jun 28, 1943

Two days later the next mission was flown on Monday June 28, 1943 to St. Nazaire, France. Again **Capt. O'Hara** was mentioned in the 367th Combat Diary for this mission but no Interrogation Reports are available. It is assumed that his regular crew was with him on this mission. Lt. Laek L. Robinson was not mentioned as being on this mission.



Target: ST. NAZAIRE FRANCE Naval U-boat base (158 aircraft) - June 28, 1943

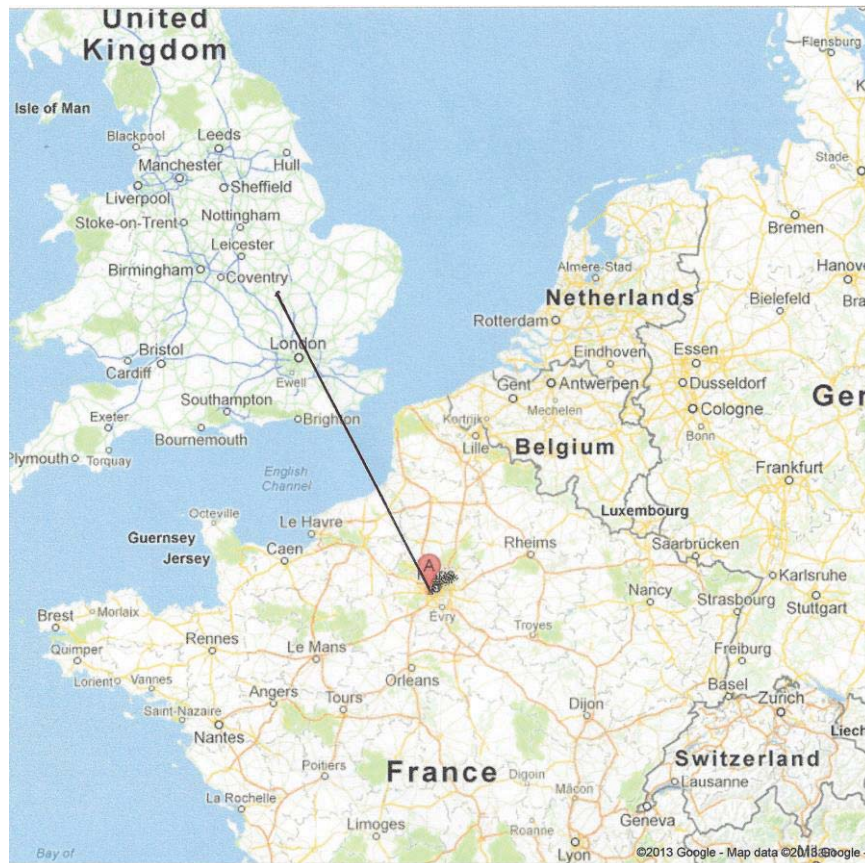
Scarlet 42-5720 and Her Crew

367th Bomb Squadron Mission Report

"St. Nazaire - Twenty-one aircraft took off at 1430 hours. **Capt. Richard K. O'Hara**, and Lts. Dinwiddie Fuhrmeister, Thomas Witt, William McKearn and Lawrence Kooima flew for the 367th. Bombing results were good and all A/C returned safely. Flak was relatively light. E/A opposition was moderate. The Group claimed 3-0-0. Air to air bombing was unsuccessful. S/Sgt. R. J. Daly, tail gunner on Lt. Keith Conley's ship, was KIA." *source: 367th Combat Diary*

Villacoublay, France Raid - Jun 29, 1943

The next day another mission was flown on Tuesday June 29, 1943 to Villacoublay, France. Crew flying with Capt. O'Hara was copilot B. H. Brown, O. B. Tillery, P. A. Fetkiw, M. E. Nelson, W. H. Mountain and H. F. Strom.



Target: VILLACOUBLAY FRANCE Airfield - June 29, 1943

367th Bomb Squadron Mission Report

"Villacoublay - Twenty-one A/C of the 306th took off at 1740 hours to bomb Villacoublay. The formation encountered 10/10ths clouds from LaHavre to the I.P., so returned to the base at 2200 hours with their bombs. **Capt. Richard K. O'Hara** and F/O Carl D. Brown flew for 367th. Although attacked by 25-20 E/A, all ships returned safely,

Scarlet 42-5720 and Her Crew

with claims of 0-4-0. There were no casualties. This was our second attempt in a week to get this target." source: 367th Combat Diary

70 (earlier)

①

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 766 Letter G Date 29-6-43

Bomb Load 10x500 H.E. Incend. _____

Time Took Off 17:00 Time Landed 21:30

Position in Formation HI
92nd

	X		X	X		X
X	X		X	X		X
X			X	X		X
X	X		X			X
X						X

1. HOT NEWS to be phoned in? Yes No
Details: _____

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

1P800

2. TARGET ATTACKED:

Primary Time:
Alternate Height:
Last Resort Heading:
(circle)
Duration Bomb Run:

Crew: Give Rank and Initials

O'Hara Pilot
Brown CO-P
Tillery Nav.
J.F. Costal Bomb.
H.M. Brown Radio
Winkowski Top T.
Fetkiw Ball T.
Nelson R. Laist
Mountain L. Laist
Strom Tail G.

3. Number of BOMBS dropped on target: Jettisoned: returned abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)
Own Bombs: _____
Other Bombing: _____
Brought Back

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
went to 1P + came back -

8. WEATHER: (If it affected mission)
Overcast 10/10 - from Bellemeuse to Bellemeuse

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type of burst or effect	Intensity	Color of bursts	Location of bursts in relation to A/C	Accuracy
	<u>Little at Dieppe -</u>					<u>Little at Rouen -</u>	
	<u>High</u>					<u>Low</u>	

Crew observations about flak: _____

Mission Interrogation Form Showing O'Hara, Brown, Tillery, Mountain, Fetkiw, Nelson, Strom - June 29, 1943

Scarlet 42-5720 and Her Crew

The following announcement was in the 367th Combat Diary at the end of June 1943:

"367th officers and enlisted men completing their 25-mission combat tours during the month were Capts. William J. McKearn and John H. Dexter, T/Sgt. George Klucick, and S/Sgts. **James J. Garris**, Chester Wendoloski and William G. Hicks." *source: 367th Combat Diary*

Listed in the 423rd Decorations in June was **Distinguished Flying Cross** awarded to **Robert H. Smith**. *source: 423rd Combat Diary*

James J. Garris's Twenty Five Missions

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	1/27/1943	42-5180	Un-Named	1st Lt. Warren George Jr.		x	x
2	2/2/1943	42-5171	Un-Named	1st Lt. Warren George Jr.			x
3	2/16/1943	42-30714	Hustlin' Sue	Lt. Pervis E. Youree		x	
4	2/27/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
5	3/6/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Turned Back	3/8/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
6	3/12/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
7	3/13/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
8	3/18/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
9	3/22/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
10	3/28/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
11	4/4/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
12	4/5/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	x
13	4/16/1943	42-29554	Maryland, My Maryland	Lt. K. A. Reecher		x	
Aborted Mission Oxygen Blew	4/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
Aborted Mission Turned Back	5/1/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
14	5/13/1943	42-5306	Un-Named	Col. James W. Wilson		x	
15	5/14/1943	42-29794	Un-Named	1st Lt. William J. McKearn		x	
16	5/15/1943	42-29794	Un-Named	Capt. Richard K. O'Hara		x	x
17	5/17/1943	42-5720	Scarlet	Capt. Richard K. O'Hara		x	
18	5/19/1943	42-5306	Un-Named	Capt. John M. Regan		x	
19	5/21/1943	42-5086	Un-Named	Col. James W. Wilson		x	
20	5/29/1943	42-29894	Un-Named	Capt. Richard K. O'Hara		x	
21	6/22/1943	42-29894	Un-Named	Capt. Richard K. O'Hara		x	

Scarlet 42-5720 and Her Crew

22	6/25/1943	42-29823	Un-Named	Col. George Robinson		x	
23	6/26/1943		Un-Named	Capt. Richard K. O'Hara			
24	6/28/1943		Un-Named	Capt. Richard K. O'Hara			
25**							

***Note: CD = Combat Diary, IR = Interrogation Report, LL = Loading List**

Yellow indicates missions that Richard O'Hara flew but no Interrogation Report was available to determine the crew.

Robert H. Smith was on a TWA flight from Prestwick, Scotland to LaGuardia Airport, New York on July 2, 1943. By my records he only had some sixteen combat flights by that time but had been shot down, received the DFC and his crew had set an all time record of downing eleven enemy aircraft on one flight. Robert H. Smith would be the first original crew member of the Scarlet to return to the U.S.

Robert H. Smith's Seventeen Missions

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	2/27/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
2	3/6/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
3	3/6/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
Aborted Mission Turned Back	3/8/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
4	3/12/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
5	3/13/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
6	3/18/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
7	3/22/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
8	3/28/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
9	4/4/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
10	4/5/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	x
11	4/17/1943	42-29524	Meathound	Lt. Robert H. Smith		x	
12	5/14/1943	42-29666	Dearly Beloved	Lt. Robert H. Smith		x	
13	5/15/1943	42-29666	Dearly Beloved	Lt. Robert H. Smith		x	x
14	5/17/1943	42-29666	Dearly Beloved	Lt. Robert H. Smith		x	
15	5/19/1943	42-29666	Dearly Beloved	Lt. Robert H. Smith		x	
16	5/21/1943	42-29666	Dearly Beloved	Lt. Robert H. Smith		x	
17	6/13/1943	42-29777	Peck's Bad Boys	Lt. Robert H. Smith		x	

***Note: CD = Combat Diary, IR = Interrogation Report, LL = Loading List**

Yellow indicates missions that Richard O'Hara flew but no Interrogation Report was available to determine the crew.

Scarlet 42-5720 and Her Crew

Robert H. Smith Returns To The U. S. - Jul 2, 1943

New York, Passenger Lists, 1820-1957

Name: **Robert H Smith**
 Arrival Date: **2 Jul 1943**
 Birth Date: **abt 1920**
 Age: **23**
 Ethnicity/Nationality: **American**
 Port of Departure: **Prestwick, Scotland**
 Port of Arrival: **LaGuardia Airport, New York, New York**
 Airline: **Trans World Airlines**
 Search Ship Database:

Form 100-A
 U. S. DEPARTMENT OF JUSTICE
 DIVISION OF IMMIGRATION

List 1

LIST OR MANIFEST OF ALIEN PASSENGERS FOR THE

ALL ALIENS arriving at a port of continental United States from a foreign port or a port of the insular possessions of the United States, and all aliens arriving at a port of said insular possessions from a foreign port
This (roll)

S.S. Scarlet 137279 Passengers sailing from _____

U. S. DEPARTMENT OF JUSTICE
 Immigration and Naturalization Service
 AIR TRANSPORT SERVICE
 PASSENGER LIST - FOREIGN

Plane No. 137279 Date 2 July 1943
 From Prestwick, Scotland Arriving at La Guardia Field
 Date 2 July 1943

DEPARTMENT OF JUSTICE
 IMMIGRATION AND NATURALIZATION SERVICE
 NEW YORK, N. Y.

CREW MANIFEST FOR AIRPLANE

PLANE NO. 137279 DEPARTMENT OF JUSTICE
 (Nationality) Registry
 LANDING AT La Guardia Field (Date)
 FROM Prestwick, Scotland
 CONSIGNED TO La Guardia Field, New York

LAST NAME	FIRST NAME	RANK	SERIAL NO.	NATIONALITY	AGE
1. Katelina	Jerry T.	Brig. Gen.	0-7498	US	46
2. Palmer	Philip R.	1st Lt	0-72718	"	26
3. Hopper	Richard E.	1st Lt	0-72806	"	23
4. Murray	Guy H.	Capt	0-724058	"	24
5. Walker	William G.	1st Lt	0-71622	"	23
6. Barnes	Ernest D.	Capt	0-45794	"	24
7. Walker	Olyde E.	Maj	0-409073	"	24
8. Jacobson	Robert E.	1st Lt	0-660393	"	26
9. McNeill	Carl H.	Capt	0-499777	"	24
10. Pett	David	Capt	0-431038	"	29
11. Hanes	Eugene G.	1st Lt	0-442509	"	24
12. Jango	Sylvain R.	Maj	0-27251	"	36
13. Wolfard	Robert T.	Capt	0-78481	"	27
14. Smith	Robert H.	1st Lt	0-78541	"	23
15. Hall	Robert E.	S/Sgt	1911681	"	32
16. Tallant	Albert W.	Capt	0-409427	"	27
17. Hannan	John R.	1st Lt	0-459006	"	23
18. Cummings	Joseph P.	S/Sgt	1708335	"	24
19. Tabor	Kenneth R.	S/Sgt	1604869	"	22
20. Wilson	Frederick H.	S/Sgt	16039109	"	28
21. Blund	William J.	S/Sgt	16018290	"	21
22. Kemble	Donald W.	S/Sgt	13005876	"	20
23. Howell	Lee	Capt	0-35951	"	

U.S. OF
 U.S. OF
 U.S. OF
 U.S. OF

U.S. Declaration Officer: _____
 Capt. James H. [Signature]
 U.S. Declaration Office

Subscribed and sworn to before me this 2 day of July 1943
 at La Guardia Field
 New York

Immigrant Inspector
 [Signature]

A number of newspaper articles in West Texas occurred during the May through July 1943 time frame about Robert H. Smith of Lamesa, Texas. The first article occurred in the Abilene Reporter News on Friday May 14, 1943 just a week before his ill fated mission to Kiel, Germany.

Scarlet 42-5720 and Her Crew

West Texas Receive Awards For Valor

Awards for valor and exceptional performance have been made six officers of this area for action with the United States Eighth Air Force in England, the War Department announced Friday.

They are 1st Lt. William C. Butler, Brownwood; 1st Lt. Paul G. Williams, Dublin; 1st Lt. Jack W. Mathis, San Angelo (posthumous); 2nd Lt. William H. Springstun, Big Lake; S-Sgt. Robert G. Adams, Stephenville; and **2nd Lt. Robert H. Smith, Lamesa.**

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Abilene Reporter News - Friday May 14, 1943



NAZI KILLER — First Lt. Robert H. Smith of Lamesa, Tex., piloted a Flying Fortress which shot down 11 enemy planes over Wilhelmshaven to establish a new record for the European theater of operations, the Eighth United States Air force announced. Crippled, the Fortress plunged into the North sea on its return flight, but all the crew was saved.

Abilene Reporter News
Thursday, June 3, 1943



FIRST LIEUT. Robert H. Smith, of Lamesa, piloted a Flying Fortress which shot down 11 enemy planes over Wilhelmshaven to establish a new record for the European theater of operations, the Eighth United States Air Force announced May 31. Crippled, the Fortress plunged into the North Sea on its return flight, but all the crew were saved.

Amarillo Dailey News
Friday, June 4, 1943

Scarlet 42-5720 and Her Crew

West Texas' newest grand scale hero is 1st Lt. Robert H. Smith of Lamesa. The Flying Fortress piloted by Smith shot down 11 enemy planes over Wilhelmshaven. The plane was crippled and plunged into the North sea, but all aboard were rescued.

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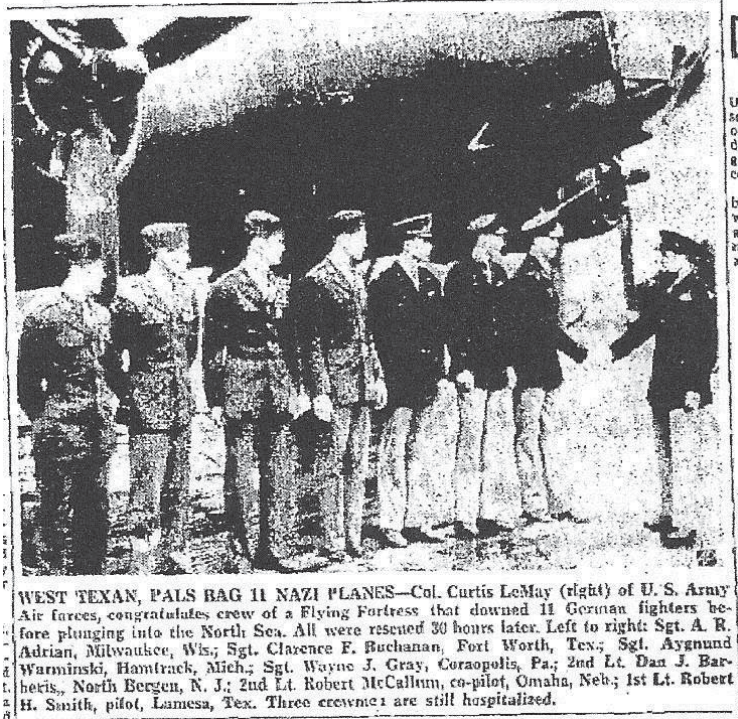
Abilene Reporter News Sunday, June 6, 1943

Among the Panhandle's service men, several names made the news last week. Robert H. Smith of Lamesa was announced in England as the pilot of a Fortress that set a new record for the European theater by shooting down 11 German fighter planes in a raid over Wilhelmshaven.

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Amarillo Globe, Tuesday, June 8, 1943

WEST TEXAN, PALS BAG 11 NAZI PLANES - Col Curtis LeMay (right) of U.S. Army Air Forces, congratulates crew of a Flying Fortress that downed 11 German fighters before plunging into the North Sea. All were rescued 30 hours later. Left to right: Sgt. A. R. Adrain, Milwaukee, Wis.; Sgt. Clarence F. Buchanan, Fort Worth, Tex.; Sgt. Aygnand Warminski, Hamtrack, Mich.; Sgt. Wayne J. Gray, Coraopolis, Pa.; 2nd Lt. Dan J. Barberis, North Bergen, N.J.; 2nd Lt. Robert McCallum, co-pilot, Omaha, Neb.; 1st Lt. Robert H. Smith, pilot, Lamesa, Tex. Three crewmen are still hospitalized.

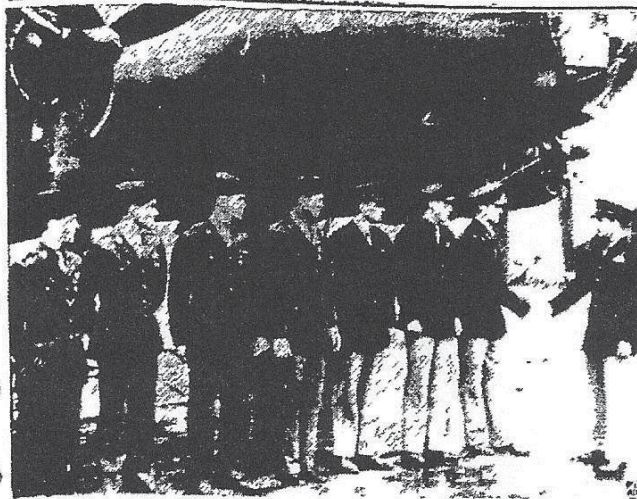


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Abilene Reporter News Saturday, June 12, 1943

Scarlet 42-5720 and Her Crew

Sunday, June 13, 1943



BAG 11 GERMANS—Col Curtis LeMay, right, of U. S. Army Air Forces, congratulates the crew of a Flying Fortress that downed 11 German fighters before plunging into the North Sea. All were rescued 30 hours later. Left to right, Sgt. A. R. Adrian, Milwaukee, Wis.; Sgt. Clarence F. Buchanan, Fort Worth, Tex.; Sgt. Aygnund Warminski, Hamtrack, Mich.; Sgt. Wayne J. Gray, Coraopolis, Pa.; 2nd Lieut. Dan J. Barbers, North Bergen, N. J.; 2nd Lieut. Robert McCallum, co-pilot, Omaha, Neb.; 1st Lieut. Robert H. Smith, pilot, Lamesa, Tex. Three crewmen are still hospitalized.

Valley Morning Star (Harlingen, Texas) Sunday, June 13, 1943

Lamesa to Honor Hero of World War II Today

Lamesa, June 14 - Dawson county, named for a hero in the Texas-Mexican war, planned to turn out tomorrow in honor of a Lamesa hero in World War II.

Tomorrow is the 23rd birthday anniversary of first Lt. Robert H. Smith, but he won't be here for the bond-buying celebration staged in his honor.

He is over in England where his Flying Fortress crew recently was credited with shooting down 11 German planes - a new record. On his crew were two other Texans, Billy J. Lamb of Belton and Clarence F. Buchanan of Fort Worth. Lamb got two of the Nazi planes and Buchanan one.

One of Lamesa's newspapers, the Dawson County Courier, came out a day earlier this week so that the editor's desk could be cleared for "Robert H. Smith Day". In advertising and news columns of the current 15 page edition of the Courier, the photograph of the town's hero appeared 14 times. - Abilene Reporter News Tuesday Morning June 15, 1943

Lamesa Turns Out to Purchase Bonds

Lamesa, June 15 - Dawson county came out today for a bond buying celebration in honor of it's hero, Capt. Robert H. Smith of Lamesa.

The captain observes his 23rd birthday anniversary today. He is in England where his Flying Fortress crew recently was credited with shooting down 11 German planes.. new record. - Abilene Reporter News Tuesday Evening June 15, 1943

Lamesa Buys \$50,000 Bond to Honor Hero

Lamesa June 15 - Lamesa paid tribute to one of it's heroes, First Lt. Robert H. Smith, Tuesday by buying \$50,000 in war bonds on his 23rd birthday.

Scarlet 42-5720 and Her Crew

Mrs. Smith was much in evidence on the streets and in banks and stores, urging all to buy. Women of the community had booths in banks and stores, selling to all who would buy.

Flags flew from every business building and most residences. The goal was enough to buy a bomber, and citizens hoped the result would pay for a small bomber, anyway. Lieut. Smith's Flying Fortress crew is credited with shooting down 11 German planes - a new record. - Abilene Reporter News Wednesday Morning June 16, 1943

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Wednesday Morning Jun 17, 1943

Air Hero's Wife Honored

Mrs. Robert H. Smith whose husband piloted a Flying Fortress which set a new Allied record of eleven Nazi planes shot down in a single raid, is presented a bouquet by Lt. Col. Martin Burdette, commander of the West Texas Recruiting Center, during a visit at the 3rd AAF Liaison Training Detachment at Lamesa. Captain Smith, a Dawson county boy, was honored on his 23rd birthday Tuesday with a county-wide bond buying celebration. - Abilene Reporter News Thursday Morning, June 17, 1943

Scarlet 42-5720 and Her Crew



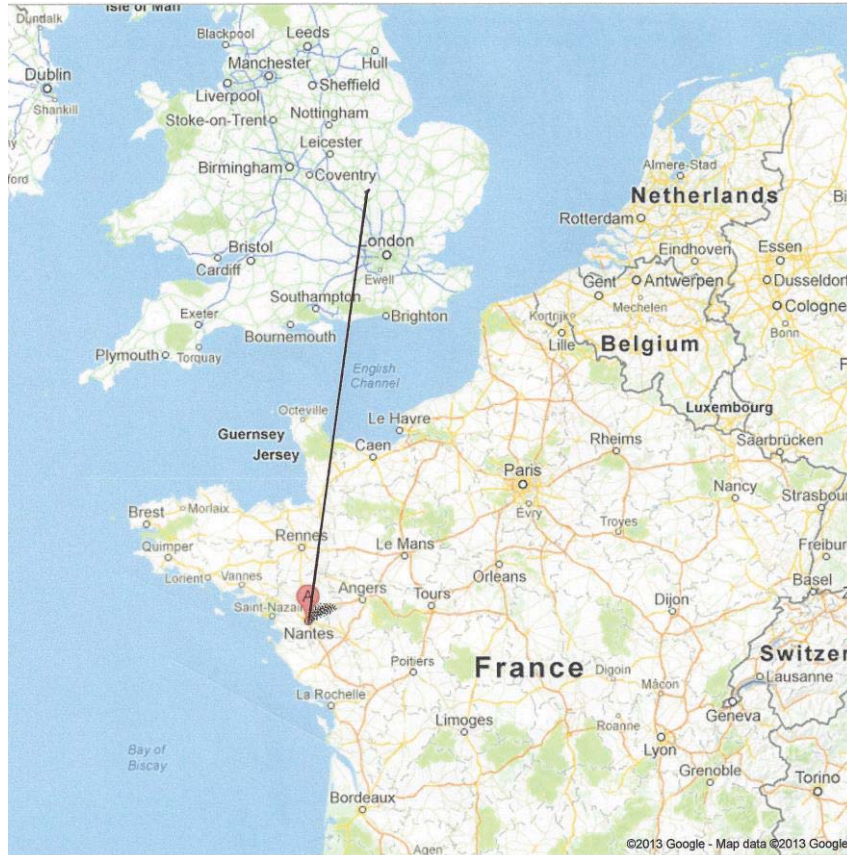
AIR HERO'S WIFE HONORED — Mrs. Robert H. Smith, whose husband piloted a Flying Fortress which set a new Allied record of eleven Nazi planes shot down in a single raid, is presented a bouquet by Lt. Col. Marvin Burdette, commander of the West Texas Recruiting Center, during a visit at the 3rd AAF Liaison Training Detachment at Lamont. Captain Smith, a Dawson county boy, was honored on his 23rd birthday Tuesday with a county-wide head-buying celebration.

Abilene Reporter News Thursday Morning, June 17, 1943

Nantes, France Raid - Jul 4, 1943

First mission flown in July was on Sunday July 4, 1943 to Nantes, France. Flying with Capt. O'Hara on his last mission was B. H. Brown, O. B. Tillery, W. H. Mountain, C. A. Sheffield, P. A. Fetkiw, M. E. Nelson and H. A. Strom. This mission was Capt. Richard H. O'Hara's 25th and completed his tour. Also on this mission was Lt. Laek L. Robinson but he had to abort it because of a run-a-way prop.

Scarlet 42-5720 and Her Crew



Target: NANTES FRANCE Industry Aviation (61 aircraft) - July 4, 1943

367th Bomb Squadron Mission Report

"Nantes - Despite strong fighter opposition, this Group celebrated Independence Day with a very successful attack on an aircraft factory at Nantes. Strike photographs show heavy concentration of bursts grouped on and around the aiming point. Immediately to the north about 12 direct hits on the factory buildings are seen, with at least a further 60 burst immediately around the buildings. Stores and a light railway are among the incidental targets which probably sustained damage in the area. Ten burst were scattered among buildings close to and south of the factory. There is a general feeling among participants that there will be no need for a return engagement. Maj. William S. Raper, squadron commander, led the Group on this very successful mission. Other 367th pilots and crews were **Capt. Richard K. O'Hara**, Lts. Woodrow Thomas and Thomas Witt, and F/O Carl D. Brown. Although we had no fighter cover and E/A attacks were many, all A/C returned to base. No crew injuries were reported. Group score 7-2-3, with no claims made by 367th gunners." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

(12)

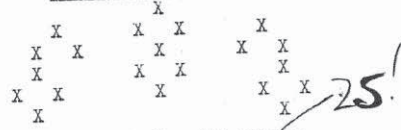
INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 894 Letter _____ Date 4-7-43

Bomb Load 10x500 H.E. Incendi.

Time Took Off 10⁰⁷ Time Landed 16⁴⁰

Position in Formation



1. NOT NEWS to be phoned in? Yes No

Details: 6 parachutes - two miles off French Coast 1308.

Friendly A/C in any kind of distress? (Give position, time, altitude, full details)

7th chute failed to open

CREW: Give Rank and Initials

- O'HARA Pilot
- B.H. Brown CO-P
- Tillery Nav.
- Lt J.W. Lukens Bomb.
- Mountain Radio
- Sheffield Top T.
- Fetkiw Ball T.
- S/S G. Joney - R. Waist ←
- M.F. Nelson - L. Waist
- Strom - Tail G.

2. TARGET ATTACKED:

Primary Time: 12⁴⁷
 Alternate Height: 73000
 Last Resort Heading: 237°
 Duration Bomb Run: 5 MINUTES

3. Number of BOMBS dropped on target: 10x500 Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Wont have to go back

Other Bombing: _____

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (If it affected mission) OK
 9. FLAK: Encountered on way out, at target and on way home. Clear over target (3 clouds in France) - not more than

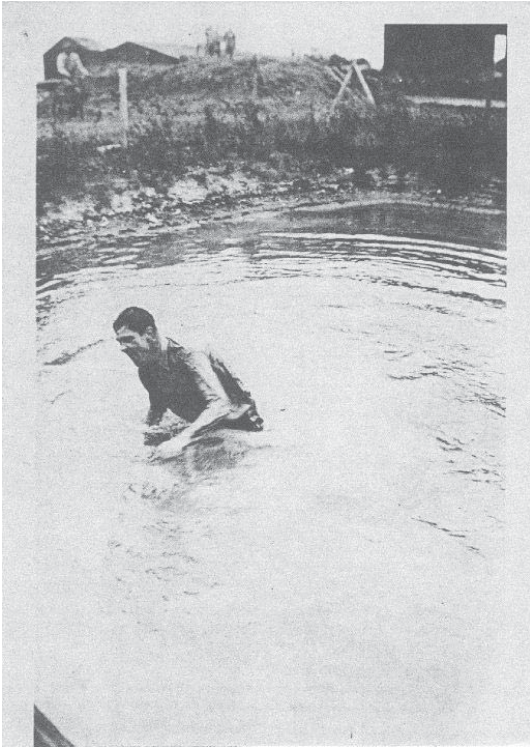
Time	Place	Height of A/C	Type (light, heavy, intense, moderate or slight)	Color of bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

Over houses - accurate as to course + altitude
Close to target following - from 2000 ft about
by two four five pointers
 Crew observations about Flak: _____

Mission Interrogation Form Showing O'Hara, Brown, Tillery, Mountain, Sheffield, Fetkiw, Nelson, Strom - July 4, 1943

Scarlet 42-5720 and Her Crew

Notice on the Interrogation Form the number 25 by O'Hara's name. This indicated that he had completed 25 combat missions and completed his tour. He would soon be returning to the U.S.



Any one completing 25 missions was thrown into the base pond. Richard K. O'Hara July 1943



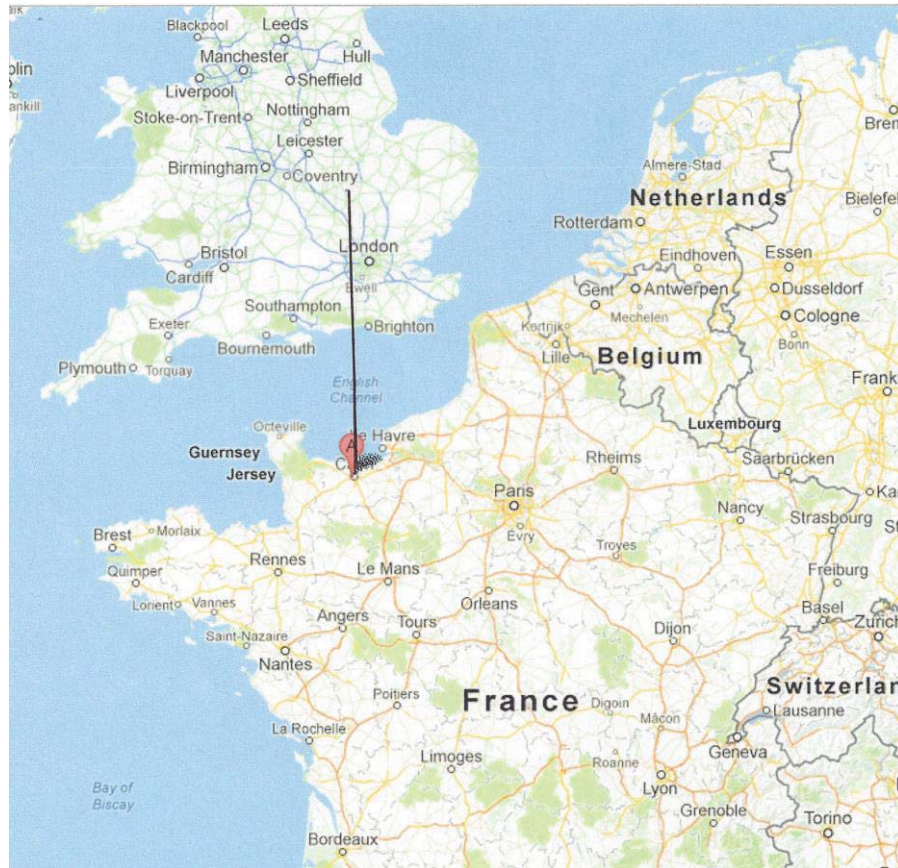
After 25 missions, the pilot and crew also received rest & relaxation at an English estate.

Scarlet 42-5720 and Her Crew

Michael B. O'Hara, son of Richard K. O'Hara, acknowledges that this mission was the last for his Dad. "Dad flew his 25th, non-escorted mission from Thurleigh to Nantes, France."

Caen, France Raid - Jul 10, 1943

The next mission flown was on Saturday July 10, 1943 to Caen, France. Flying with Lt. **Laek L. Robinson** was **W. H. Mountain**. Flying with Lt. D. Fuhrmeister was **P. A. Fetkiw**.



Target: CAEN FRANCE Airfield (34 aircraft) - July 10, 1943

367th Bomb Squadron Mission Report

"Caen - Twenty-five A/C of this Group plus two YB-40s took off at 0540 hours. Because of the 10/10th clouds over the primary, the secondary target, Caen/Carpiquet A/F was bombed. Meager to moderate flak was encountered, but there was no E/A opposition. Strike attack photographs show an extremely heavy concentration of bombs almost completely blanketing the main area of buildings containing barracks, officers' quarters, hospital and mess hall. A secondary concentration of bombs is seen to have fallen on the eastern part of the bomb storage area, and one direct hit is seen on the railroad northeast of the airfield. Considering the poor visibility and the short, 10-second bomb run, this bombing quite good. All A/C returned safely. The 367th was represented by Lts. Laek L. Robinson, thomas Witt, Lawrence Kooima, Dinwiddie Fuhrmeister, Woodrow Thomas and F/O Carl D. Brown." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

23.

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 554 Letter _____ Date 10/7

Bomb Load 16 X 300 H.E. Incendi. _____ Position in Formation _____

Time Took Off 05.40 Time Landed 10.00

	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No
Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

- L.L. Robinson Pilot
- W.D. Beckmier CO-P
- C.B. Moore Nav.
- F.X. Keiser Bomb.
- R.G. Shultz Radio
- H.W. Valkenhorst Top T.
- S/S M. Causey Ball T.
- S/S L.J. Dunfee R. Waist
- W.H. Mountain L. Waist ✓
- W.D. Brittain Tail G.

2. TARGET ATTACKED:

Primary Time: 0832

Alternate Height: 23,600

Last Resort Heading: 340 Mag.

(circle) Duration Bomb Run: 40 sec.

Continued after bombs over.

3. Number of BOMBS dropped on target: 16 Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: *Maybe 20 or so to east of buildings & into them.*

Other Bombing: *Group ahead but everything but left bombs on east end of field & right to middle of buildings.*

5. Any PHOTOGRAPHS taken: Yes? (No?)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: *none.*

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

Went about to 1 P then left at turn over to secondary.

8. WEATHER: (If it affected mission) *10/10s undercast. No cum clouds.*

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy). intense, moderate or slight	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>23000</u>	<u>5 min to east on way in</u>	<u>23000</u>	<u>light</u>	<u>very behind</u>	<u>1st burst above clouds & then 3 bursts climbed up to on light but very behind.</u>	

Crew observations about flak: _____

Mission Interrogation Form Showing L. L. Robinson, Mountain - July 10, 1943

Scarlet 42-5720 and Her Crew

14
W.meister

INTERROGATION FORM

SQUADRON (367) 368-369-423 A/C Number 959 Letter M Date 10/9/43

Bomb Load 16 X 500 H.E. Incendi Position in Formation

Took Off 0540 Time Landed 1010

- | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| <p>1. <u>HOT NEWS</u> to be phoned in? Yes No</p> <p>Details: <u>no</u></p> | <table border="0" style="margin: auto;"> <tr><td>X</td><td>X</td><td>X</td><td>X</td></tr> <tr><td>X</td><td>X</td><td>X</td><td>X</td></tr> <tr><td>X</td><td>X</td><td>X</td><td>X</td></tr> <tr><td>X</td><td>X</td><td>X</td><td>X</td></tr> </table> | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| X | X | X | X | | | | | | | | | | | | | | |
| X | X | X | X | | | | | | | | | | | | | | |
| X | X | X | X | | | | | | | | | | | | | | |
| X | X | X | X | | | | | | | | | | | | | | |

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? no
(Give position, time, altitude, full details)

1st Lt. R. Fuhrmeister Pilot
Capt. K. Rescher CO-P
2nd Lt. A. F. Titus Nav.
2nd Lt. J. J. Kartal Bomb.

2. TARGET ATTACKED:

Primary Time: 0832
Alternate Height: 23,000
Last Resort Heading: 300
(circle)
Duration Bomb Run:

1st Lt. H. M. Brown Radio
1st Lt. C. F. VanDracker Top T.
1st Lt. P. Fetkiw Ball T. ✓
1st Lt. W. V. Standish R. Waist
Sgt. M. E. Nelson L. Waist ✓
1st Lt. H. B. Goldberg Tail G.

3. Number of BOMBS dropped on target: Jettisoned: Returned Abortive: all

4. OBSERVED RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Brought bombs home

Other Bombing:

5. Any PHOTOGRAPHS taken: Yes? No? Yes

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: no

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of return; reason for returning early, and disposition of bombs.)

Revised except turn off to secondary

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Slight heavy flak just after crossing coast on way - about 15 burst 1000 to 1500 ft below.
Del about 6 to 7 o'clock

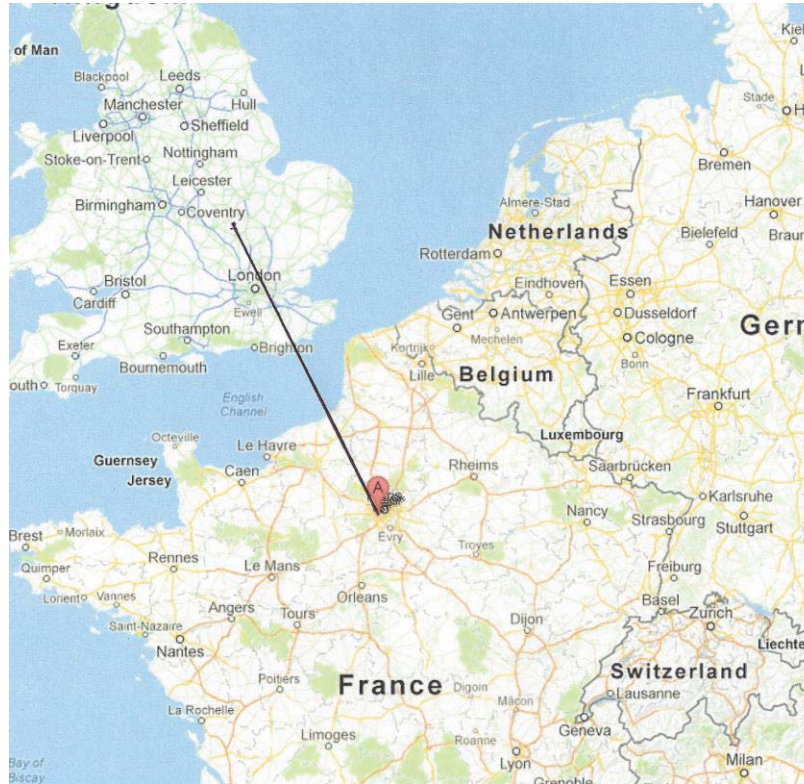
Crew observations about Flak:

Mission Interrogation Form Showing Fetkiw - July 10, 1943

Scarlet 42-5720 and Her Crew

Villacoublay, France Raid - Jul 14, 1943

On Wednesday July 14, 1943 the next mission flown by some of the original Scarlet crew was to Villacoublay, France. Otis B. Tillery flew as navigator with Capt. K. A. Reecher. Charles A. Sheffield flew with Lt. F. H. Onnen. Lt. Laek L. Robinson flew as pilot.



Target: VILLACOUBLAY FRANCE Industry Aviation (101 aircraft) - July 14, 1943



Villacoublay Air Field - July 14, 1943

Scarlet 42-5720 and Her Crew



Villacoublay Air Field - July 14, 1943

367th Bomb Squadron Mission Report

"Villacoublay - Twenty-four A/C took off at 0540 hours to bomb A/F at Villacoublay. Bombing results were excellent on the aircraft repair, assembly shops and airfield. PRU photographs show that severe damage has been inflicted on a large double hangar, two workshops, and four single hangars on the eastern edge of the field. This damage appears to have been the results, but the concentration of craters in the vicinity is so great that some may be the result of H/E blast and fire. The center section of a large triple hangar received three direct hits. In the double hangar, which was demolished, and the adjoining workshop, the remains of fourteen A/C can be seen among the debris. Eleven A/C are seen near craters and probably sustained bomb damage. In the area containing JU 52 hangars and repair shops several direct hits and much blast damage is evident. In addition to 420 craters seen within the boundaries of the airfield, a further 30 bombs fell on the possible bomb storage in the woods east of the airfield. Flak was moderate but covered almost the entire route. The 367th pilots participating were Capt. Kenneth Reeher, and Lts. Thomas Witt, Laek L. Robinson, Ferdinand Onnen, Lawrence Kooima and Woodrow W. Thomas. All A/C returned safely." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

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INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 894 Letter _____ Date: 14 July 1943

Bomb Load 41/100 H.E. Intend: _____ Position in Formation _____

Time Took Off 0542 Time Landed 1030

1. HOT NEWS to be phoned in? Yes No
 Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)

B-17 in group heading west on fire going down spinning just after target - 0815

Capt. R.A. Reacher Pilot

1st Lt. W.C. Pinner CO-PT

1st Lt. D.B. Tillery Nav.

1st Lt. [unclear] Bomb.

T/S A.C. Coulter Radio

T/S J. [unclear] Top T.

T/S J.E. [unclear] Ball T.

T/S J.P. [unclear] R. Waist

T/S H.K. [unclear] L. Waist

T/S E.E. [unclear] Tail G.

1st Lt. [unclear] Air Comm. C. [unclear]

2. TARGET ATTACKED:

Primary Time: 0813

Alternate Height: 24000

Last Resort Heading: 85° Mag
 (circle)

Duration Bomb Run:
40 seconds

good return off target

3. Number of BOMBS dropped on target: all Utilized: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: _____

Other bombing:

saw [unclear] in air field

5. Any PHOTOGRAPHS taken: Yes? No?

6. CROSSLANDERS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (if different than ordered) (if ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

8. WEATHER: (if it affected mission)

good

9. FLAK: Encountered on way out; at target and on way home.

Time	Place	Height of A/C	Type of bombs or shells	Color of bursts	Location of bursts in relation to A/C	Accuracy
0759	Evreux		high explosive	Bl.	H. cont. follow	
0844	S. of Bernay		high explosive	Bl.		
0848	Bernay		high explosive	Bl.		
0900	Trouville		high explosive	Bl.		

Crew observations about flak: _____

Mission Interrogation Form Showing Tillery - July 14, 1943

Scarlet 42-5720 and Her Crew

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INTERROGATION FORM

SQUADRON 367 368-369-423 W/C Number 125 Letter _____ Date 14 July

Bomb Load OX500 H.I.E: incendi Position in Formation _____

Time Took Off 0545 Time Landed _____

1. HOT NEWS to be phoned in? Yes No

Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

- F.H. Onnen Pilot
- E.O. Paasonen CO-P
- E.P. Ferguson Nav.
- G.J. Beyer Bomb.
- J.D. Thompson Radio
- C.H. Sheffield Top T. ✓
- H.W. Holgren Ball T.
- C.H. Clark R. Laist
- J.M. Elliott L. Laist
- C.M. Roberts Tail G.

2. TARGET ATTACKED:

Primary ✓ Time: 0813

Alternate Height: 24000'

Last Resort Heading: 72°
(circle)

Duration Bomb Run:

2 min

3. Number of BOMBS dropped on target: Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

nd

Other Bombing:

Many bursts in center of A.D.
No buildings hit.

5. Any PHOTOGRAPHS taken: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)

As ordered.

8. WEATHER: (If it affected mission)

Clouds over W. England. Clear over target.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Target - aimed fire - moderate to intense - accurate as to height but not so good for direction

Burst coming up from several places - except predicted fire most of time

Crew observations about FLAK:

1 Red burst - Black & white bursts.

Mission Interrogation Form Showing C. A. Sheffield - July 14, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON (367) 368, 369, 423 A/C Number 554 Letter X Date 14 July 43

Bomb Load 40 x 100 H.E. Incend. Position in Formation

Time Took Off 540 Time Landed 1040

	X	X	X	X
	X	X	X	(X) X
	X	X	X	X
	X	X	X	X X
	X			X

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

L. L. Robinson Pilot
Lt. W. J. Tackmier CO-P
Lt. C. D. Moore Nav.
Lt. F. X. Pierce Bomb
Lt. R. B. Shultz Radio
Lt. J. W. Walkenbont Top T.
Sgt. M. Causey Ball T.
Sgt. J. Duple R. Waist
Sgt. W. J. Hifler L. Waist
Sgt. W. D. Pultain Tail G.

2. TARGET ATTACKED:

Primary Time: 812
alternate: Height: 24,000
Last Resort Heading: 73°
(circle)
Duration Bomb Run: 40"

3. Number of BOMBS dropped on target: alle Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: no - due to nature of incendiaries

Other Bombing: good from preceding group. flames from edge of wood.

5. Any PHOTOGRAPHS taken: Yes? (No?)

6. GROUND TARGETS HIT BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
as ordered

8. WEATHER: (If it affected mission) Good

9. FLAK: Encountered on way-out, at target and on way home.

Time	Place	Height of A/C	Type/Height of burst	Color of bursts	Location of bursts in relation to A/C	Accuracy
------	-------	---------------	----------------------	-----------------	---------------------------------------	----------

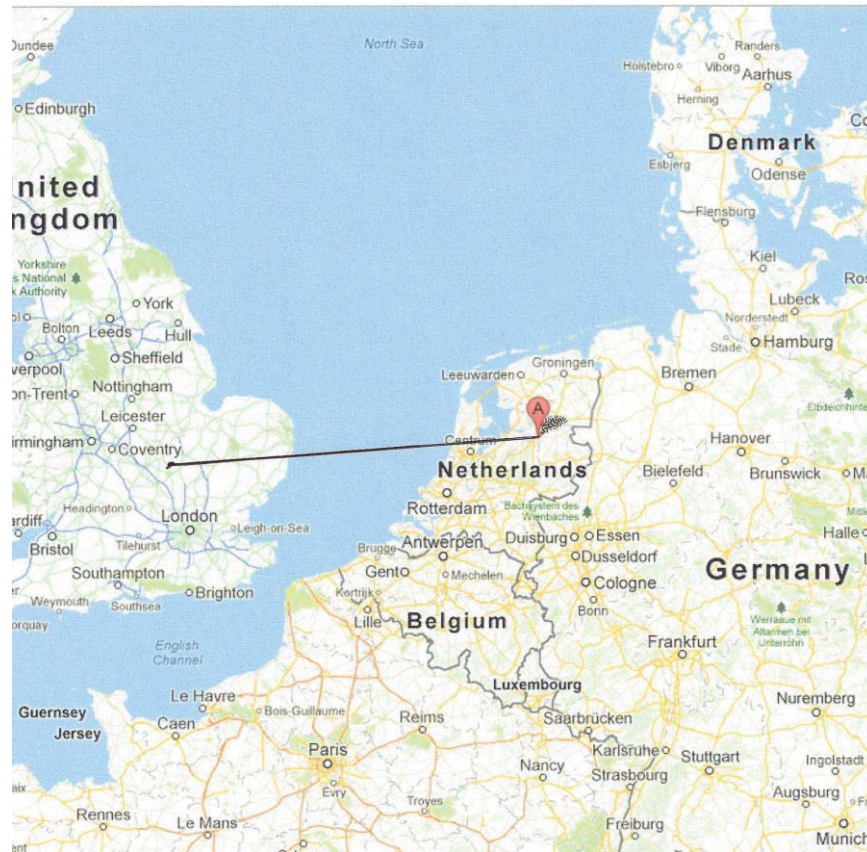
flak from target to coast - accurate
from flak at La Haine

Crew observations about flak:

Scarlet 42-5720 and Her Crew

Zwolle, Netherlands Raid - Jul 17, 1943

The next mission flown was on Saturday July 17, 1943 to Hanover, Germany. Both **Lt. Laek L. Robinson** and **Lt. Berryman H. Brown** flew as pilots on this mission. However because of cloud cover the 306th was recalled at Zwolle, Netherlands. The formation was attacked by E/A on their return. Ironically, this was the same day that Capt. Richard K. O'Hara was flying back to the U.S from Prestwick, Scotland on TWA.



Target: HANNOVER GERMANY City (33 aircraft) - July 17, 1943
Turned back at Zwolle, Netherlands

367th Bomb Squadron Mission Report

"Hanover - Twenty-eight A/C of this Group took off at 0745 hours to bomb a synthetic rubber plant. Eight A/C returned early, and the remaining 20 were recalled and turned back five miles SE of Zwolle at 1003 hours. 10/10th clouds were present over Holland at the time of recall. About 30 E/A, mostly ME 109s, and some FW 190s attacked at 1000 hours after the formation turned back over the Zuider Zee. Attacks continued until mid-Channel at 1025 hours, some few hanging on almost to the English Coast. Most attacks seemed to be concentrated on the 92nd Bomb Group rather than on the 306th. No bombs were dropped by us. Our claims were 3-0-0. All A/C returned safely to base.

Unfortunately, we must consider this a wasted effort. Capt. Kenneth Reecher, Lts. Dinwiddie Fuhrmeister, Laek L. Robinson, Woodrow W. Thomas, Lawrence Kooima, and F/Os Carl D. Brown and Berryman H. Brown and crews of the 367th flew with the composite group." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

Richard K. O'Hara Twenty Five Missions

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	2/26/1943	42-5720	Scarlet	Lt. Raymond J. Check		x	
2	2/27/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
3	3/6/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Turned Back	3/8/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
4	3/12/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
5	3/13/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
6	3/18/1943	42-5720	Scarlet	Lt. Richard K. O'Hara	x		
7	3/22/1943	42-5720	Scarlet	Lt. Richard K. O'Hara	x		
8	3/28/1943	42-5720	Scarlet	Lt. Richard K. O'Hara	x		
9	4/4/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
10	4/5/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	x
11	4/16/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Oxygen Blew	4/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	x
Aborted Mission Turned Back	5/1/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	x
12	5/13/1943	42-5306		Col. James W. Wilson		x	
13	5/14/1943	42-3087		Lt. Richard K. O'Hara		x	
14	5/15/1943	42-29794		Lt. Richard K. O'Hara		x	x
15	5/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
16	5/19/1943	42-5306		Capt. John M. Regan		x	
17	5/21/1943	42-5086		Col. James W. Wilson		x	
18	5/29/1943	42-29894		Capt. Richard K. O'Hara		x	
19	6/13/1943	42-5306		Capt. Richard K. O'Hara		x	
20	6/22/1943	42-29894		Capt. Richard K. O'Hara	x	x	
21	6/25/1943	42-29823		Col. George Robinson	x	x	
22	6/26/1943			Capt. Richard K. O'Hara	x		
23	6/28/1943			Capt. Richard K. O'Hara	x		
24	6/29/1943	42-5766		Capt. Richard K. O'Hara	x	x	
25	7/4/1943	42-29894		Capt. Richard K. O'Hara	x	x	

*Note: CD = Combat Diary, IR = Interrogation Report, LL = Loading List

Richard K. O'Hara Returns To The U. S. - Jul 19, 1943

"After his 25th raid, Richard K. O'Hara left Scarlet in England and returned to Dalhart, TX on August 23, 1943."

He left Prestwick, Scotland on July 17, 1943 and arrived at New York on July 19, 1943 on a TWA and a month later he was at a training base in Dalhart, TX serving as an instructor. He was able to stop by his home in Cortland, NY for a short visit before his new assignment at Dalhart, TX.

Scarlet 42-5720 and Her Crew

New York, Passenger Lists, 1820-1957

Name: **Richard K Ohara**
 Arrival Date: **18 Jul 1943**
 Birth Date: **abt 1920**
 Age: **23**
 Ethnicity/
 Nationality: **American**
 Port of Departure: **Prestwick, Scotland**
 Port of Arrival: **LaGuardia Airport, New York, New York**
 Airline: **Trans World Airlines**
 Search Ship
 Database:

LIST OR MANIFEST OF ALIEN PASSENGERS FOR THE UNITED STATES

ALL ALIENS arriving at a port of continental United States from a foreign port or a port of the insular possessions of the United States, and all aliens arriving at a port of said insular possessions from a foreign port, a port of continental United States, or a port of the insular possessions of the United States. This (yellow) sheet is for the listing of Passengers sailing from 19

J. B. Plans 232941

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
No. on list	REGISTRY NUMBER	NAME IN FULL	DATE OF BIRTH	PLACE OF BIRTH	SEX	HAIR	EYES	COMPLEXION	HEIGHT	WEIGHT	EDUCATION	RELIGION	STATUS	REMARKS
1		PROVOST Robert E.	12/01	0-00386	US	11								
2		ROBBINS Walter W.	12/01	0-02555		12								
3		ROPERICH Frank A.	06/11	0-09311		13								
4		ROSE Gustav W.	1st Lt	0-19776		14								
5		ROSE Gustav W.	Capt	0-19776		15								
6		ROSE Gustav W.	1st Lt	0-19776		16								
7		ROSE Gustav W.	1st Lt	0-19776		17								
8		ROSE Gustav W.	1st Lt	0-19776		18								
9		ROSE Gustav W.	1st Lt	0-19776		19								
10		ROSE Gustav W.	1st Lt	0-19776		20								
11		ROSE Gustav W.	1st Lt	0-19776		21								
12		ROSE Gustav W.	1st Lt	0-19776		22								
13		ROSE Gustav W.	1st Lt	0-19776		23								
14		ROSE Gustav W.	1st Lt	0-19776		24								
15		ROSE Gustav W.	1st Lt	0-19776		25								
16		ROSE Gustav W.	1st Lt	0-19776		26								
17		ROSE Gustav W.	1st Lt	0-19776		27								
18		ROSE Gustav W.	1st Lt	0-19776		28								
19		ROSE Gustav W.	1st Lt	0-19776		29								
20		ROSE Gustav W.	1st Lt	0-19776		30								
21		ROSE Gustav W.	1st Lt	0-19776		31								
22		ROSE Gustav W.	1st Lt	0-19776		32								
23		ROSE Gustav W.	1st Lt	0-19776		33								
24		ROSE Gustav W.	1st Lt	0-19776		34								
25		ROSE Gustav W.	1st Lt	0-19776		35								
26		ROSE Gustav W.	1st Lt	0-19776		36								
27		ROSE Gustav W.	1st Lt	0-19776		37								
28		ROSE Gustav W.	1st Lt	0-19776		38								
29		ROSE Gustav W.	1st Lt	0-19776		39								
30		ROSE Gustav W.	1st Lt	0-19776		40								

CAPTAIN'S SIGNATURE: *Richard K. Ohara*
 U.S. INSPECTION OFFICER

INFORMED SHEET (concerning passenger arriving on aircraft)
 This sheet must be filed out in the English language, typewritten, or printed in ink (One footer sentence on back of this sheet)

1. Aircraft: SSA 42-5720 Departing from Prestwick, Scotland Date July 12, 1943
 Arriving in New York Date July 18, 1943

2. Passenger: ROSE Gustav W. Rank Capt Date of Issue 0-19776 Place of Issue Sweden

3. Destination in United States: Washington

4. Place of birth: Sweden Race Swedish

5. Height: 5'11" Weight 160 Complexion Fair Color of hair Blue Color of eyes Blue

6. Married or single: Single Occupation None

7. Able to read: Yes

8. Immigration visa, passport visa, country permit, or other immigration document. (Prefix number with QIV, NQIV, PV, RP, or abbreviated designation of other immigration document, as case may be.)
 Number: None Issued at: None Date of issue: None

9. Last permanent residence: Sweden City or town: None State and number: None

10. Final destination (intended future permanent residence): None City or town: None State and number: None

11. Going to join relative or friend in U.S.: None Name and address of such relative or friend: None

12. Whether in U.S. before, and if so, when: None City or town: None State and number: None

13. Purpose in coming to the U.S.: None Length of intended stay: None

14. Whether ever in prison or in institution for the care and treatment of the insane: None

15. Whether ever excluded from admission to the United States or arrested and deported from the United States: None

16. Metic of identification: None

17. Other space reserved for United States Immigration officer:
 Inspection for No. 1 Date No. 22
 Date of entry or temporary permit opening attached: None
 Date of departure: None
 Date of return: None
 Date of re-entry: None
 Date of re-examination: None

18. Passenger inspected (and information herein verified) by: Richard K. Ohara

TWA Passenger List Showing Richard K. O'Hara - July 18, 1943

An award of an Oak Leaf Cluster to Hugh E. Phelan's Air Medal was announced in the Stars and Stripes on Wednesday July 21, 1943 by the 8th Air Force.

One Oak Leaf Cluster for Air Medal
Armed Forces
1/Lt. Kenneth D. Freeman, MCM.
Armed Forces
2/Lt. Hugh E. Phelan, Malvern.

Scarlet 42-5720 and Her Crew

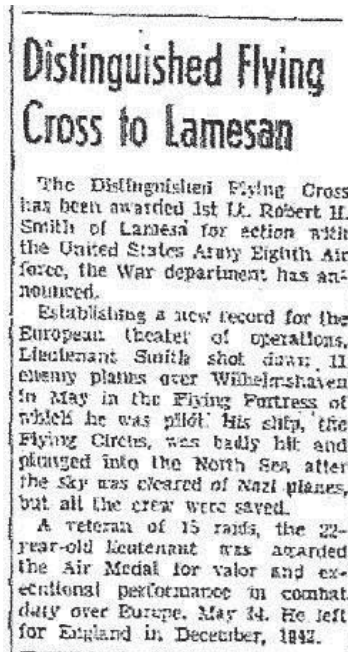
Some nineteen days after Robert H. Smith returned to the U.S. and some 39 days after it appeared in The Stars and Stripes the following article occurred in a U.S. newspaper.

Distinguished Flying Cross to Lamesan

The Distinguished Flying Cross has been awarded 1st Lt. Robert H. Smith of Lamesa for action with the United States Army Eighth Air Force, the War department has announced.

Establishing a new record for the European theater of operations. Lieutenant Smith shot down 11 enemy planes over Wilhelmshaven in May in the Flying Fortress of which he was pilot. His ship, the Flying Circus, was badly hit and plunged into the North Sea, after the sky was cleared of Nazi planes but all the crew were saved.

A veteran of 15 raids, the 22 year-old Lieutenant was awarded the Air Medal for valor and exceptional performance in combat duty over Europe, May 14. He left for England in December, 1942. - Abilene Reporter News Wednesday Evening July 21, 1943.

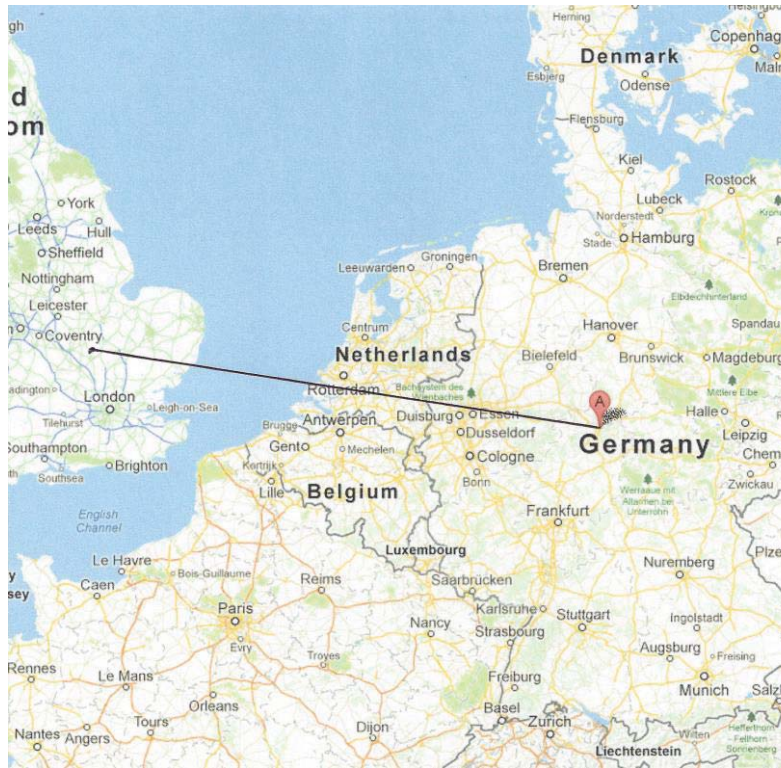


Abilene Reporter News Wednesday July 21, 1943

Kassel, Germany Raid - Jul 28, 1943

The next mission flown was on Wednesday July 28, 1943 to Kassel, Germany. **Lt. Laek L. Robinson** and **F/O Berryman H. Brown** was flying on this mission.

Scarlet 42-5720 and Her Crew



Target: KASSEL GERMANY Industry Aviation (58 aircraft) - July 28, 1943

367th Bomb Squadron Mission Report

"Kassel, Germany - Twenty-three A/C took off to bomb an aircraft component works. Seven A/C returned early and 16 successfully bombed the target. This was the first time nickles were carried, and 84,500 of them were dropped in the target area. Lts. Jack Harris and Stephen Peck of the 423rd Squadron failed to return, while three A/C crash landed in England. Lt. Woodrow W. Thomas crashed his plane at Hawkinge with two engines out, and Lt. Lawrence Kooima crashed his plane at Framlingham (390 BG). F/O Carl D. Brown aborted the mission with two engines out. Other crews flying for the 367th were: Capts. Dinwiddie Fuhrmeister, Kenneth Reecher and Thomas Witt, Lts. **Laek L. Robinson** and William J. Cunningham , and **F/O Berryman H. Brown.**" *source: 367th Combat Diary*

Kiel, Germany Raid - Jul 29, 1943

The next mission flown was on Thursday July 29, 1943 to Kiel, Germany. Unfortunately, aircraft 42-5766 being flown by **Berryman H. Brown** on his ninth combat mission and who was the third copilot of **Richard K. O'Hara**, was shot down over Kiesby, Germany after bombing Kiel, Germany. Riding as engineer/top turret gunner was **Charles A. Sheffield** an original Scarlet crew member flying his eighteenth confirmed combat mission. Due to unavailable Interrogation Reports or Loading Lists in July 1943, Charles Sheffield could have been on as much as his twenty second mission. Eight of the crew survived the crash including Berryman H. Brown and Charles A. Sheffield. They were captured and became POWs. Two others, Ball Turret Gunner Harry Lofgren and Waist Gunner Eric Newhouse was killed in action.

Scarlet 42-5720 and Her Crew

F/O Berryman H. Brown, Copilot - Pilot, Nine Missions Shot Down

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
Aborted Mission Turned Back	5/17/1943	127		1st Lt Z. D. Davis		x	
1	5/29/1943	794		Lt. McKearn		x	
2	6/11/1943	794		Lt. McKearn		x	
3	6/13/1943	794		Lt. McKearn		x	
4	6/22/1943	42-29894		Capt. Richard K. O'Hara		x	
5	6/29/1943	42-5766		Capt. Richard K. O'Hara		x	
6	7/4/1943	42-29894		Capt. Richard K. O'Hara		x	
7	7/17/1943			F/O Berryman H. Brown	x		
8	7/28/1943			F/O Berryman H. Brown	x		
9	7/29/1943	42-5766	Un-Named	F/O Berryman H. Brown	x		

*Note: CD = Combat Diary, IR = Interrogation Report, LL = Loading List

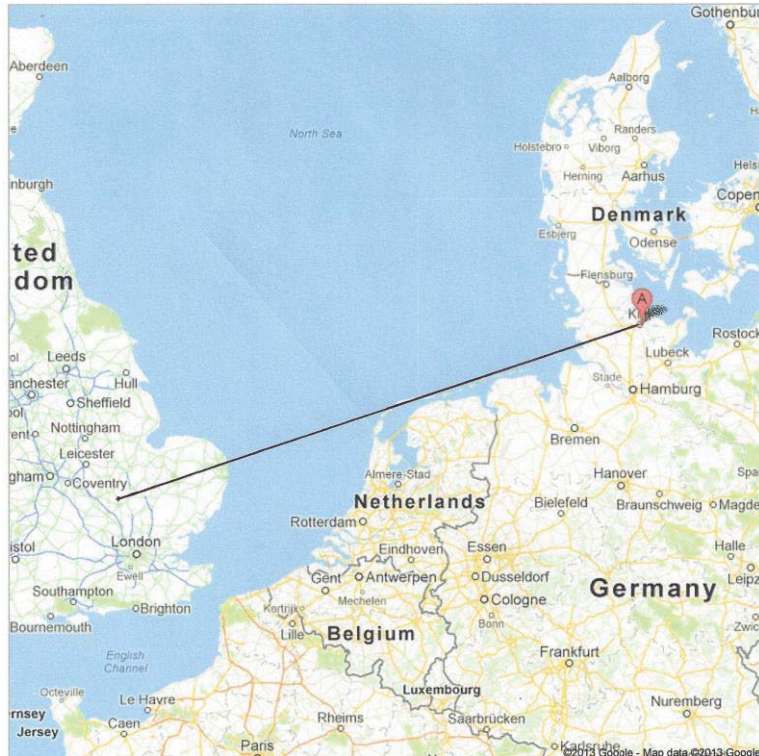
T/Sgt Charles A. Sheffield, Engineer/TT Gunner, Eighteen Missions Shot Down

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	2/16/1943	42-5171		1st. Lt. Ralph W. Jones		x	
2	3/6/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Turned Back	3/8/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
3	3/12/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
4	3/13/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
5	3/18/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
6	3/22/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
7	3/28/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
8	4/4/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
9	4/5/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	x
10	4/16/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Oxygen Blew	4/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
11	5/29/1943	42-29894		Capt. Richard K. O'Hara		x	
12	6/22/1943	42-29894		Capt. Richard K. O'Hara		x	
13	6/25/1943	42-29823		Col. George Robinson		x	
14	6/26/1943			Capt. Richard K. O'Hara			
15	6/28/1943			Capt. Richard K. O'Hara			
16	7/4/1943	42-29894		Capt. Richard K. O'Hara		x	
17	7/14/1943	42-30175		1st Lt. F. H. Onnen		x	
18	7/29/1943	42-5766	Un-Named	F/O Berryman H. Brown	x		

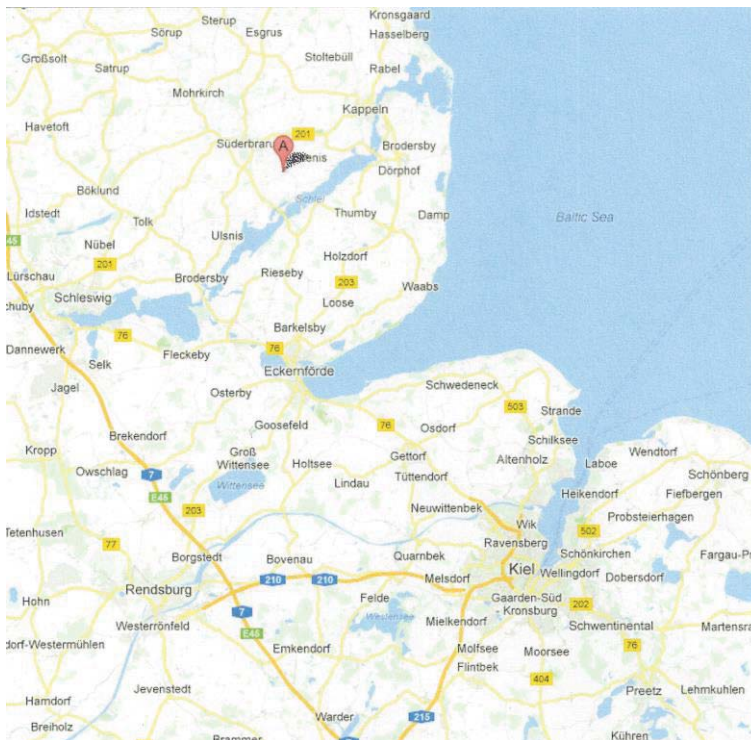
*Note: CD = Combat Diary, IR = Interrogation Report, LL = Loading List

Yellow indicates missions that Richard O'Hara flew but no Interrogation Report was available to determine the crew.

Scarlet 42-5720 and Her Crew



Target: KIEL GERMANY Naval U-boat yards (139 aircraft) - July 29, 1943



**Kiesby, Germany Northwest of Kiel, Germany July 29, 1943
Site of the crash of aircraft 42-5766 and capture of Charles A. Sheffield
& Berryman H. Brown**

Scarlet 42-5720 and Her Crew

367th Bomb Squadron Mission Report

"Kiel, Germany - The 367th furnished six of the 18 A/C taking off from this base to bomb the submarine building area at Kiel. Five A/C returned early, including Capt. Kenneth Reecher, Lts. Ferdinand Onnen and William J. Cunningham of the 367th. Thirteen A/C bombed the primary target. Four A/C failed to return, with the 369th Squadron suffering its first loss in 41 missions, when Lts. Donald Winters and Keith Conley were shot down. The 367th lost two planes: **F/O Berryman H. Brown** and Carl D. Brown. Those missing from the 367th were:

F/O Berryman H. Brown, 2nd Lts. Ewald W. Benson, Edgar P. Fergon, George J. Beyer, **T/Sgt. Charles A. Sheffield**, S/Sgts. Charles M. Roberts, Eric Newhouse, Charles H. Clark, and Sgts. Joseph J. Thompson and Harry W. Lofgren.

F/O Carl D. Brown, 2nd Lt. Roy Y. Padgett, 1st Lts. John G. Fogarty and Robert L. Alexander, T/Sgts. Graham W. Diggs and Earl W. Nolen, S/Sgts. Perry G. Pedersen, Larry D. McCoy and Jesse O. Wheeler and Sgt. James C. Seigler." *source: 367th Combat Diary*



Charles Sheffield - Engineer/Top Turret Gunner

MODEL SERIAL #	A/C NAME	GROUP	SQUADRON	MACR REPORT #
B-17F 42-5766		306BG	367BS	120

Notes: 42-5766 Delivered: Long Beach 31/12/42; Salina 8/1/43; Brookley 8/3/43; Morrison 10/4/43; Assigned: 367BS/306BG [GY-G] Thurleigh 2/6/43; MIA Kiel 29/7/43

Pilot: Berryman Brown, **Co-Pilot:** Ewald Benson, **Navigator:** Edgar Fergon, **Bombardier:** George Beyer, **Engineer / Top Turret Gunner:** Chas Sheffield, **Radio**

Scarlet 42-5720 and Her Crew

Operator: Joe Thompson, **Waist Gunner:** Chas Clark, **Tail Gunner:** Chas Roberts (8POW); **Ball Turret Gunner:** Harry Lofgren, **Waist Gunner:** Eric Newhouse (2KIA); Enemy aircraft, crashed Kiesby, near Suderbrarup, Germany. 1 MACR 120.

Source: *B-17 Master Log* - Dave Osbourne

T/Sgt. Charles A. Sheffield - B-17 306th Bomb Group
Prisoner of War - Stalag 17B
From: North Carolina

U.S Military Personnel Who Were Prisoners of War During WWII In European Theater And who were returned Alive

Name	Grade	Date Of	
		Capture	Return
		Da Mo Y	Da Mo Y
Charles A Sheffield	T/SGT	29 07 3	03 07 5

The following appeared in the Combat Diaries for the 367th and 423rd Bomb Squadrons respectively for the month of July 1943:

"Those completing their combat tours, 25 missions, for the 367th during July were: **Capt. Richard K. O'Hara, T/Sgts. Paul Fetkiw, Harold Strom**, Harry M. Brown, **William H. Mountain**, Harold Nelson and William Standish." *source: 367th Combat Diary*

"Those completing their 25 missions, during the month (July) for the 423rd were:

Lt. James E. Hopkins	T/Sgt. Leon L. Bamforth
Lt. Ralph W. Jones	T/Sgt. Raymond Stymacks
Lt. Roy C. Kelley	S/Sgt. James H. Hobbs
Lt. David A. Steele, Jr.	S/Sgt. Maynard Nelson
Lt. Leroy C. Sugg	S/Sgt. Walter Piotrowski
	S/Sgt. Ray J. Smith" <i>source: 423rd Combat Diary</i>

T/Sgt Paul A. Fetkiw, Ball Turret Gunner, Twenty Five Missions

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	2/16/1943	42-5180		Capt. Maurice Salada		x	
2	3/6/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Turned Back	3/8/1943	42-5720		Lt. Richard K. O'Hara			
3	3/12/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
4	3/13/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
5	3/18/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
6	3/22/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
7	3/28/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
8	4/4/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
9	4/5/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	x
10	4/16/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Oxygen Blew	4/17/1943	42-5720		Lt. Richard K. O'Hara			x

Scarlet 42-5720 and Her Crew

Aborted Mission Turned Back	5/1/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
11	5/13/1943	42-5306		Col. James W. Wilson		x	
12	5/15/1943	42-29794		Lt. Richard K. O'Hara		x	x
13	5/17/1943	42-3127		1st Lt. F. H. Onnen		x	
14	5/19/1943	42-5306		Capt. John M. Regan		x	
15	5/21/1943	42-5086		Col. James W. Wilson		x	
16	5/29/1943	42-29894		Capt. Richard K. O'Hara		x	
17	6/22/1943	42-29894		Capt. Richard K. O'Hara		x	
18	6/25/1943	42-29823		Col. George Robinson		x	
19	6/26/1943			Capt. Richard K. O'Hara			
20	6/28/1943			Capt. Richard K. O'Hara			
21	6/29/1943	42-5766		Capt. Richard K. O'Hara		x	
22	7/4/1943	42-29894		Capt. Richard K. O'Hara		x	
23	7/10/1943	42-29959	Red Fury	1st Lt. D. Fuhrmeister		x	
24**						x	
25**						x	

Note *: CD = Combat Diary, IR = Interrogation Report, LL = Loading List

Yellow indicates missions that Richard O'Hara flew but no Interrogation Report was available to determine the crew.

** Indicates missions that were flown in July 1943 but Interrogation Reports were unavailable.

T/Sgt Harold F. Strom, Tail Gunner, Twenty Five Missions

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	2/2/1943	41-24460	Un-Named	Capt. Robert W. Smith			x
2	2/4/1943	41-24460	Un-Named	Capt. Robert W. Smith		x	
3	2/16/1943	42-5720	Scarlet	Lt. Raymond J. Check		x	
4	2/27/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
5	3/6/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Turned Back	3/8/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
6	3/12/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
7	3/13/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
8	3/18/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
9	3/22/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
10	3/28/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
11	4/4/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
12	4/5/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	x
13	4/16/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Oxygen Blew	4/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
Aborted Mission Turned Back	5/1/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
14	5/15/1943	42-29794	Un-Named	Lt. Richard K. O'Hara		x	x
15	5/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
16	5/19/1943	42-5306	Un-Named	Capt. John M. Regan		x	
17	5/29/1943	42-29894	Un-Named	Capt. Richard K. O'Hara		x	

Scarlet 42-5720 and Her Crew

18	6/22/1943	42-29894	Un-Named	Capt. Richard K. O'Hara		x	
19	6/26/1943		Un-Named	Capt. Richard K. O'Hara			
20	6/28/1943		Un-Named	Capt. Richard K. O'Hara			
21	6/29/1943	42-5766	Un-Named	Capt. Richard K. O'Hara		x	
22	7/4/1943	42-29894	Un-Named	Capt. Richard K. O'Hara		x	
23**						x	
24**						x	
25**						x	

Note *: CD = Combat Diary, IR = Interrogation Report, LL = Loading List

Yellow indicates missions that Richard O'Hara flew but no Interrogation Report was available to determine the crew.

** Indicates missions that were flown in July 1943 but Interrogation Reports were unavailable.

T/Sgt William H. Mountain, Radio Operator, Twenty Five Missions

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	2/2/1943	41-24460	Un-Named	Capt. Robert W. Smith			x
2	2/4/1943	41-24460	Un-Named	Capt. Robert W. Smith		x	
3	2/16/1943	42-5180		Capt. Maurice Salada		x	
4	3/6/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Turned Back	3/8/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
5	3/12/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
6	3/13/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
7	3/18/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
8	3/22/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
9	3/28/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
10	4/16/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Oxygen Blew	4/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
Aborted Mission Turned Back	5/1/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
11	5/13/1943	42-5306		Col. James W. Wilson		x	
12	5/14/1943	42-5826		1st Lt. F. H. Onnen		x	
13	5/15/1943	42-29794		Lt. Richard K. O'Hara		x	x
14	5/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
15	5/19/1943	42-5306		Capt. John M. Regan		x	
16	5/21/1943	42-5086		Col. James W. Wilson		x	
17	5/29/1943	42-29894		Capt. Richard K. O'Hara		x	
18	6/22/1943	42-29894		Capt. Richard K. O'Hara		x	
19	6/25/1943	42-29823		Col. George Robinson		x	
20	6/26/1943			Capt. Richard K. O'Hara			
21	6/28/1943			Capt. Richard K. O'Hara			
22	6/29/1943	42-5766		Capt. Richard K. O'Hara		x	
23	7/4/1943	42-29894		Capt. Richard K. O'Hara		x	
24	7/10/1943	42-29554	Maryland, My Maryland	Lt. Laek L. Robinson		x	
25**						x	

Scarlet 42-5720 and Her Crew

Note *: CD = Combat Diary, IR = Interrogation Report, LL = Loading List

Yellow indicates missions that Richard O'Hara flew but no Interrogation Report was available to determine the crew.

** Indicates missions that were flown in July 1943 but Interrogation Reports were unavailable.

S/Sgt Maynard E. Nelson, Waist Gunner, Twenty Five Missions

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	2/16/1943	42-5720	Scarlet	Lt. Raymond J. Check		x	
2	3/6/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Turned Back	3/8/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
3	3/12/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
4	3/13/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
5	3/18/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
6	3/22/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
7	3/28/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
8	4/4/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
9	4/5/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	x
10	4/16/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Oxygen Blew	4/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
Aborted Mission Turned Back	5/1/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
11	5/13/1943	42-5306		Col. James W. Wilson		x	
12	5/14/1943	42-5826		1st Lt. F. H. Onnen		x	
13	5/15/1943	42-29794		Lt. Richard K. O'Hara		x	x
14	5/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
15	5/19/1943	42-5306		Capt. John M. Regan		x	
16	5/21/1943	42-5086		Col. James W. Wilson		x	
17	5/29/1943	42-29894		Capt. Richard K. O'Hara		x	
18	6/22/1943	42-29894		Capt. Richard K. O'Hara		x	
19	6/25/1943	42-29823		Col. George Robinson		x	
20	6/26/1943			Capt. Richard K. O'Hara			
21	6/28/1943			Capt. Richard K. O'Hara			
22	6/29/1943	42-5766		Capt. Richard K. O'Hara		x	
23	7/4/1943	42-29894		Capt. Richard K. O'Hara		x	
24	7/10/1943	42-29959	Red Fury	1st Lt. D. Fuhrmeister		x	
25**					x		

Note *: CD = Combat Diary, IR = Interrogation Report, LL = Loading List

Yellow indicates missions that Richard O'Hara flew but no Interrogation Report was available to determine the crew.

** Indicates missions that were flown in July 1943 but Interrogation Reports were unavailable.

James J. Garris, waist gunner, was the first to complete his 25 missions and finished his tour in June. Five more of the original crew of the Scarlet (**O'Hara**, pilot, **Fetkiw**, ball turret gunner, **Strom**, tail gunner, **Mountain**, radio operator, **Nelson**, waist gunner) completed their combat tour of 25 missions during July. **Robert H. Smith**, copilot and

Scarlet 42-5720 and Her Crew

later pilot was the first to return to the U. S. on July 2, 1943 without finishing his tour. He was shot down and rescued qualifying him to return to the U.S. **Charles A. Sheffield**, engineer, was shot down in another plane on July 29th and was captured.

There are three missions in March, two in June and five missions in July that presently don't have Interrogation Reports readily available in which to verify all 25 combat missions for the above list of men. I have located records where Robert H. Smith (July 2, 1943), Richard K. O'Hara (July 18, 1943), Harold F. Strom and Paul A. Fetkiw (August 10, 1943), and Maynard E. Nelson (December 11, 1943) returned to the U.S. I have not found a record of the return for the other two eligible Scarlet crew men Garris, and Mountain. Given this, then only **Otis B. Tillery**, navigator and **Hugh E. Phelan**, bombardier still remain to complete their 25 missions by the end of July 1943. Of course Charles A. Sheffield, engineer, being a POW at this time will not return until after the War in 1945. Also, **Laek L. Robinson**, the copilot/pilot who took Robert H. Smith's place also remain to complete his 25 missions.

After arriving in New York City on July 18, 1943 Richard K. O'Hara had about a 30 day furlough in which he paid a short visit to his home in Cortland, NY to see his wife and family. Michael B. O'Hara continues:



Sunday August 8, 1943, Dad was welcomed home to Cortland, NY with a parade through town. Here he is in his dress-whites with Cousin Kane (to his right), Sweetie Kane (cousin, young girl), Mom (in front) and Ceilia O'Hara (Dad's Mother, in dark dress).

Scarlet 42-5720 and Her Crew



Here he is in his dress-whites with Marg O'Hara (sister-in-law, left), Father Tom (Uncle) and Sweetie Kane, young girl).

Sgts. Fetkiw and Strom Returns To The U.S. - Aug 10, 1943

On August 10, 1943 Sgts. Strom and Fetkiw flew back to New York together on TWA.

New York, Passenger Lists, 1820-1957

Name:	Harold Strom
Arrival Date:	10 Aug 1943
Birth Date:	abt 1913
Age:	30
Gender:	Male
Port of Departure:	Prestwick, Scotland
Port of Arrival:	LaGuardia Airport, New York, New York
Airline:	Trans World Airlines

New York, Passenger Lists, 1820-1957

Name:	Paul Fetkiw
Arrival Date:	10 Aug 1943
Birth Date:	abt 1917
Age:	26
Gender:	Male
Port of Departure:	Prestwick, Scotland
Port of Arrival:	LaGuardia Airport, New York, New York
Airline:	Trans World Airlines

Scarlet 42-5720 and Her Crew

UNITED STATES OF AMERICA

ENTRY DECLARATION OF AIRCRAFT COMMANDER (Entry Immigration and Customs)

Gander Lake Lab, Aug 10, 1943 Aircraft 137284
 Owned by D.S.A. etc, address D.S. ... whereof Daniel M. Madala is commander.
 Arrived at airport of entry of LG on Aug 10, 1943

IMMIGRATION LISTS (See instructions on back hereof)
ALIENS EMPLOYED ON THE AIRCRAFT AT THE TIME OF ARRIVAL FROM OUTSIDE THE UNITED STATES
 (Except employees arriving at a land border airport from Canada or Mexico)

NAME IN FULL		AGE	SEX	COUNTRY		RACE	NUMBER OF AIRMAN'S CREDENTIALS, IF ANY	EMPLOYMENT		POSITION ON AIRCRAFT	WHETHER TO BE DISCHARGED IN THE UNITED STATES
Family Name	Given Name			Of Which Citizen of Subject	Of Birth			Place	Item		
(Crew not attached)											

PASSENGERS (ALIENS AND CITIZENS) ARRIVING ON THE AIRCRAFT
 (Except passengers arriving at a land border airport from Canada or Mexico or arriving in travel between the mainland and Alaska)

NAME IN FULL		AGE	SEX	COUNTRY OF WHICH CITIZEN OR SUBJECT	EMPLOYMENT		NAME IN FULL		AGE	SEX	COUNTRY OF WHICH CITIZEN OR SUBJECT	RESIDENCE	
Family Name	Given Name				Place of	Country	Family Name	Given Name				Place of	Country
Belman	Charles	26	M	U.S.	Premwick	Belaham	Belaham	Martin	29	M	U.S.	Premwick	Belaham
Rafeson	WALK	21	"	"	"	"	"	"	"	"	"	"	"
Shannon	Fred	23	"	"	"	"	"	"	"	"	"	"	"
Vingstad	Anton	25	"	"	"	"	"	"	"	"	"	"	"
Chenard	Clark	20	"	"	"	"	"	"	"	"	"	"	"
Petkew	Paul	24	"	"	"	"	"	"	"	"	"	"	"
Pigano	Fanny	24	"	"	"	"	"	"	"	"	"	"	"
Sillem	Harold	30	"	"	"	"	"	"	"	"	"	"	"
Stallton	Paul	23	"	"	"	"	"	"	"	"	"	"	"
Gilkey	Norman	25	"	"	"	"	"	"	"	"	"	"	"
Kewley	Edward	22	"	"	"	"	"	"	"	"	"	"	"
Shank	Paul	22	"	"	"	"	"	"	"	"	"	"	"
Billotte	John	25	"	"	"	"	"	"	"	"	"	"	"
Burner	William	27	"	"	"	"	"	"	"	"	"	"	"
Emerson	James	27	"	"	"	"	"	"	"	"	"	"	"
Hartley	Hubert	21	"	"	"	"	"	"	"	"	"	"	"
Karpak	George	24	"	"	"	"	"	"	"	"	"	"	"
MacKen	Pat	27	"	"	"	"	"	"	"	"	"	"	"
Harbo	Kenneth	23	"	"	"	"	"	"	"	"	"	"	"
McLain	Lewis	23	"	"	"	"	"	"	"	"	"	"	"

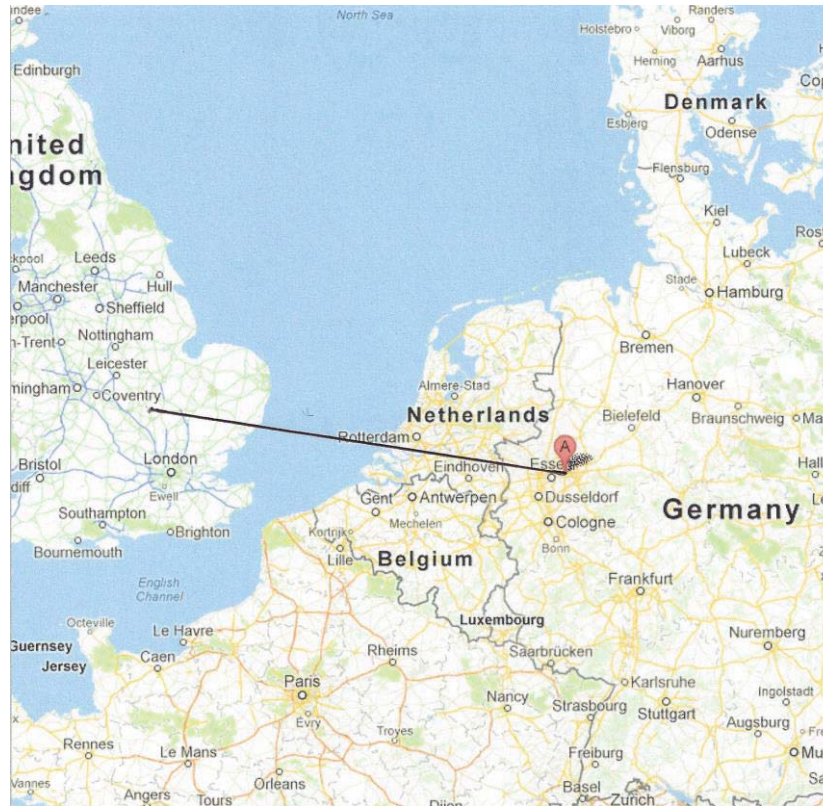
The foregoing information and that stated in each information sheet herewith as required for passengers listed hereon is, to the best of my knowledge and belief, correct and complete.

Signature Daniel M. Madala
(Aircraft commander)

Gelsenkirchen, Germany Raid - Aug 12, 1943

The next mission flown by an original Scarlet crew member was on Thursday August 12, 1943 to Gelsenkirchen, Germany by bombardier 1st Lt. Hugh E. Phelan, Lt. Laek L. Robinson also flew as pilot on this mission.

Scarlet 42-5720 and Her Crew



Target: BOCHUM GERMANY Industry benzol (133 aircraft) - August 12, 1943

367th Bomb Squadron Mission Report

"Reckinghausen - Six A/C of this Squadron piloted by Capt. Kenneth Reecher, Lts. **Lack L. Robinson**, Woodrow W. Thomas, Lawrence Kooima, Ferdinand Onnen and William J. Cunningham participated in this mission. Bombing results were fair. The warehouse area along the railroad, as well as suburbs of the city proper, was hit. Strong E/A opposition from 125 to 150 planes, as well as heavy A.A. fire was encountered. Of the 16 A/C from this Group that succeeded in bombing, 14 received varying degrees of A.A. damage. The 367th plane of Lt. William J. Cunningham failed to return." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

SQUADRON 367 368 369 423 A/C Number 959 Letter _____ Date _____

Bomb Load 10 x 500 E. Incendi.

Position in Formation

Time Took Off _____ Time Landed _____

	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

1. HOT NEWS to be phoned in? Yes No

Details:

② B-17, down time of first attack - lost sight of

Friendly A/C in any kind of distress? (Give position, time, altitude, full details)

CREW: Give Rank and Initials

① B-17 blew up 8:48 1/2 approx - 7 o'clock low 2 fighters - blew up no chutes

Capt. Reacher Pilot
W.C. Bisson CO-P
A.F. Titus Nav.
H.E. Phelan Bomb.
T/S A.G. Coulter Radio
J. Argentos Top T.
G.E. Corcoran Ball T.
J.R. Bloom R. Waist
H.K. Turing L. Waist
W.J. Ball Tail G.

2. TARGET ATTACKED:

Primary Time: 8:48 1/2
 Alternate Height: 27,500
 Last Resort Heading: 110°
 (circle)
 Duration Bomb Run: 25"

T/S J. Argentos Top T.
S/S G.E. Corcoran Ball T.
S/S J.R. Bloom R. Waist
S/S H.K. Turing L. Waist
S/S W.J. Ball Tail G.

3. Number of BOMBS dropped on target: 10 Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Could not see - smoke (see?)

Other Bombing:

5. Any PHOTOGRAPHS taken? Yes Froze up? Any Night: Yes No
 Number Bombs dropped _____
 Number Bombs returned _____

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered). (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
Swung up beyond T, a little N.E.

8. WEATHER: (If it affected mission) Roughly N.E.

9. FLAK: Encountered on way out, at target and on way home.

Type	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	------------------------------------	----------

8:40 - Predicted barrage continuous following both Dortmund (approx) Very acc. + intense in spite of violent evasive action - much bigger blast
 Crew observations about Flak: Bursts of continuous following
For 15 min. after T. frequent barrages + continuous track down both

Scarlet 42-5720 and Her Crew

3

INTERROGATION FORM

SQUADRON 367 368 369 423 A/C Number 537 Letter _____ Date 8/12/43

Bomb Load 10 X 500 H.E. Intends _____ Position in Formation _____

Time Took Off 0630 Time Landed 1120

check in at start of run and moved up to 5000 ft. (92nd) + looked in high G. frame

1. HOT NEWS to be phoned in? Yes No
Details: _____

X	X	X	X	X	X
X	X	X	X	X	X
X	X	X	X	X	X

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? (Give position, time, altitude, full details) At LL. Robinson Pilot

Comm from hit with flak in #4 sent to high squadron - fighter came in shot trench 1017 in trail after dropping bomb on ground. 1017 hit in fire #5 in trail of lead sq. over target.

At W.J. Tackmar CO-P

At C.D. Moore Nav.

F.Y. Pierce Bomb.

J.R. Morson Radio

J.W. Walkenhorst Top T.

M. Eusey Ball T.

H.W. Hoffner R. Waist

W.J. Aiff/Pr L. Waist

W.D. Brittain Tail G.

2. TARGET ATTACKED:
Primary Time: 0844
Alternate Height: 20,800 ind.
Last Resort Heading: 116 mag.
(circle)
Duration Bomb Run: cessive action at time.

3. Number of BOMBS dropped on target: 10 Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)
Own Bombs: *Not recalled when came back on leg, could see two by column of black smoke. 92nd ditched bombs for 20 seconds.*

Other Bombing: _____

5. Any PHOTOGRAPHS taken: Yes? (No?) Any Minkels: Yes (No)
Number Boxes Dropped _____
Number Boxes returned _____

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
OK to target then made left turn & had to go thru flak zone. Then out on brief.

8. WEATHER: (If it affected mission) 7/10 low clouds & haze. Could see straight down at night.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
<u>0844</u>	<u>Target</u>	<u>20,800</u>	<u>critical stage</u>	<u>lots of it</u>	<u>seemed to be heavier than usual.</u>	

Crew observations about Flak: Hit & flak

Mission Interrogation Form Showing L. L. Robinson - Aug 12, 1943

Scarlet 42-5720 and Her Crew

Flushing, Netherlands Raid - Aug 15, 1943

The next mission flown by a Scarlet crew member was on Sunday August 15, 1943 to Flushing, Netherlands by pilot **1st Lt. Laek L. Robinson**.



Target: VLISSINGEN NETHERLANDS Airfield (91 aircraft) - Aug 15, 1943

367th Bomb Squadron Mission Report

"Flushing - Our Squadron furnished seven of the 20 planes attacking Flushing, the secondary target on this date. Results were only fair, with hits scored on the railway sidings southeast of the airfield, and in the area north of the outer and inner harbors. About 17 bursts were noted on the airfield itself. There was no E/A opposition and AA fire was meager and inaccurate. All A/C returned safely, with no battle damage. Capts. Dinwiddie Fuhrmeister and Thomas Witt, Lts. Woodrow Thomas, Laek L. Robinson, Lawrence Kooima, Ferdinand Onnen and Zias D. Davis participated for the 367th."
source: 367th Combat Diary

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON ~~367~~ ~~368~~ ~~369~~ ~~423~~ - A/C-Number 554 Letter X Date 8/15/43

Bomb Load 16 x 300 H.E. Incendi.

Position in Formation

Time Took Off _____ Time Landed _____

	X
	X X X X X X
	X X X X X X
	X X X X X X
	X X X X X X
	X X X X X X

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

1st Lt. L. L. ROBINSON Pilot

2nd Lt. W. J. TACKMIER CO-P

1st Lt. C. D. MOORE Nav.

2nd Lt. F. X. PIERCE Bomb

none

2. TARGET ATTACKED:

T/Sgt. J. W. WALKENHORST Radio

Sgt. J. R. MERSON Top T.

Sgt. H. W. HEFNER Ball T.

S/Sgt. W. J. HIFLER R. Aist

S/Sgt. M. CAUSEY L. Aist

S/Sgt. W. D. BRITTAIN Tail G.

Primary Time: 1927

alternate Height: 24,500

Last Resort Heading: 130 mag
(circle)

Duration Bomb Run: 40"

3. Number of BOMBS dropped on target: || Jettisoned: returned: 5 Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others) *did not release*

Own Bombs: Brown smoke

Other Bombing: ANY NICKELS YES NO
NUMBER BOXES DROPPED _____
NUMBER BOXES RETURNED _____

5. Any PHOTOGRAPHS taken? Yes? No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs.)

as briefed

8. Weather affected mission?
medium heavy clouds, heavy condensation trails

9. ENEMY encountered on way out, at target and on way home.

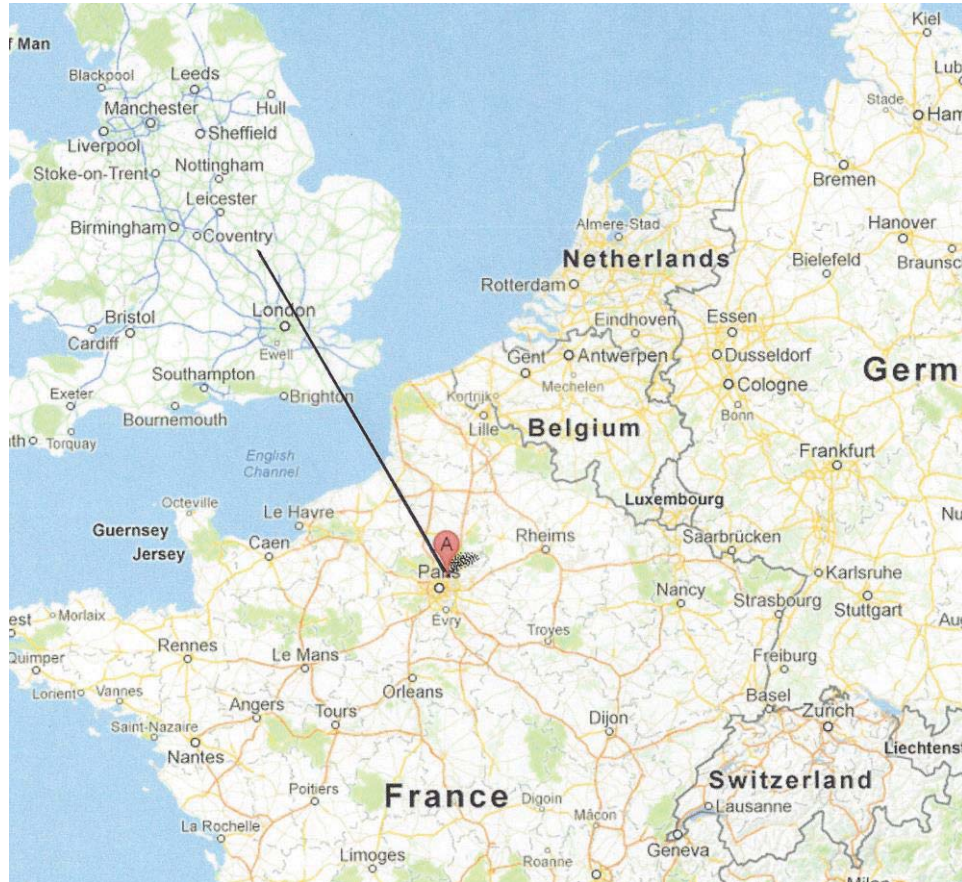
No.	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
	<i>over target</i>	<i>24,500</i>	<i>moderate heavy</i>	<i>black</i>	<i>above & behind</i>	<i>Inaccurate</i>
				<i>about 4-5 sec. later.</i>		

Crew observations about Flak: continuously pointed from 5 positions

Scarlet 42-5720 and Her Crew

Paris, France Raid - Aug 16, 1943

The next mission flown by an original Scarlet crew member was on Monday August 16, 1943 to Paris, France by bombardier 1st Lt. Hugh E. Phelan. Lt. Laek L. Robinson was also flying in this mission.



Target: Le Bourget Airfield Paris, France - August 16, 1943

367th Bomb Squadron Mission Report

"Le Bourget A/F - Col. George L. Robinson, commanding officer of the Group, led the 102nd Provisional Combat Wing on this very successful mission. The 367th sent seven A/C, piloted by Capt. Thomas Witt and Kenneth Reecher, Lts. Zias D. Davis, Ferdinand Onnen, Lawrence Kooima, Woodrow W. Thomas and Laek L. Robinson. All A/C bombed and returned safely base without injury to crew or damage to A/C. Bombing results on storage depot at Le Bourget were excellent. PRU photos show that the storage hangars and station buildings suffered very severe damage, and over 600 craters were spread evenly from east to west on the airfield. Machine and repair shops, administration buildings, and the barracks area on the east, west and south sides of the airfield received hits. Sgt. Edward E. Kennedy completed his 25th mission." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

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INTERROGATION FORM

SQUADRON (367) ~~368~~ ~~369~~ ~~370~~ ~~371~~ ~~372~~ ~~373~~ ~~374~~ ~~375~~ ~~376~~ ~~377~~ ~~378~~ ~~379~~ ~~380~~ ~~381~~ ~~382~~ ~~383~~ ~~384~~ ~~385~~ ~~386~~ ~~387~~ ~~388~~ ~~389~~ ~~390~~ A/C Number 891 Letter 0 Date 16/8/43

Bomb Load 16x300 H.E. Incendi

Position in Formation

Time Took Off 0719 Time Landed 1450

1. **HOT NEWS** to be phoned in? Yes No
 Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)

Capt. K. A. Beecher Pilot
 2nd. Lt. E. O. Rasmussen CO-P

*One B-17 on formation ahead
 in the same direction as they
 were going, about 10-15 miles
 south of Rouen.*

1st. Lt. A. F. Titus Nav.
 1st. Lt. H. E. Phelan Bomb.
 T/Sgt. A. G. Coulter Radio

2. **TARGET ATTACKED:**

Primary Time: 0936
 Alternate Height: 20,000
 Last Resort Heading:
 (circle)
 Duration Bomb Run: 3.5 min

T/Sgt. J. Argentos Top T.
 S/Sgt. J. E. Corcoran Ball T.
 S/Sgt. J. P. Bloom R. Waist
 S/Sgt. H. K. Twing L. Waist
 T/Sgt. E. E. Kennedy Tail G.

3. Number of BOMBS dropped on target: 16 Detonated: _____ returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Right on the button

Other Bombing: All buildings blown up & destroyed

ANY NICKELS YES NO
 NUMBER BOXES DROPPED _____
 NUMBER BOXES RETURNED _____

5. Any PHOTOGRAPHS taken? Yes? No?

6. **GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:**

7. **ROUTE** (If different than ordered) (If ABORTIVE give time, place, height of turn, reason for returning early, and disposition of bombs.)

*Within 5 miles of target bombed all the way to the target.
 0929 in 2-3 min turn after 1st burst on the button. 3rd burst
 0935 in 2-3 min turn after 1st burst on the button. 4th burst
 Perfect*

8. **FLAK:** Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
0921	Rouen	20,000	slight	bl.	low	to left
0935	just before	20,000				to left

Crew observations about Flak: _____

Mission Interrogation Form Showing H. E. Phelan - Aug 16, 1943

Scarlet 42-5720 and Her Crew

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INTERROGATION FORM

SQUADRON (367.) ~~368~~ ~~369~~ ~~409~~ A/C Number 554 Letter Date 16/8/43

Bomb Load 16x300 H.E. Incendi Position in Formation

Time Took Off 0722 Time Landed 1135

1. HOT NEWS to be phoned in? Yes No
 Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)

Handwritten: saw chute from fighter - not sure if any or friendly at:
 Breckany 0947 hrs. Plane crashed in fork of river to N.

1st. Lt. L. L. ROBINSON Pilot

2nd. Lt. W. J. TACKMIER CO-P

1st. Lt. C. D. MOORE Nav.

2nd. Lt. F. X. PRERCE Bomb.

SGT. J. R. MERSON Radio

T/SGT. J. W. WALKENHORST Top T.

S/SGT. M. CAUSEY Ball T.

SGT. H. W. HEFFNER R. Waist

S/SGT. W. J. HIPLER L. Waist

S/SGT. W. D. BRITTAIN Tail G.

2. TARGET ATTACKED:
 Primary Time: 0937
 alternate Height: 20,500 I
 Last Resort Heading: 160°
 (circle)
 Duration Bomb Run: 50"
3. Number of BOMBS dropped on target: all Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: light on dispersed area to N.W.

Other Bombing: same as above

ANY NICKELS: YES NO
 NUMBER BOXES DROPPED
 NUMBER BOXES RETURNED

5. Any PHOTOGRAPHS taken: Yes? No?

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs.)

Handwritten: As briefed

8. WEATHER that affected mission

9. FLAK encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Handwritten: Moderate. At target area 4 guns seem to follow us. White bursts seem to burst above black.

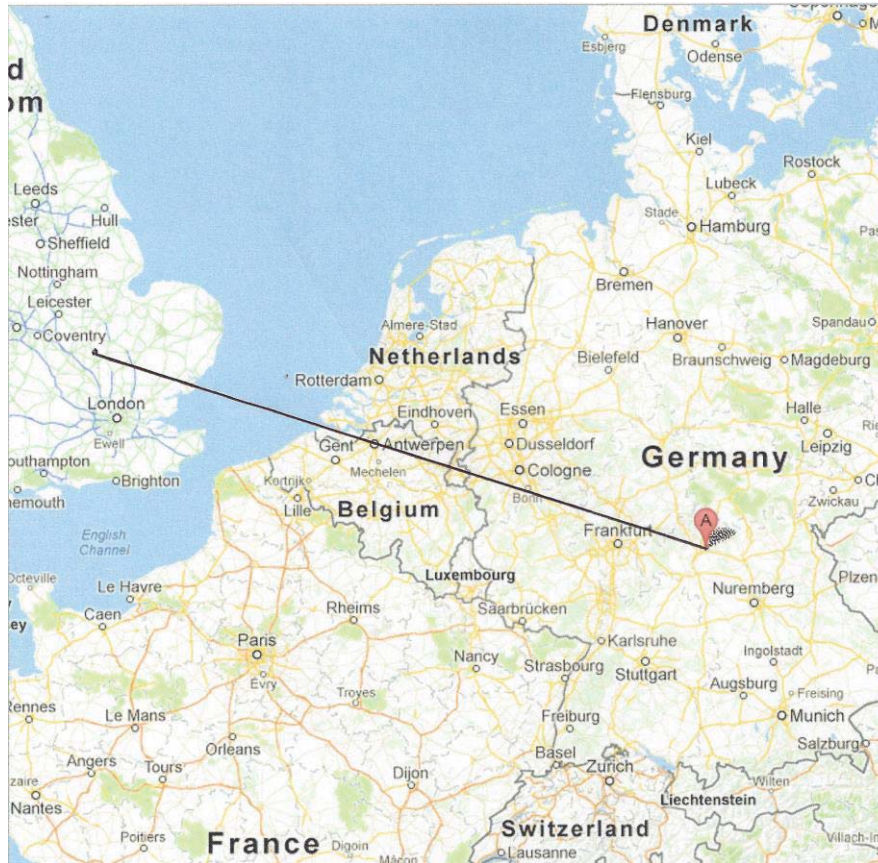
Crew observations about Flak:

Mission Interrogation Form Showing L. L. Robinson - Aug 16, 1943

Scarlet 42-5720 and Her Crew

Schweinfurt, Germany Raid - Aug 17, 1943

The next mission flown by an Scarlet crew member was on Tuesday August 17, 1943 to Schweinfurt, Germany by navigator **1st Lt. Otis B. Tillery** who was flying as Bomb Group lead Navigator. This was the first raid on Schweinfurt's Ball Bearing Factories made famous by the movie Twelve O'Clock High. Also flying in this mission was **Lt. Laek L. Robinson**.



Target: Schweinfurt, Germany - August 17, 1943

367th Bomb Squadron Mission Report

"Schweinfurt - Maj. William S. Raper, squadron commander, flying with Capt. Thomas Witt as copilot, led the Group on this mission. Other members of the 367th included Maj. George R. Buckey, flying with Capt. Kenneth Reeher as co-pilot, Capt. Dinwiddie Fuhrmeister, Lts. Ferdinand Onnen, Zias D. Davis, Laek L. Robinson, Woodrow W. Thomas and Lawrence Kooima. All A/C returned safely to base.

Chalk up still another 100 per cent mission for Major Henry Schmidt, Group Engineering officer. Bombing results were good, showing many hits on the factory buildings, as well as on barracks and residential areas in the town proper. AA fire was meager, but E/A opposition was strong, from approximately 100-150 E/A, mostly FW 190s. The claims of this Group were 24 E/A destroyed. S/Sgt. Walter R. Clark, ball turret gunner for Capt. Fuhrmeister, was credit with an ME 109." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON ~~367~~ ~~368~~ ~~369~~ ~~405~~ A/C Number 306 Letter P Date 17/8/43

Bomb Load 5 x 1000 H.E. Incendi Position in Formation (X)

Time Took Off 1155 Time Landed 1845

1. HCT NEWS to be phoned in? Yes No
 Details: X X X X X X

Chiefs: Give Rank and Initials

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)

Major W.S. Raper Pilot

Capt. T.F. Witt CO-P

1st Lt. O.B. Tillery }
Capt. G.B. Bennett } Nav.

Capt. H.J. Toland Bomb.

T/Sgt. J.C. Bocelli Radio

T/Sgt. G. Riecke Top-T.

S/Sgt. F.W. Fulliam Tail-T.

S/Sgt. C.A. Adams R. Aist

S/Sgt. W.R. Earnest L. Aist

2nd Lt. D.H. White Tail G.

2. TARGET ATTACKED:
 Primary Time: 1635:10
 Alternate Height: 21,000
 Last Resort Heading: 118 Mag
 (circle) Duration Bomb Run: 50"

3. Number of BOMBS dropped on target: all Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)
 Own Bombs: not observe

Other Bombing: Group bursts on B & C. also yards

5. Any PHOTOGRAPHS taken? Yes No? No
 Any HICKELS? Yes No? No
 Number Bombs dropped: 5
 Number Bombs returned: 0

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early, and disposition of bombs.)
Blanton 1321. ~~1348~~ 1348 at 5835N 03 40E. J.P. 1500. Target 1305. Enemy coast 1659 (out). Felixstowe 1736

8. WEATHER: (If it affected mission) good visibility

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location of Bursts in relation to A/C	Accuracy
<u>Way in</u>	<u>all way in</u>					
<u>target</u>	<u>heavy</u>		<u>black, (one burst of yellow-green)</u>			<u>inaccurate</u>
			<u>individual gun fire</u>			

Crew observations about Flak:

Mission Interrogation Form Showing O. B. Tillery - Aug 17, 1943

Scarlet 42-5720 and Her Crew

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INTERROGATION FORM

SQUADRON ~~967-968~~ ~~320X220~~ A/C Number 554 Letter _____ Date 17/8/43

Bomb Load 5 x 1000 H.E. Incendi _____ Position in Formation _____

Time Took Off 7:14.2 Time Landed 18:05

X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

1. HQ BOMBS to be phoned in? Yes No
 details: no

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)

no over

1st Lt. L.L. Robinson Pilot

2nd Lt. W.J. Tackmier CO-P

2nd Lt. G.D. Moore Nav.

2nd Lt. F.X. Pierce Bomb

Sgt. J.R. Merson Radio

T/Sgt. J.W. Walkenhorst Top T.

S/Sgt. M.E. Causey Ball T.

Sgt. H.W. Heffner R. Waist

S/Sgt. W.J. Hifler L. Waist

S/Sgt. W.D. Brittain Tail G.

2. TARGET ATTACKED:

Primary Time: 10:00

Alternate Height: 20,700

Last Resort Heading: 108° M.
 (circle)

Duration Bomb Run: 50"

3. Number of BOMBS dropped on target: all Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: _____

Other bombing: Target C completely covered. Maggot E.

5. Any PHOTOGRAPHS taken: Yes? No? no. Any Nickels: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes dropped _____ Number boxes returned _____

7. ROUTE (If different than ordered) (If ABORTIVE give time, place, height of return, reason for returning early, and disposition of bombs.)

No briefing

8. WEATHER: (If it affected mission) Good. High clouds

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

Moderate. Slightly accurate on target. Observed 4 bursts out of his horizon - no where near us. No other thing of note - saw nothing.

10. Observations about Flak: _____

Scarlet 42-5720 and Her Crew

Brussels, Belgium Raid - Aug 19, 1943

The next mission flown by an original Scarlet crew member was on Thursday August 19, 1943 to Brussels, Belgium by navigator 1st Lt. Otis B. Tillery.



Target: VLISSINGEN NETHERLANDS Airfield (55 aircraft) - August 19, 1943

367th Bomb Squadron Mission Report

"Flushing - Because of steadily increasing clouds obscuring the primary target, the secondary was bombed with poor results. Strike photos show approximately thirty bursts in and near the northeast dispersal area, with approximately seven burst in a bomb storage area. There were 11 direct hits on the Vlissingen/Middleburg Railroad, with at least 122 burst straddling the Walcheren Canal. No E/A opposition and very meager AA fire. No battle damage. Capt. Thomas Witt and Lts. William Tackmier, Ferdinand Onnen, Zias D. Davis and Lawrence Kooima flew for the 367th Squadron." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

2

INTERROGATION FORM

SQUADRON 367 ~~XXXXXXXXXX~~ A/C Number 557 Letter _____ Date 19/8/43

Bomb Load 16 x 300 H.E. Incendi _____ Position in Formation _____

Time Took Off _____ Time Landed _____

1. HOT NEWS to be phoned in? Yes No
Details: _____

		X		X		X
	X	X	X	X	X	X
	X		X	X		X
	X	X	X		X	X
	X					X

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

B17 1355 over target. High hit it in middle. Had dropped bombs. No chutes came out but no chute.

2nd Lt. W.J. Tackmier Pilot

2nd Lt. W.C. Bisson CO-P

1st Lt. G.B. Tillery Nav.

S/Sgt. O.K. Nabors Bomb.

T/Sgt. A.G. Coulter Radio

T/Sgt. J. Argentos Top T.

S/Sgt. J.E. Corcoran Ball T.

S/Sgt. H.K. Twing R. Waist

S/Sgt. J.P. Bloom L. Waist

S/Sgt. H. Sall Tail G.

2nd Lt. G.R. Hoover Spare

2. TARGET ATTACKED:

Primary Time: 17.56

alternate Height: 19100

Last Resort Heading: 325

(circle) Duration Bomb Run:

3. Number of BOMBS dropped on target: 16 Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: In the field hit to NE of center of T.

Other Bombing: _____

5. Any PHOTOGRAPHS taken: Yes? (No)

Any Nickels: Yes (No)

Number Boxes dropped _____

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS:

Number Boxes returned _____

7. ROUTE (If different than ordered) (If ABORTED give time, place, height of turn; reason for returning early, and disposition of bombs)

Hot. cont. of report to chart. Went around it & brought it to bank then left turn out.

8. WEATHER: (If it affected mission)

very, really good but minor clouds observed.

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type of heavy or moderate	Intensity	Color of Bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---------------------------	-----------	-----------------	---------------------------------------	----------

1743 In contact with 2 knots over way low inaccurate flunk. about 20 gms. Not accurate but hit at 305 ft. 305 ft.

Crew observations about Flak:

Not hit.

Mission Interrogation Form Showing O. B. Tillery - Aug 19, 1943

Scarlet 42-5720 and Her Crew

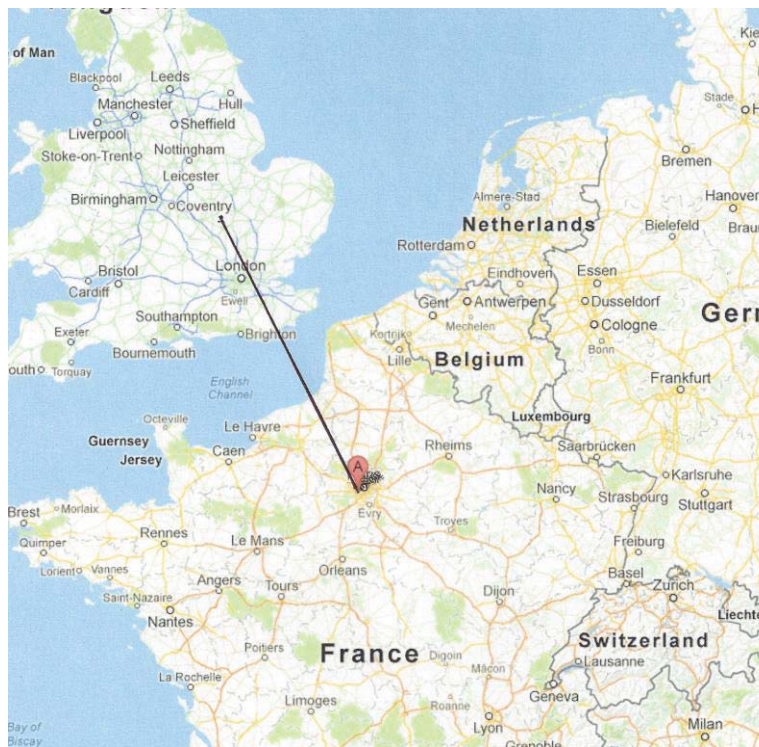
On August 23, 1943 the B-17 42-5720 "Scarlet" which Richard K. O'Hara and crew flew from the U.S. into combat back on January 16, 1943 was transferred from the 367thBS/306BG to the 544thBS/384BG.

Michael B. O'Hara continues:

"After Dad completed his missions (25 unescorted; later B17s ran 35 missions escorted), Scarlet was transferred to the 384th BG/544th BS on August 23, 1943, at Grafton Underwood, England, and was assigned to Lester Aufmuth."

Villacoublay, France Raid - Aug 24, 1943

The next mission flown by a Scarlet crew member was on Tuesday August 24, 1943 to Villacoublay, France by navigator, **1st Lt. Otis B. Tillery** and bombardier, **1st Lt. Hugh E. Phelan**. Both were flying as Group Lead Navigator and Bombardier. Also **1st Lt. Laek L. Robinson** flew on the mission as pilot of the 894 plane.



Target: VILLACOUBLAY FRANCE Airfield (86 aircraft) - August 24, 1943

367th Bomb Squadron Mission Report

"Villacoublay - Eighteen A/C of this Group took off to bomb Villacoublay. Capt. Dinwiddie Fuhrmeister, Lts. Woodrow W. Thomas, Laek L. Robinson, Ferdinand Onnen, Zias D. Davis and William Tackmier represented the 367th. Bombing results were fair. Crews report hits on aiming point and on a triangle of buildings at the west end. First photos show a concentration one eighth mile to the north and short. No E/A opposition for this Group, but AA fire was very accurate, damaging seventeen of our eighteen A/C. All ships returned." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

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INTERROGATION FORM

SQUADRON ~~24XXX~~ 369 ~~XXX~~ A/C Number 993 Letter _____ Date 24/8/43

Bomb Load 12 x 500 H.E. Incend.

Position in Formation

Time Took Off _____ Time Landed _____

	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X				

1. HOT NEWS to be phoned in? Yes No
Details: _____

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

- Capt. D.W. Wheeler CoP ~~CoP~~
- Major R.P. Riordan Pilot ~~CoP~~ ←
- Lt. Mazanek, J.B.
- Lt. ~~Phelan~~ Tillery Nav.
- Lt. ~~Phelan~~ ^{H.E.} Phelan Bomb.
- T/Sgt. M.A. Narum Radio
- T/Sgt. N.L. Noyes Top T.
- S/Sgt. E.W. Mills Ball T.
- S/Sgt. J.F. Montana R.Waist
- S/Sgt. C.W. McGrane L.Waist
- Lt. F.A. Evans Tail G.

2. TARGET ATTACKED:

Primary Time: 18:00 1/2
Alternate Height: 23,000
Last Resort Heading: 115°
(circle)
Duration Bomb Run: 35"

3. Number of BOMBS (dropped on target: 12 x 500) Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Didn't see

Time over Coast 17:32
" " " 18:41

Other Bombings _____

5. Any Photographs taken: Yes No Any Nickels: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes dropped _____ Number boxes returned _____

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs)

→ 9/10 to 10/10 From Coast to T. Clear over I.P. and to T.

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy, intense, moderate or slight)	Color of bursts	Location of bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

Over T. Mod. very acc. tracking at lead
throws up predicted concentration
on following groups -

Crew observations about Flak: _____

Clouds broke open just S. of I.P. then closed again after rising off T. group dropped to 20,000 in med. to get under these.

Mission Interrogation Form Showing Tillery, Phelan - Aug 24, 1943

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 ~~763XX369XX333~~ A/C Number 894 Letter _____ Date 24/8/43

Bomb Load 12 x 500 H.E. Incend.

Position in Formation

Time Took Off 1522 Time Landed 1847

		X		
	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X
X				X

1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

<u>1st Lt. L.L. Robinson</u>	Pilot
<u>2nd Lt. W.S. Kirk</u>	Co-P
<u>F/O P.D. Anderson (369th)</u>	Nav.
<u>2nd Lt. C.A. Cressy</u>	Bomb.
<u>T/Sgt. J.R. Merson</u>	Radio
<u>T/Sgt. W.J. Hifler</u>	Top T.
<u>S/Sgt. Merle Causey</u>	Ball T.
<u>S/Sgt. H.W. Heffner</u>	R.Waist
<u>S/Sgt. B. Margineau</u>	L.Waist
<u>S/Sgt. W.D. Brittain</u>	Tail G.

2. TARGET ATTACKED:

Primary Time: 1759
Alternate Height: 23,000
Last Resort (circle) Heading 90°
Duration Bomb Run: about 30"

3. Number of BOMBS dropped on target: all Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Other Bombing:

5. Any Photographs taken: Yes? No? Any Nickels: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes dropped _____ Number boxes returned _____

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs)

as briefed

8. WEATHER: (If it affected mission) 5/10 - 6/10 in target area

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

	<u>target</u>	<u>23,000</u>	<u>moderate</u>	<u>tracking</u>	<u>middle of group</u>	<u>very accurate</u>
				<u>stepped-up</u>		
				<u>black</u>		

Crew observations about Flak: bursts larger than average

Mission Interrogation Form Showing L. L. Robinson - Aug 24, 1943

Scarlet 42-5720 and Her Crew

The following article occurred in the Oswego Palladium-Times on Friday September 3, 1943. Paul A. Fetkiw lived in Fulton, Oswego Co., NY.

Decorated For Downing Enemy Fighter Plane

Paul Fetkiw Visits Parents After Participating in 25 raids.

Fulton - After a recent raid, Hamburg looked, "not like Hamburg", said Tech Sgt. Paul Fetkiw, Flying Fortress aerial gunner, as he commented on his experiences in more than 25 raids over Europe and Africa.

Sgt. Fetkiw, son of Mr. and Mrs. John Fetkiw, 656 West First Street, has been visiting his parents before leaving for Salt Lake City Thursday morning where he will be an aerial gunner instructor. Although he did not have a furlough, the gunner was spending a 15-day delay on route in his home town.

On the raid over Hamburg of which he spoke, Sgt. Fetkiw shot down a German Focke Wulf 190 enemy fighter plane. For his gallantry in action, the sergeant has been decorated with the Distinguish Flying Cross, the Army Air Medal with three oak leaf clusters, and a medal for service in the European and African theatre of war.

When asked his leanings with respect to flak, Sgt. Fetkiw remarked that he fears the German fighters much more. He remarked that the anti-aircraft shells gives one a slight bump or jolt and one sees a bright red burst with clouds of black smoke.

The gunner recalled vividly lessons he had from German pilots in combat, saying that they are excellent fighters in the least. He said that the Focke-Wulf is by all odds the best plane the Germans have in the air today.

Essen, St. Nazaire, Kiel, Paris, and a number of points close to Berlin have been the targets of Fetkiw's bomber. He recalled having seen more than 250 enemy fighter planes in the air at once to oppose the raiding bombers.

Although he spent most of his foreign service in England, and incidentally in the air over Europe, Fetkiw told that he was station for a time in Dakar. During his stay in foreign territory, Sgt. Fetkiw was a member of both the Eighth and Ninth Bomber commands at different times.

After a total of twenty one months service at home and abroad, Fetkiw has been sent to Salt Lake City, Utah, where expects to be a flexible gunnery instructor. He received his basic training at Keesler Field, Miss., and his flexible gunnery training at Tindall Field, Fla.

He attended Fulton High school and worked at the Fulton Silk Mill and Charles Allen & Son Excelsior plant before entering service.

Scarlet 42-5720 and Her Crew

What Happen To The "Scarlet"

So what happen to 42-5720 "Scarlet" after it was transferred? The first thing that happened was it was renamed to "Slightly Dangerous".



Scarlet in flight on the way to war

Michael B. O'Hara continues:

"Mr Aufmuth flew 3 missions in 42-5720 (one researcher stated the plane remained Scarlet, but recently another researcher said she was renamed Slightly Dangerous), but was lost on the 4th mission to Stuttgart, Germany on September 6, 1943. Returning to her home base, 42-5720 run out of gas and crashed near Beauvais (Gisor), France. Initially, French citizens near the crash helped Mr Aufmuth and his crew, but they were eventually captured by the Germans near Toulouse/Lordes, France. Mr Aufmuth was later sent to a prison camp in Barth, Germany and liberated in May 1945."

42-5720 "Scarlet/Slightly Dangerous" (384th BG, 544th BS) ran out of fuel and crashed at Airion, France Sep 6, 1943 on a mission to Stuttgart, Germany. MACR 776. 5 POWs, 5 evaded. Although this plane was flown five times, it was only credited with two combat missions because it was recalled twice and aborted another time.

Scarlet 42-5720 and Her Crew

384th Bomb Group B-17F Aircraft 42-5720

Aircraft:	42-5720, Slightly Dangerous
Production Block:	B-17F-5-VE
Squadron:	544th
Squadron Code:	SU*A
Last Pilot:	Aufmuth, L
Start Date:	22 August 1943
Missions:	This aircraft was credited with 2 combat missions with the 384th.
End Date:	6 September 1943
Reason:	Shot Down
Documents:	Missing Air Crew Report: 776
Comments:	MIA 9/6/43, mission to Stuttgart, Germany,
History: History data courtesy of David Osborne; used with permission.	42-5720 Del Tulsa 23/9/42; Wayne 2/11/42; West Palm Beach 14/12/42; Ass 367BS/306BG [GY-Y] Thurleigh SCARLET 2/2/43; then 368BS; taxi accident w/Dick O'Hara 20/4/43; tran 544BS/384BG [SU-A] Grafton Underwood 23/8/43; MIA Stuttgart 6/9/43 w/Lester Aufmuth, n-Chas Downe, b-Jim Jensen, ettg-Bob Price, wg-Joe Smith (5POW), cp-Jim McMath, ro-Lou Weatherford, btg-Jim Wagner, wg-Chas Fisher, tg-Carl Bachmann (5EVD); no gas, cr Doiains, ten miles E of Evreux, Fr. MACR 776.

Source http://384thbombgroup.com/_content/_pages/One384thAircraft.php?AircraftKey=42-5720

384th Bomb Group Mission Number 21, Crew

MISSION SUMMARY

Mission Date	6 September 1943
384th Mission Number	21
8th Air Force Mission Number	91
Primary Target	Industry Stuttgart, Germany

CREW ROSTER

Position	Crewmember	Status
Pilot	Aufmuth, Lester H	POW
Copilot	McMath, James G	Evaded
Navigator	Downe, Charles O	Evaded
Bombardier	Jensen, Jr, James C	POW
Radio Operator	Weatherford, Louie F	Evaded
Engineer/Top Turret	Price, Robert K	POW
Ball Turret	Wagner, James L	Evaded
Tail Gunner	Bachmann, Carl E	Evaded
Flexible Gunner	Fisher, Charles A	Evaded
Flexible Gunner	Smith, Joseph H	POW

Scarlet 42-5720 and Her Crew

5 COMBAT MISSIONS FLOWN BY THIS B-17F AIRCRAFT 42-5720 after being re-assigned to the 544th BS of the 384th BG

Number	Date	Target	Crew/ Sortie	Results	Comments
--	30 August 1943	Achiet-le-Grand, France, RECALLED	CREW SORTIE	Returned to Base	- None -
19	31 August 1943	Aircraft Industry Romilly-sur- Seine, France	CREW SORTIE	Aborted	"Aborted" noted on loading list.
--	2 September 1943	Vannes, France, RECALLED	CREW SORTIE	Returned to Base	- None -
20	3 September 1943	Airfield Romilly-sur- Seine, France	CREW SORTIE	Completed Mission	- None -
21	6 September 1943	Industry Stuttgart, Germany	CREW SORTIE	Failed to Return	MIA; damaged by enemy aircraft; insufficient fuel to return to England; made a forced landing in field near Beauvais, France; MACR 776.

Source http://384thbombgroup.com/_content/_pages/One384thAircraft.php?AircraftKey=42-5720

Scarlet 42-5720 and Her Crew

Last Sortie Report For 42-5720

SORTIE REPORT			
MISSION			
DATE	8 th AF MISSION #	384 TH BG MISSION #	TARGET
1943-09-06	91	21	INDUSTRY STUTT GART , GERMANY
SORTIE			* NUMBER 527
COMBAT CREDIT	STATUS		
YES	FAILED TO RETURN		
COMMENTS	MIA; DAMAGED BY ENEMY AIRCRAFT; INSUFFICIENT FUEL TO RETURN TO ENGLAND; MADE A FORCED LANDING IN FIELD NEAR BEAUVAIS, FRANCE; MACR 776.		
<small>* SORTIE NUMBER REFERS TO DATABASE LOCATION, NOT A HISTORICAL IDENTIFICATION.</small>			
AIRCRAFT			
SERIAL NUMBER	NAME	SQ CODE	TYPE
42-5720	SLIGHTLY DANGEROUS	SU*A	B-17F
CREW			
POSITION	CREWMEMBER	UNIT	STATUS
PILOT	AUFMUTH, LESTER H	544	POW
COPILOT	MCMATH, JAMES G	544	EVADED
NAVIGATOR	DOWNE, CHARLES O	544	EVADED
BOMBARDIER	JENSEN, JAMES C, JR	544	POW
RADIO OPERATOR	WEATHERFORD, LOUIE F	545	EVADED
ENGINEER/TOP TURRET	PRICE, ROBERT K	544	POW
BALL TURRET	WAGNER, JAMES L	544	EVADED
TAIL GUNNER	BACHMANN, CARL E	544	EVADED
FLEXIBLE GUNNER	FISHER, CHARLES A	544	EVADED
FLEXIBLE GUNNER	SMITH, JOSEPH H	544	POW
RELATED DOCUMENTS			
TYPE	IDENTIFICATION		
MACR	776		

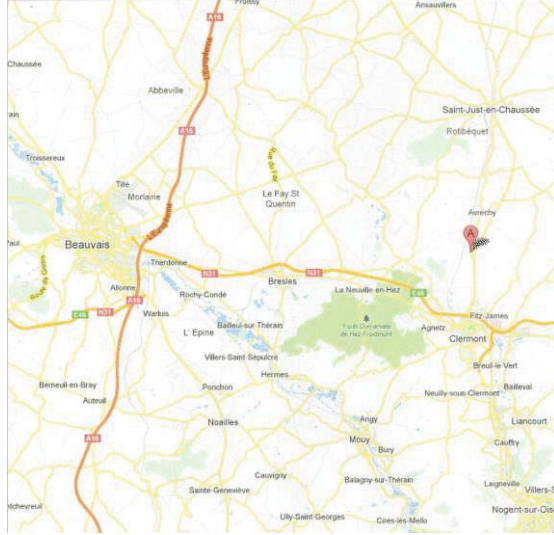
Source: http://384thbombgroup.com/_content/_pages/SortieReport.php?SortieKey=527

After I had completed this document and had several copies made for the Tillery, Phelan and O'Hara families, I discovered another document that provided the final story of what happened to the "Scarlet"/"Slightly Dangerous" after it crashed on September 6, 1943. It is a wonderful story written by the copilot, James G. McMath who evaded capture. I have now included it as an addendum after the last page of the Index found on page 255. It is titled "Slightly Dangerous" ESCAPE The James G. McMath Story. Source: http://384thbombgroup.com/_content/_documents/Stories/Slightly%20Dangerous,%20James%20G%20McMath.pdf

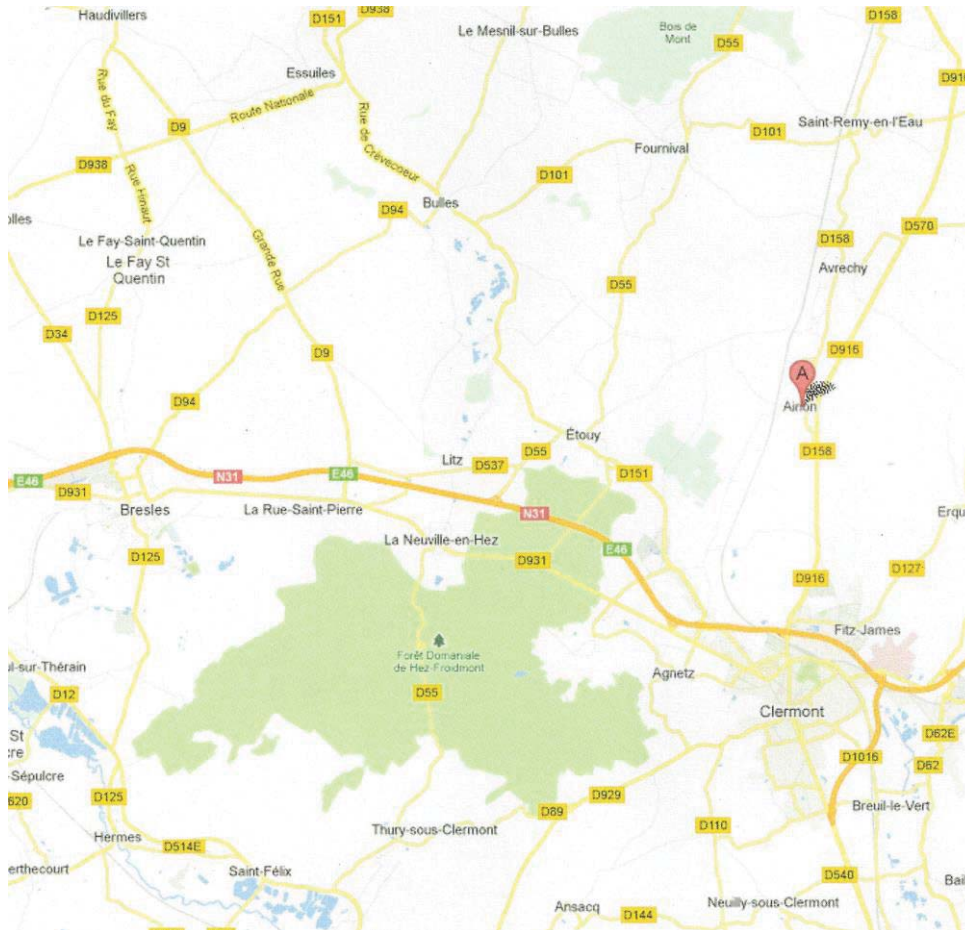
Scarlet 42-5720 and Her Crew



Site where 42-5720 crashed - 9-6-43
North of Paris, FR



Site where 42-5720 crashed - 9-6-43
East of Beauvais, FR & North of Clermont, FR

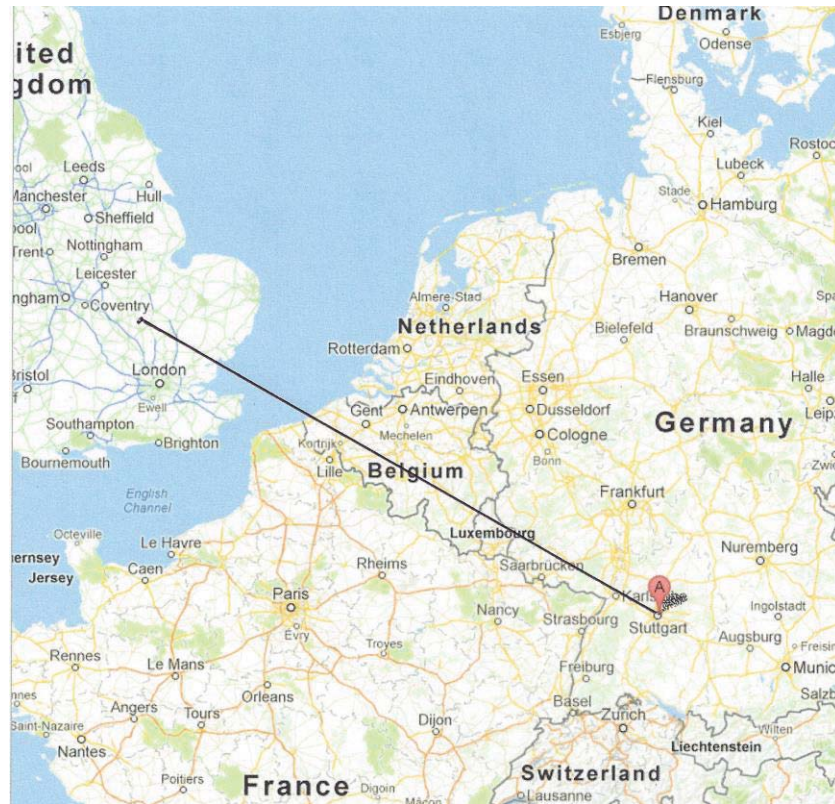


Site where 42-5720 crashed - 9-6-43
Near Airion, FR

Scarlet 42-5720 and Her Crew

Stuttgart, Germany Raid - Sep 6, 1943

The next mission flown by an original Scarlet crew member was on Monday September 6, 1943 to Stuttgart, Germany by bombardier, **1st Lt. Hugh E. Phelan**. He was flying with pilot **1st Lt. Laek L. Robinson**. They flew on the same mission for the 306th BG that their former plane 42-5720 "Scarlet/Slightly Dangerous" flew for the 384th BG and couldn't make it back.



Target: STUTTGART GERMANY Roller Bearing Works (151 aircraft) - September 6, 1943

367th Bomb Squadron Mission Report

"Stuttgart - Seven A/C of this Squadron took off at 0615 hours on another long mission deep into Germany to comb the roller bearing works at Stuttgart. Lts. William Bission, Lawrence Kooima, William Tackmier, Ferdinand Onnen, Woodrow W. Thomas, Zias D. Davis and Laek L. Robinson and crews flew for the 367th. A complete undercast obscured both the primary and secondary targets so bombs were dropped on the town of Achern, near Strasbourg, just inside the German border and with poor results. Thirty to 40 yellow nosed FW 190s were seen. They failed to live up to their usual standards, giving only very weak opposition and concentrating mostly on stragglers. They showed no great eagerness to attack our formation. Our Group claims three E/A destroyed, with one credited to S/Sgt. Edward DeBuyer, Jr., ball turret gunner for Lt. Thomas. Flak was moderate but very accurate, damaging 16 of the 21 A/C from the Group.

All of our Squadron returned safely to base, but the Group as a whole was not nearly as fortunate. Lts. William Price and Byron Bryant, both 369th, crash landed in England. Lt. Walter Peterson, 368th, ran out of gas while still 40 miles from the French Coast, and 10

Scarlet 42-5720 and Her Crew

chutes were seen from his A/C. Lt. Martin Andrews, 423rd, landed in Switzerland where the entire crew was interned. Col. George L. Robinson, Group C.O., led the 102nd Provisional Wing.

The Squadron celebrated one year in the ETO with a party." source: 367th Combat Diary

(4) INTERROGATION FORM

SQUADRON 367 ~~367~~ A/C Number 306 Letter _____ Date 6 Sept 1943

Bomb Load 10 X 500 H.E. Incendi _____ Position in Formation _____

Time Took Off 6:30 Time Landed 13:24

1. HOT NEWS to be phoned in? Yes No

	X X X X X
	X X X X X
	X X X X X
	X X X X X

Details: (1) B-17 - 817 hrs near Chateaufort to Paris down in Switzerland 14 miles one chute seen from A/C in any kind of distress? (Give position, time, altitude, full details)

(2) B-17 - 9:55 hrs just before target knocked down in France by A/C

(3) Four or five B-17 heads seen in Switzerland

CREW: Give Rank and Initials

1st. Lt. L.L. Robinson Pilot	
2nd. Lt. W.S. Kirk CO-P	
2nd. Lt. C.A. Alexander Nav.	
1st. Lt. H.E. Phelan Bomb.	
T/Sgt. J.R. Merson Radio	
T/Sgt. J.W. Walkenhorst Top T.	
S/Sgt. M. Causey Ball T.	
S/Sgt. H.W. Heffner R. Laist	
S/Sgt. W.J. Heffer L. Laist	
S/Sgt. W.D. Brittain Tail G.	

2. TARGET ATTACKED:

Primary Time: 9:54

Alternate Height: 25,000

Last Resort Heading: 260 M.

Duration Bomb Run: _____

3. Number of Bombs dropped on target: all Jettisoned: _____ Returned: _____ Abortive: _____

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Think dropped near For heim 100 hrs heading 297

Other Bombs: one (low trap) dropped in woods between P. for heim and tail part alt 25,000 NW of tail part

5. Any RESULTS taken? Yes? _____ No? _____

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Any Nickles: Yes No Number Boxes dropped _____ Number Boxes returned _____

7. BOMB (if different than ordered) (If ABORTIVE give time, place, height of target, reason for returning early, and disposition of bombs.)

8. DAMAGE (if it affected mission) 1 of 10 target and mostly over Germany

9. FLAK encountered on way out, at target and on way home.

Time	Place	Height or A/C	Type (light, heavy), intense, moderate or slight.	Color of Bursts	Location of Bursts in relation to A/C	Accuracy	
<u>9:57</u>	<u>Primary</u>	<u>25,000</u>	<u>Heavy</u>	<u>Black</u>	<u>Moderate</u>	<u>Decurate</u>	<u>Tracking</u>

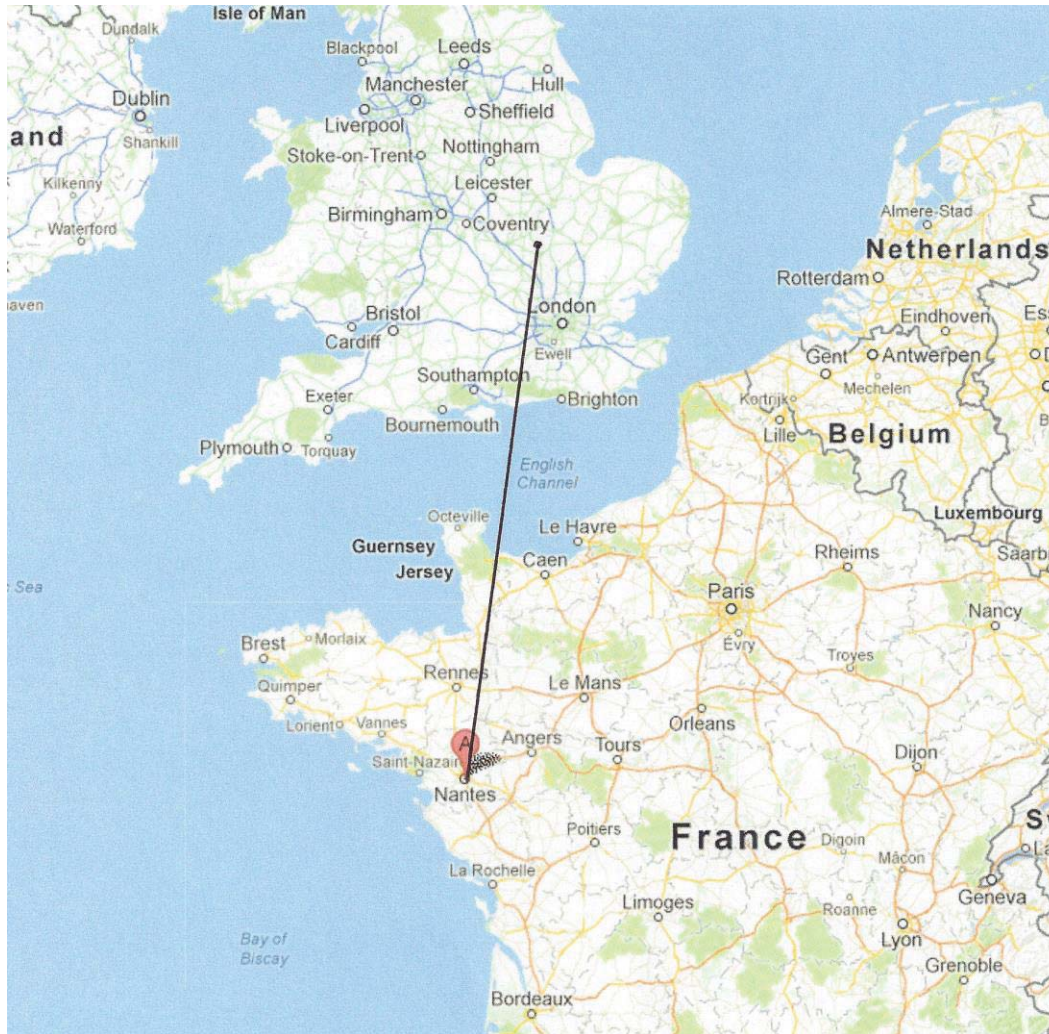
Crew observations about Flak: _____

Mission Interrogation Form Showing L. L. Robinson, H. E. Phelan - Sep 6, 1943

Scarlet 42-5720 and Her Crew

Nantes, France Raid - Sep 23, 1943

The next mission flown by a Scarlet crew member was on Thursday September 23, 1943 to Nantes, France by navigator, **1st Lt. Otis B. Tillery**. This time he was flying with pilot **Capt. Laek L. Robinson** who was just promoted on September 20, 1943.



Target: NANTES FRANCE Industry shipyards (61 aircraft) - September 23, 1943

367th Bomb Squadron Mission Report

"Nantes - A very effective smoke screen obscured the primary, so bombs were dropped on the secondary with good results. Strike photos show an excellent concentration of bombs along the north bank of the river fork. Only three E/A were seen. They attempted a tail attack but were driven off by our P-47 escort. AA fire was moderate to intense and damaged eight of our A/C. All but one A/C of this Group returned safely. Lt. Immanuel Klette of the 369th crash landed in England, with serious injuries to four crew members. Flying for the 367th were Lts. Lawrence Kooima, Ferdinand Onnen, William Tackmier, Zias D. Davis, William Kirk and Laek Robinson." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

INTERROGATION FORM

SQUADRON 367 ~~268908620122~~ A/C Number 959 Letter _____ Date 23/9/43

Bomb Load 12 x 500 H.E. Incendi.

Position in Formation

Time Took Off _____ Time Landed _____

		X			
(X)	X	X	X	X	
X	X	X	X	X	X
X	X	X	X	X	X
X	X			X	X
X				X	

1. HOT NEWS to be phoned in? Yes No

Details:
 ① B-17 blew up 17:45. Lead Group
Wing ahead

CREW: Give Rank and Initials

Friendly A/C in any kind of distress?
 (Give position, time, altitude, full details)

1st Lt. L.L. Robinson Pilot

1st Lt. T. P. Ledgerwood Co-P

② 17:47 B-17 blew up
9 chutes

1st Lt. O.B. Tillery Nav.

③ 18:38 B-17 turned around
near Kenner 5 chutes
 2. TARGET ATTACKED: smoking engine

1st Lt. C.A. Cressy Bomb.

T/Sgt. J.W. Merson Radio

Primary Time: 18:15

T/Sgt. J.W. Walkenhorst Top T.

Alternate Height: 25 600

S/Sgt. M. Causey Ball T.

Last Resort Heading 183 Mag
 (circle)

S/Sgt. H.W. Hoffner R.Waist

Duration Bomb Run:
3.5 sec.

S/Sgt. W.J. Hifler L.Waist

S/Sgt. W.D. Brittain Tail G.

3. Number of BOMBS 12 x 500 dropped on target: Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: Well concentrated

Other Bombing: Big fire just N. of River between 2 bridges

Airport just S. of Kenner really took pounding

5. Any Photographs taken: Yes? No Any Nickels: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes dropped _____ Number boxes returned _____

7. ROUTE: (If different than ordered) (if ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs)

See attached

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, of heavy), intense, moderate or slight.	Color of bursts	Location of Bursts in relation to A/C	Accuracy
------	-------	---------------	--	-----------------	---------------------------------------	----------

T. Big 6 Gun Battery N.W. of Town - road of Flock N.W. of town and W. of town

Crew observations about Flak: _____

Scarlet 42-5720 and Her Crew

The following medals were given out September 30, 1943 to:

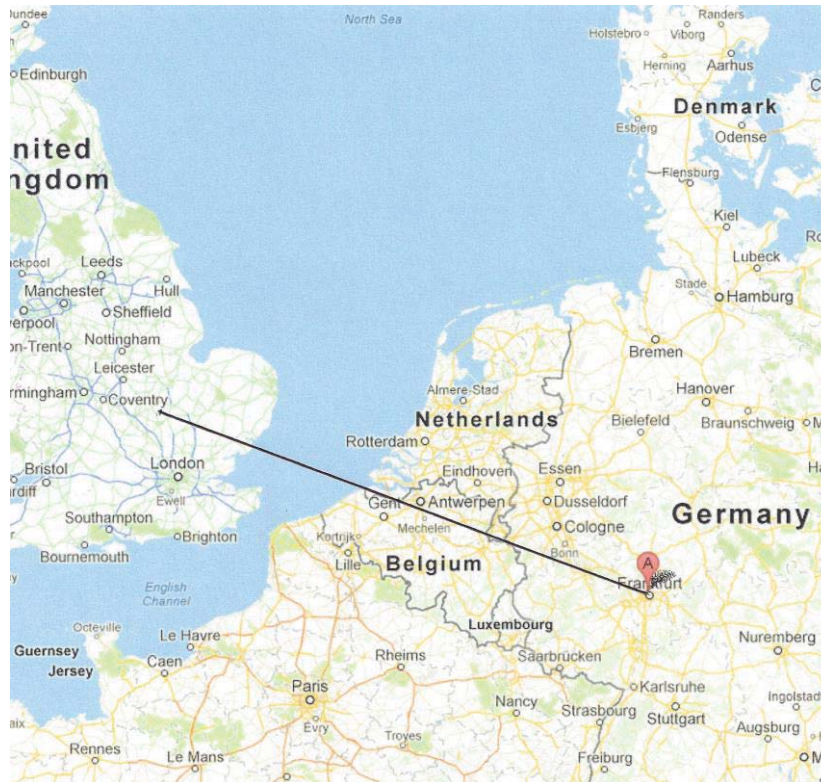
"Distinguished Flying Crosses: Lts. Lawrence Kooima, **Hugh E. Phelan**, Francis X. Pierce; T/Sgt. John W. Walkenhorst; S/Sgts. William D. Brittain, Merle Causey and Stanley J. Couvillion.

Oak Leaf Cluster to DFC: 1st. Lt. Woodrow W. Thomas." *source: 367th Combat Diary*

1st Lt. Laek L. Robinson was promoted to captain, effective 20 Sep 1943. *source: 367th Combat Diary*

Frankfurt, Germany Raid - Oct 4, 1943

The next mission flown by an original Scarlet crew member was on Monday October 4, 1943 to Frankfurt, Germany by navigator, **1st Lt. Otis B. Tillery** and bombardier, **1st Lt. Hugh E. Phelan**. They were both flying with pilot **Capt. Laek L. Robinson**.



Target: FRANKFURT GERMANY industry Aviation (93 aircraft) - October 4, 1943

367th Bomb Squadron Mission Report

"Frankfurt - Planes of the 306th again led the 1st Bomb Division, as Col. Budd J. Peaslee, 40th Combat Wing, flew in the 368th plane of Capt. George E. Paris. Planes of the 367th included the crews of Capt. Laek L. Robinson, Lts. Woodrow W. Thomas, William Bisson, Lawrence Kooima, William Kirk and Thomas D. Ledgerwood. Lts. Kirk and Ledgerwood returned early due to mechanical failures. Flak was moderate to intense at the target and extremely accurate. Every ship in our formation received varying degrees

Scarlet 42-5720 and Her Crew

of damage. Directly after bombs away the Luftwaffe attacked in force, throwing almost every conceivable type of fighter at us, including ME 110s, 210s and 109s, FW 189s and 190s, Ju 88s and one crew reported a JU 87. Our squadron alone received 25 to 30 direct attacks. S/Sgt. William D. Brittain and T/Sgt. Alexander Heyburn were each credited with an enemy aircraft destroyed. All of our A/C returned safely. Lt. Thomas lost his radio operator, T/Sgt. Francis W. Palmer, who was killed in action." *source: 367th Combat Diary*

INTERROGATION FORM

SQUADRON 367 ~~268~~ A/C Number 767 Letter Y Date 1/10/43

Bomb Load 4 x 1,000 H.B. ~~INCORRECT~~ Position in Formation

Time Took Off 06:30 Time Landed 12:40

1. **HOT NEWS** to be phoned in? Yes No
 Details:

CREW: Give Rank and Initials

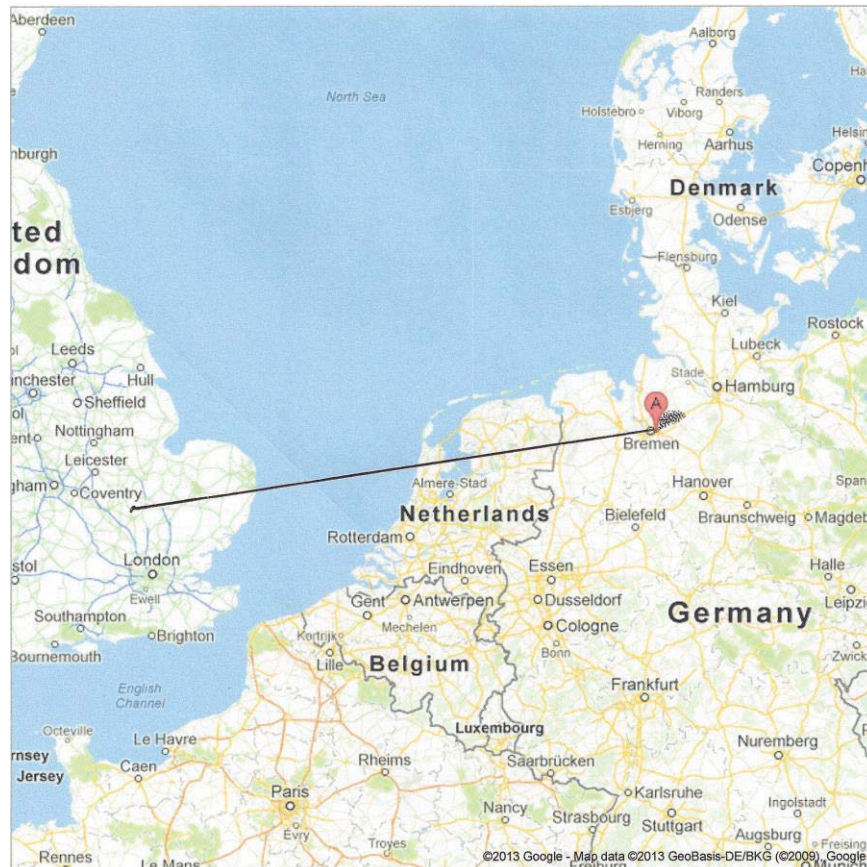
<p>Friendly A/C in any kind of distress? (Give position, time, altitude, full details)</p> <p>2. TARGET ATTACKED:</p> <p>Primary <u>W.A.</u> Time: <u>10:55</u> Alternate Height: <u>25,000</u> Last Resort Heading <u>170°</u> (circle) Duration Bomb Run: <u>Dropped early.</u></p> <p>3. Number of BOMBS dropped on target: <u>6 x 1000</u> Jettisoned: Returned: abortive:</p> <p>4. Observed RESULTS OF BOMBING: (For this plane or others) Own Bombs: <u>4 x 1000</u> <u>Dropped in intended.</u> <u>All dropped on head plane of 2nd element.</u> Other Bombing: <u>not seen.</u></p> <p>5. Any Photographs taken: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Any Nickels: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes dropped _____ Number boxes returned _____</p> <p>7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs)</p> <p>8. WEATHER: (If it affected mission)</p> <p>9. FLAK: Encountered on way out, at target and on way home.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Time</th> <th>Place</th> <th>Height of A/C</th> <th>Type (light, of heavy), intense, moderate or slight.</th> <th>Color of bursts</th> <th>Location of bursts in relation to A/C</th> <th>accuracy</th> </tr> </thead> <tbody> <tr> <td><u>10:55</u></td> <td><u>Target</u></td> <td><u>25,000</u></td> <td><u>Very accurate.</u></td> <td><u>difficult to see.</u></td> <td></td> <td></td> </tr> </tbody> </table> <p>Crew observations about Flak: _____ <u>Amphibious land.</u></p>	Time	Place	Height of A/C	Type (light, of heavy), intense, moderate or slight.	Color of bursts	Location of bursts in relation to A/C	accuracy	<u>10:55</u>	<u>Target</u>	<u>25,000</u>	<u>Very accurate.</u>	<u>difficult to see.</u>			<p style="text-align: center;">Position in Formation</p> <pre> X </pre> <p>Crew:</p> <p><u>CAPT. L. L. ROBINSON</u> Pilot <u>2nd Lt. D. L. JACOBS</u> Co-P <u>1st Lt. O. B. TILLERY</u> Nav. <u>1st Lt. H. E. PHELAN</u> Bomb. <u>T/Sgt. J. R. MERSON</u> Radio <u>T/Sgt. J. W. WALDENHORST</u> Top T. <u>S/Sgt. W. R. CLARK</u> Ball T. <u>S/Sgt. H. W. HEFFNER</u> R.Waist <u>S/Sgt. W. J. HIFLER</u> L.Waist <u>S/Sgt. W. D. BRITTAIN</u> Tail G.</p>
Time	Place	Height of A/C	Type (light, of heavy), intense, moderate or slight.	Color of bursts	Location of bursts in relation to A/C	accuracy									
<u>10:55</u>	<u>Target</u>	<u>25,000</u>	<u>Very accurate.</u>	<u>difficult to see.</u>											

Mission Interrogation Form Showing L. L. Robinson, O. B. Tillery, H. E. Phelan - Oct 4, 1943

Scarlet 42-5720 and Her Crew

Bremen, Germany Raid - Oct 8, 1943

The next mission flown by a Scarlet crew member was on Friday October 8, 1943 to Bremen, Germany by navigator, **Capt. Otis B. Tillery** and bombardier, **1st Lt. Hugh E. Phelan**. Two important things can be seen in this flight for Otis B. Tillery. First, **Otis B. Tillery** is shown as Captain Tillery on the Interrogation Report and second, this is the last mission I have found that he flew meaning he completed his 25th mission and tour. **1st Lt. Hugh E. Phelan** was flying with **Capt. Laek L. Robinson**.



Target: BREMEN GERMANY Industry U-boat yards (105 aircraft) - October 8, 1943

367th Bomb Squadron Mission Report

"Bremen - The largest formation of 8th Air Force "heavies" ever to take off from England attacked targets at Vegesack and Bremen. We participated in the main effort on Bremen, and the 367th was represented by Capt. Thomas Witt, who led the Group, Capt. Laek L. Robinson, Lts. Bisson, Zias D. Davis, William Kirk, Thomas Ledgerwood and Lawrence Kooima. The target was completely obscured by a heavy smokescreen, so Capt. Witt chose the center of Bremen. Bombing results were excellent and city suffered severe damage. This was a really rough show, with Jerry throwing everything he had at our Group receiving some degree of damage. At least 140 E/A, mostly twin engined, made persistent and daring attacks, sometimes flying through their own flak. Most rocket attacks were made by JU 88s. Official Group claims were 15-5-10. The 367th got 5-1-1, with those receiving credit for aircraft destroyed being: S/Sgt. Duane J. Foster, T/Sgt

Scarlet 42-5720 and Her Crew

John W. Walkenhorst, T/Sgt. Loren McCuller, S/Sgt. Edward DeBuyser, and S/Sgt. William H. Clark. Sgt. Robert E. Weber, waist gunner for Lt. William S. Kirk, suffered a slight flak wound to his left thigh. The Group lost three aircraft, with two of them from the 367th. The crew missing are: Lt. Lawrence W. Kooima and crew and Lt. Thomas O. Ledgerwood and crew. Capt. Paul K. George, assistant group engineering officer, was flying with Lt. Ledgerwood and is missing." source: 367th Combat Diary

(4)

INTERROGATION FORM

SQUADRON 667 ~~958095900029XXXXXX~~ Number 727 Letter Z Date 8/10/43

Bomb Load 12x500 H.E. Incend. Position X Formation

Time Took Off 11:57 Time Landed 1735

1. HOT NEWS to be phoned in? Yes No
 Details:

X	X	X	X
X	X	X	X
X	X	X	X
X	X	X	X
X	X	X	X
X	X	X	X

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? (Give position, time, altitude, full details) CAPT. T. F. WITT Pilot ✓

N27. P-42 ~~down~~ ~~control~~ ~~as long as~~ ~~in~~ ~~the~~ ~~area~~ ~~see~~ ~~the~~ ~~name~~ ~~11000ft.~~

1st. LT. D.H. WHITE Co-P ✓
 CAPT. TILLERY, O.B. Nav. ✓
 1st. LT. C.A. ALEXANDER Nav. ✓
 1st. LT. W.2. MOREY Bomb. ✓
 T/SGT. J.C. BOCELLI ✓ Radio
 T/SGT. E.E. HARBOUR ✓ Top T.
 S/SGT. F.W. PULLIAM ✓ Ball T.
 S/SGT. C.A. ADAMS ✓ R.Waist
 S/SGT. W.R. EARNEST ✓ L.Waist
 2nd. LT. STAFFORD, C.R. Tail G. ✓

2. TARGET ATTACKED:

Primary Time: 18:12
 Alternate Height: 24000
 Last Resort (circle) Heading 80°
 Duration Bomb Run: 3 minutes on fuel target.

3. Number of BOMBS dropped on target: 245 Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)
 Own Bombs: *Ignorance on last resort. Right on AP to last resort. about half 5000 lbs. here. have had 100 lbs. late*
 Other Bombing:

5. Any Photographs taken: Yes? (No?) Any Nickels: Yes (No)

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes dropped Number boxes returned

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs)

8. WEATHER: (If it affected mission) *Clear on target. No high cloud. High on track at 30000 ft from fighter.*

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, moderate or slight)	Color of bursts	Location of bursts in relation to A/C	Accuracy
<i>Target. Observed on course one turned off to right after target & it missed us. 1 box burst of Red stuff at target in middle of range.</i>						

Crew observations about Flak:

Mission Interrogation Form Showing O. B. Tillery - Oct 8, 1943

Scarlet 42-5720 and Her Crew

(9)

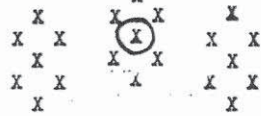
MILITARY AIR FORCE

SQUADRON (367) ~~XXXXXXXXXX~~ A/C number 767 Letter Y Date 8/10/43

Bomb Load 12500 H.E. Incend.

Position in Formation

Time Took Off 1200 Time Landed 1743



1. HOT NEWS to be phoned in? Yes No
Details:

CREW: Give Rank and Initials

Friendly A/C in any kind of distress? (Give position, time, altitude, full details)

P 1450 Plane # 2 Eng
Sunk in
1516 Korman - on fire

- CAPT. ROBINSON, L.L. Pilot ✓
- 2nd. LT. JACOBS, D.L. Co-P ✓
- 2nd. LT. EDELSTEIN, H.C. Nav. ✓
- 1st. LT. PHELAN, H.E. Bomb. ✓
- T/SGT. MERSON, J.R. ✓ Radio
- T/SGT. WALKENHORST, J.W. ✓ Top T.
- S/SGT. CLARK, W.R. ✓ Ball T.
- S/SGT. HEFFNER, H.W. ✓ R.Waist
- S/SGT. HIFLER, W.J. ✓ L.Waist
- S/SGT. BRITTAIN, W.D. ✓ Tail G.

over target 5 parachutes
wait off looks to have
1528
Town
fire
Success
Primary
Alternate
Last Resort
(circle)
Duration Bomb Run:
60"

3. Number of BOMBS dropped on target: 12 Jettisoned: Returned: Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)
Own Bombs: Hit in town - main target covered

Other Bombing:

Camera burned on carry coming out.

5. Any Photographs taken: Yes? Yes Any Nickels: Yes No.
Number boxes dropped: _____
6. GROUND TARGETS ATTACHED BY GUNPIPE AND RESULTS: Number boxes returned 0

7. ROUTE: (If different than ordered) (If A/C give time, place, height of turn; reason for returning early; and disposition of bombs)

As briefed.

8. WEATHER: (If it affected mission) as briefed

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location of Bursts in relation to A/C	Accuracy
<u>10 minutes before</u>	<u>Target</u>	<u>A/C</u>	<u>Barrage</u>	<u>Black</u>	<u>accurate</u>	<u>all around</u>
<u>15 min after</u>	<u>24000</u>	<u>Projected</u>	<u>Barage</u>	<u>Black</u>	<u>accurate</u>	<u>all around</u>

Crew observations about Flak: Rockets - Jugs - ME 110

Gun between engine & fuselage on each side

Scarlet 42-5720 and Her Crew

Captain Otis B. Tillery, Navigator, Twenty Five Missions

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	2/2/1943	41-24476	Unbearable/ Adorable	1st. Lt. Ralph W. Jones			x
2	2/26/1943	42-97180		Capt. John L. Lambert		x	
3	2/27/1943	42-97180		Capt. John L. Lambert		x	
4	3/6/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Turned Back	3/8/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
5	3/12/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
6	3/13/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
7	3/18/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
8	3/22/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
9	3/28/1943	42-5720	Scarlet	Lt. Richard K. O'Hara	x		
Aborted Mission Turned Back	5/1/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
10	5/29/1943	42-5306		Capt. William Raper		x	
11	6/13/1943	42-5306		Capt. Richard K. O'Hara		x	
12	6/22/1943	42-29894		Capt. Richard K. O'Hara		x	
13	6/25/1943	42-29823		Col. George Robinson		x	
14	6/26/1943			Capt. Richard K. O'Hara			
15	6/28/1943			Capt. Richard K. O'Hara			
16	6/29/1943	42-5766		Capt. Richard K. O'Hara		x	
17	7/4/1943	42-29894		Capt. Richard K. O'Hara		x	
18	7/14/1943	42-29894		Capt. K. A. Reeher		x	
19**							
20	8/17/1943	42-5306		Major William S. Raper		x	
21	8/19/1943	42-29554	Maryland, My Maryland	2nd Lt. W. J. Tackmier		x	
22	8/24/1943	42-29993		Major Robert P. Riordan		x	
23	9/23/1943	42-29959	Red Fury	Lt. Laek L. Robinson		x	
24	10/4/1943	42-30767		Capt. Laek L. Robinson		x	
25	10/8/1943	42-30727		Capt. T. F. Witt		x	

Note *: CD = Combat Diary, IR = Interrogation Report, LL = Loading List

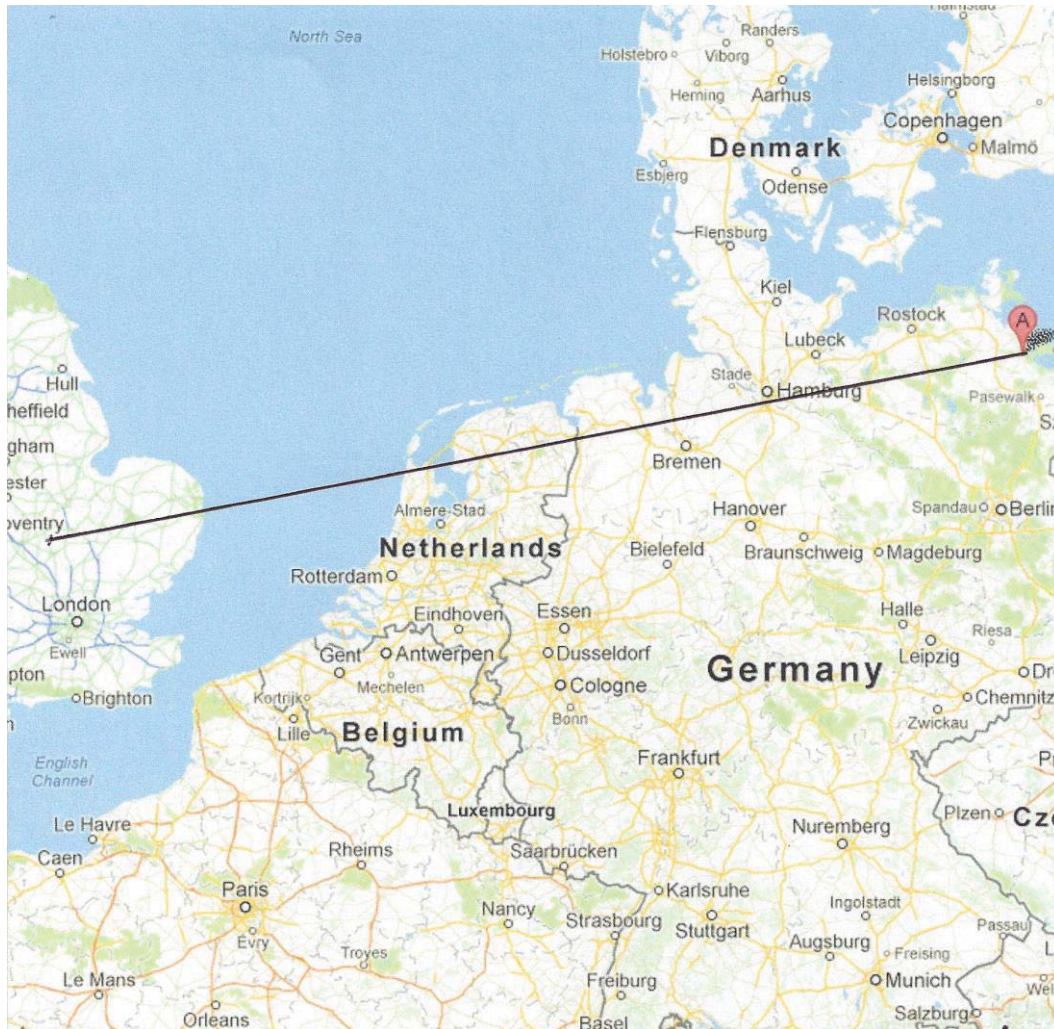
Yellow indicates missions that Richard O'Hara flew but no Interrogation Report was available to determine the crew.

** Indicates missions that were flown in July 1943 but Interrogation Reports were unavailable.

Gdynia, Poland Raid - Oct 9, 1943

The next mission flown by a Scarlet crew member was on Saturday October 9, 1943 to Gdynia, Poland by bombardier, **1st Lt. Hugh E. Phelan** flying with **Capt. Laek L. Robinson**.

Scarlet 42-5720 and Her Crew



Target: GDYNIA POLAND Naval port (109 aircraft) - October 9, 1943

367th Bomb Squadron Mission Report

"Gdynia - This was the deepest penetration by Fortresses in the European Theatre, being almost 200 miles east of Berlin, and proving to the Jerries that nowhere in their own or occupied countries are they safe from heavy bombardment. Bombing results were very good despite a heavy smoke screen. A large concentration fell in the entrance harbor, with direct hits on the eastern basin, with hits on a large amount of shipping. It is believed that the old battleship Schleisen and the 27,000 ton liner Cap Arcona were damaged. Reconnaissance photos show extensive damage to harbor facilities, railroad tracks and the city proper. AA fire was meager and enemy air opposition moderate. Sgt. Raymond Kristof destroyed an enemy fighter, and S/Sgt. Daniel Antonelli was credited with a probable. All six 367th ships returned safely: **Capt. Laek L. Robinson**, 1st Lts. William Tackmier, William S. Kirk, Woodrow W. Thomas, Zias D. davis and Douglas H. White." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

MISSION LOADING LIST

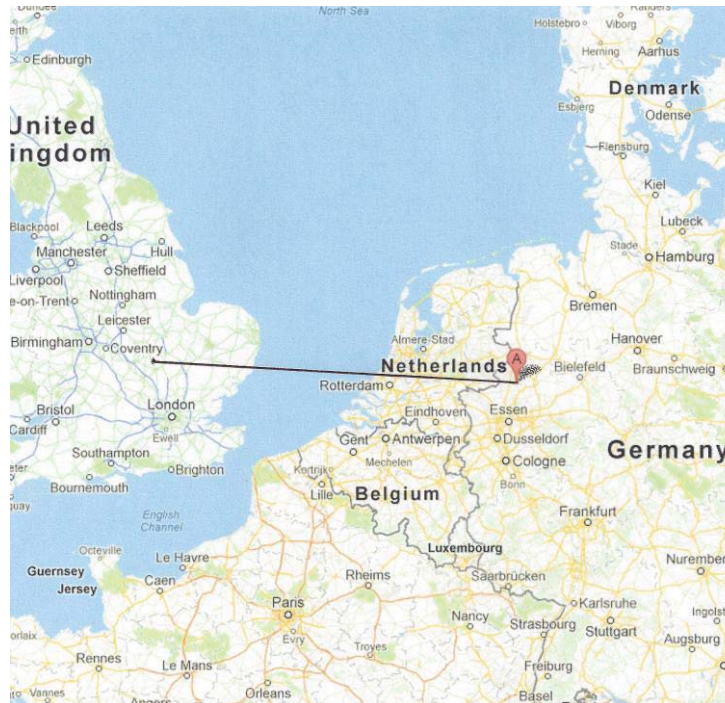
Squadron 367th Bomb Sq (H). A/C Number 42-30767
 Total time for complete mission 10:30 Date October 9, 1943.

P. <u>Robinson, L.L.</u> Captain	R. <u>Merson, J.R.</u> T/Sgt.
CP. <u>Jacobs, D.L.</u> 2nd Lt.	G. <u>Clark, W.R.</u> S/Sgt.
N. <u>Titus, A.F.</u> 1st Lt.	G. <u>Heffner, H.W.</u> S/Sgt.
B. <u>Phelan, H.E.</u> 1st Lt.	G. <u>McGinnis, D.A.</u> S/Sgt.
E. <u>Walkenhorst, J.W.</u> T/Sgt.	G. <u>Hifler, W.J.</u> S/Sgt.

Loading List for A/C 42-30767 Showing L. L. Robinson, H. E. Phelan - Oct 9, 1943

Coesfeld, Germany Raid - Oct 10, 1943

The next mission flown by a Scarlet crew member was on Sunday October 10, 1943 to Coesfeld, Germany by bombardier, **1st Lt. Hugh E. Phelan** flying with **Capt. Laek L. Robinson**. Two important things occurred on this flight. First, 1st Lt. Hugh E. Phelan was promoted to Captain. Second, second this mission was Capt. Laek L. Robinson's 25th and completed his tour. Captain Robinson, who took over as copilot of Scarlet on April 16, 1943 when the crew was transferred to the 367th, had served his tour.



Target: COESFELD GERMANY Target of Opportunity - October 10, 1943

Scarlet 42-5720 and Her Crew

367th Bomb Squadron Mission Report

"Munster (Coesfeld) - Following the lead of the 92nd Group, this Group bombed targets of opportunity in Coesfeld, scoring hits on the marshalling yards and textile plants, in addition to a good concentration on the business and residential areas. AA fire was meager and although many enemy aircraft were seen, none attacked our formation. Leading our Squadron was Capt. Laek L. Robinson, with Lts. Douglas H. White, William Tackmier, William S. Kirk and Zias D. Davis. All A/C returned safely.

1st Lt. Hugh E. Phelan was promoted to captain." source: 367th Combat Diary

INTERROGATION Form

SQUADRON 367 ~~3600550000~~ A/C Number 767 Letter Y Date 10/10/43

Bomb Load 12 x 500 H.E. ~~XXXXXX~~ Position in Formation

Time Took Off 1158 Time Landed 1721

1. HOT NEWS to be phoned in? Yes No

Details:

Friendly A/C in any kind of distress? (Give position, time, altitude, full details)

1 B-17 1541 - 5 chutes
1 B-17 on deck at 1538 (Holland)

2. TARGET ATTACKED:

Primary Time: 1512

Alternate Height: 241000

Last Resort (circle) Heading: 35 mag

Duration Bomb Run: 15"

3. Number of BOMBS dropped on target: all Jettisoned: Returned: abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs: pretty sure it was COESFELD
hit western edge of town

Other Bombing: lead group off hit town square

5. Any Photographs taken: Yes No? Any Nickals: Yes No

6. GROUND TARGETS ATTACHED BY GUNFIRE AND RESULTS: Number boxes dropped:
Number boxes returned:

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs)

as briefed to shoot of I.P. to COESFELD

8. WEATHER: (If it affected mission) Hazy. visibility pretty good

9. FLAK: Encountered on way out, at target and on way home.

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location of Bursts in relation to A/C	accuracy
	<u>DORSTEN</u>		<u>meagre to moderate</u>		<u>tracking</u>	<u>accurate</u>
	<u>Kuhr</u>		<u>intense</u>		<u>tracking lead group</u>	

Crew observations about Flak:

Mission Interrogation Form Showing L.L. Robinson, H. E. Phelan - Oct 10, 1943

Scarlet 42-5720 and Her Crew

Captain Laek L. Robinson, Copilot/Pilot, Twenty Five Missions

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	4/16/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Oxygen Blew	4/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
Aborted Mission Turned Back	5/1/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
3	5/15/1943	42-29794		Lt. Richard K. O'Hara		x	x
4	5/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
5	5/29/1943	42-29894		Capt. Richard K. O'Hara		x	
6	6/13/1943	42-5306		Capt. Richard K. O'Hara		x	
7	6/22/1943	42-29554	Maryland, My Maryland	Lt. Laek L. Robinson		x	
8	6/25/1943			Lt. Laek L. Robinson	x		
9	6/26/1943			Lt. Laek L. Robinson	x		
Aborted Runaway Prop	7/4/1943	959		Lt. Laek L. Robinson		x	
10	7/10/1943	42-29554	Maryland, My Maryland	Lt. Laek L. Robinson	x	x	
11	7/14/1943	556		Lt. Laek L. Robinson	x	x	
12	7/17/1943			Lt. Laek L. Robinson	x		
13	7/28/1943			Lt. Laek L. Robinson	x		
14	8/12/1943			Lt. Laek L. Robinson	x		
15	8/15/1943			Lt. Laek L. Robinson	x		
16	8/16/1943			Lt. Laek L. Robinson	x		
17	8/17/1943			Lt. Laek L. Robinson	x		
18	8/24/1943			Lt. Laek L. Robinson	x		
19	9/6/1943	42-5306		Lt. Laek L. Robinson		x	
20	9/9/1943			Lt. Laek L. Robinson	x		
21	9/23/1943	42-29959	Red Fury	Lt. Laek L. Robinson	x		
22	10/4/1943	42-30767		Capt. Laek L. Robinson	x	x	
23	10/8/1943	42-30767		Capt. Laek L. Robinson	x	x	
24	10/9/1943	42-30767		Capt. Laek L. Robinson	x		x
25	10/10/1943	42-30767		Capt. Laek L. Robinson	x	x	

Note *: CD = Combat Diary, IR = Interrogation Report, LL = Loading List

An article in the Abilene Reporter News on Wednesday October 13, 1943 tells of Robert H. Smith's record of shooting down 11 E/A had been broken.

Flying Fortress Betters Mark Set by Plane Lamesan Piloted

A U.S. Bomber Station In England Oct 12 - A new record of 12 German fighters shot down by one bomber on a single raid was set Sunday in the raid on Muenster by the Flying Fortress "Ohio Airforce" piloted by Lt. John Richey, Steuenville, O., it was announced today . The previous record was 11 planes.

Scarlet 42-5720 and Her Crew

The crew said they thought they actually shot down 20 planes in the hectic 90-minute air battle from which they escaped without a scratch but filed claims for only 12. All these were officially corroborated.

The pilot and co-pilot, Lt. Thomas Heiman, Medford, Ore., were the only crew men who didn't make kills -- and they had no guns.

The previous record of 11 was set by the Fortress piloted by Lt. Robert H. Smith, Lamesa, Tex., who was killed in a flight over the Gulf of Mexico after he had returned to the United States on completion of his missions here.



Abilene Reporter News Wednesday, October 13, 1943

The last sentence in this article led to further research on what happen to Robert H. Smith. Some 2 months and 8 days after he return to the U.S. on September 10, 1943 he killed in a mid air collision. After his return, Robert H. Smith was assigned to the 797 BS of the 469 BG as an instructor pilot at Alexandria, AAB, LA. On that fateful day he was instructing formation flying when the accident happen. The following explains:

Galveston, TX (off shore) Bombers Crash In Gulf Of Mexico, Sep 1943

The Sheboygan Press Wisconsin 1943-09-11

COLLISION OF BOMBERS TAKES LIVES OF 22.

Alexandria, La. -- (AP) -- Two Flying Fortresses crashed into the Gulf of Mexico about 40 miles southeast of Galveston, Texas, after colliding in the air, and all 22 members of the two crews were presumed killed.

The Alexandria army air base, announcing the loss today, said the crash occurred late

Scarlet 42-5720 and Her Crew

yesterday afternoon during a routine training flight.

A search by navy craft and army planes has failed to find any survivors, bomber base authorities reported.

The base said the names of the members of the crew would be released later.

Victims Of Gulf Flying Fortress Crash Announced.

Twenty-Two Presumed Lost After Bombers Hit On Flight.

Galveston Daily News Texas 1943-09-12

Names of 22 members of the crews of two Flying Fortresses, presumed to have been lost when the bombers crashed over the Gulf of Mexico Friday afternoon, were announced yesterday by the public relations officer of the Alexandria, La., air base, according to the Associated Press. Several of the men were Texans.

Maj. Henry C. Coles, commander of the army air field here, was informed that the bombers collided about 4:30 p.m. Friday 40 miles southeast of Galveston while on a routine training flight from the Alexandria base.

Unconfirmed reports said that one of the planes broke in half and that the other seemed to explode in the collision. A plane sent from the airfield here to search for possible survivors reported seeing an open parachute on the water and considerable debris but was unable to report any evidence of surviving crew members.

First announcement of the accident was made yesterday morning by headquarters of the Alexandria air base in Associated Press reports received here.

"A search by navy craft and army planes failed to find any survivors," Maj Cole said.

"We were over the scene of the crash within 30 minutes after it occurred. Wreckage was found and other definite evidence that we were at the scene. We remained over the location until dark in the hope of spotting survivors. It is presumed that all the men were lost. Planes from the Galveston air base, navy blimps and a flying boat from the naval air station at Corpus Christi took part in the search."

The Alexandria base reported the two planes were flying in a formation which took off from Alexandria Friday afternoon on a gunnery practice mission over the gulf.

One of the planes was believed to have lost its position in the formation, said the announcement. In attempting to maneuver back it collided with another ship. One plane exploded and both sank immediately afterwards.

Victims and next of kin, who have been notified were listed by the Alexandria base office as:

Capt. HENRY A. LEWIS, instructor-pilot, H. B. Lewis, 3324 H Street, Fort Worth, Tex., father.

First Lt. ROBERT H. SMITH, instructor-pilot, Mrs. R. H. Smith, wife, Alexandria, Mabry Smith, father, San Diego, Calif.

Second Lt. PAUL BRADNAN, pilot, Mrs. Julia Bradnan, mother, Cleveland, Ohio, Mrs. Paul Bradnan, wife, Alexandria.

Second Lt. OSCAR A. BENNETT, pilot, O. A. Bennett, father, 114 Cedar Street, Sweetwater, Tex.

Second Lt. JAMES J. PALACK, copilot, Mrs. Sarah Palack, mother, Hoboken, N.J.

Second Lt. STEVENSON A. WILLIAMS, Mrs. Lewis J. Williams, mother, Bel Air, Md.

Scarlet 42-5720 and Her Crew

Second Lt. GEORGE J. LONG, John Long, father, Miles, Ohio, Mrs. George J. Long, wife, Alexandria.

Second Lt. ALVA W. REDDING, JR., A. W. Redding, Sr., father, Burlington, Kan.

Second Lt. OSCAR L. KOEGEL, Mrs. Virginia Koegel, wife, Laske Minnewaska, Northwest Territory.

Sgt. JOE T. BARRON, Mrs. Jennie Barron, mother, 527 North Clayton Street, Tyler, Tex.

Sgt. HOWARD J. CODE, Mrs. Dorothy S. Code, mother, Long Island City, N.Y.

Sgt. JOHN T. LOFTON, Mrs. Willie Lofton, mother, Alexandria.

Sgt. JOHN F. ARRILLAGA, Mrs. Annette Arrillaga, wife, Stockton, Calif.

Sgt. JACK L. STEWART, Edgar Stewart, father, Route 2, Trout, Tex.

Staff Sgt. J. E. LINAM, Mrs. Emma Linam, Route 3, Cisco, Tex.

Sgt. WILLIAM F. PINE, Mrs. Lillian Pine, mother, Eaton, N.J.

Sgt. REINHOLD KUBARTH, Mrs. Virginia E. Kubarth, wife, and Mrs. Bertha Kubarth, mother, Kenosha, Wis.

Sgt. WILLIAM W. VOLKMER, Mrs. Hannah T. Volkmer, mother, Hampton, Va.

Sgt. RICHARD E. ROYER, Mrs. Ora Belle Royer, mother, Kane, Pa.

Sgt. BILL J. SMITH, William M. Smith, father, Liberty, N.C.

Sgt. WILLIAM E. CULP, William Culp, father, Columbus, Pa.

Sgt. CHARLES L. FINDLEY, Mrs. Emma Findley, mother, Beaver Crossing, Neb.

Accident Details

Date: September 10, 1943
Time: c 16:00
Location: Off Galveston, Texas
Operator: Military - U.S. Army Air Forces
Flight #: ?
Route: ?
AC Type: Boeing B-17F / Boeing B-17F
Registration: 42-4621/42-6031
cn / ln: ?
Aboard: 22 (passengers:0 crew:22)
Fatalities: 22 (passengers:0 crew:22)
Ground: 0
Summary: Midair collision over the Gulf of Mexico while flying in formation. Eleven killed on each plane.

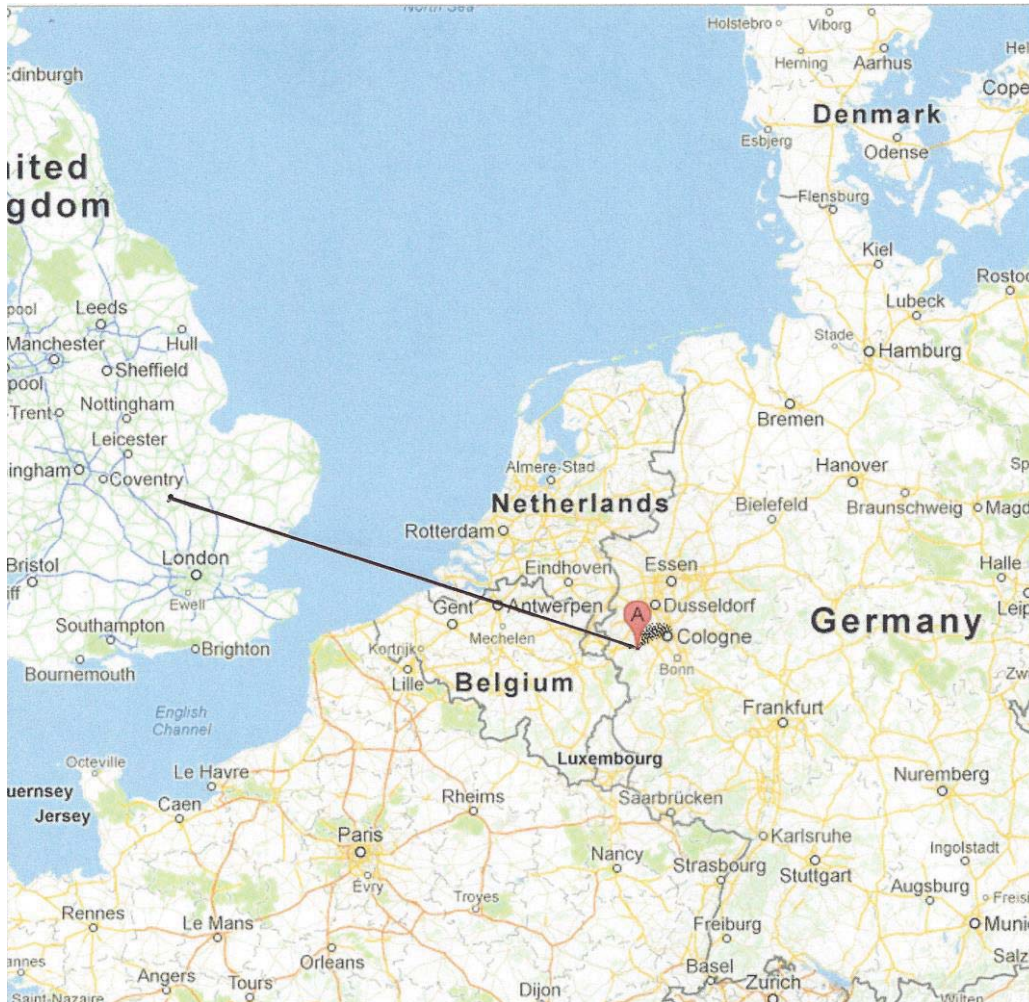
Date	Aircraft Type	Serial Number	Sqdn	Group	Home base	Action	Pilot	Country	State	Location
430910	B-17F	42-4621	797BS	469BG	Alexandria AAB, LA	KMAC5	Smith, Robert H	USA	LA	Into Gulf of Mexico, 45 Mi SE Galveston, TX
430910	B-17F	42-6031	797BS	469BG	Alexandria AAB, LA	KMAC5	Bennett, Oscar A	USA	LA	Into Gulf of Mexico, 45 Mi SE Galveston, TX

KMAC - Killed, Mid Air Collision

Scarlet 42-5720 and Her Crew

Duren, Germany Raid - Oct 20, 1943

The next mission flown by an original Scarlet crew member was on Wednesday October 20, 1943 to Duren, Germany by **Captain Hugh E. Phelan**. This would be Captain Phelan's 25th and last combat mission.



Target: DUREN GERMANY Industry (97 aircraft) - October 20, 1943

367th Bomb Squadron Mission Report

"Duren - The 367th led the Group and the Combat Wing, with Maj. George R. Buckey, squadron commander, as the lead pilot. Also flying for the 367th were Lts. William S. Kirk, Ferdinand H. Onnen and William Tackmier. AA fire very meager and E/A practically nil. No bombs were dropped because a front over the entire target area was too high to climb over. All aircraft returned safely." *source: 367th Combat Diary*

Scarlet 42-5720 and Her Crew

4

INTERROGATION FORM

SQUADRON 367 ~~XXXXXXXXXXXX~~ A/C Number 706 Letter W Date 20/10/43

Bomb Load 2 M-47-A1 H.E. Incend.

Time Took Off 11:00 Time Landed 1615

Position in Formation

		X		
X		X	X	X
X	X	X	X	X
X		X	X	X
X	X		X	X
				X

CREW: Give rank and Initials

1. HOT NEWS to be phoned in? Yes No
Details:

Friendly A/C in any kind of distress?
(Give position, time, altitude, full details)

- 1st Lt. F. H. Onnen Pilot ✓
- 2nd Lt. D. L. Jacobs Co-P ✓
- 2nd Lt. R. F. Jones Nav. ✓
- Capt. H. E. Phelan Bomb. ✓
- T/Sgt. W. C. Rozanski Radio ✓
- T/Sgt. D. M. Hovis Top T. ✓
- S/Sgt. W. R. Clark Ball T. ✓
- S/Sgt. O. K. Nabors R. Waist ✓
- S/Sgt. R. Y. Wilson L. Waist ✓
- Sgt. D. A. McGinnis Tail G. ✓

2. TARGET ATTACKED:

Primary Time:
Alternate Height:
Last Resort Heading
(circle)
Duration Bomb Run:

3. Number of BOMBS dropped on target: Jettisoned: Returned: ALL Abortive:

4. Observed RESULTS OF BOMBING: (For this plane or others)

Own Bombs:

Other Bombing:

Turned - gradually north starting at 40°E 50°51' N. Came out just off Rotterdam.

5. Any Photographs taken: Yes? No? any Nickels: Yes No

6. GROUND TARGETS ATTACKED BY GUNFIRE AND RESULTS: Number boxes dropped _____ Number boxes returned _____

7. ROUTE: (If different than ordered) (If ABORTIVE give time, place, height of turn; reason for returning early; and disposition of bombs)

OK until turn.

8. WEATHER: (If it affected mission)

9. FLAK: Encountered on way out, at target and on way home.

40 mi inland clouds up to 29000'

Time	Place	Height of A/C	Type (light, heavy), intense, moderate or slight.	Color of bursts	Location of Bursts in relation to A/C	accuracy
------	-------	---------------	---	-----------------	---------------------------------------	----------

14:27	just over Rotterdam	27000'	slight	black	level off at about 10 o'clock	none close
<div style="border: 1px solid black; border-radius: 50%; padding: 5px; display: inline-block;">04047E 51046</div>						

Crew observations about Flak: _____

Mission Interrogation Form Showing H. E. Phelan - Oct 20, 1943

Scarlet 42-5720 and Her Crew

Captain Hugh E. Phelan, Bombardier, Twenty Five Missions

Mission No	Date	Plane	Plane Name	Pilot	CD*	IR*	LL*
1	2/2/1943	41-24476	Unbearable/ Adorable	1st. Lt. Ralph W. Jones			x
2	2/26/1943	42-30714	Hustlin' Sue	Lt. Johnson		x	
3	2/27/1943	41-24476	Unbearable/ Adorable	Capt. Robert W. Smith		x	
4	3/12/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
5	3/13/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
6	3/18/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
7	3/28/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			
8	4/4/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
9	4/5/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	x
10	4/16/1943	42-5720	Scarlet	Lt. Richard K. O'Hara		x	
Aborted Mission Oxygen Blew	4/17/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
Aborted Mission Turned Back	5/1/1943	42-5720	Scarlet	Lt. Richard K. O'Hara			x
11	5/14/1943	42-5306		Capt. William Raper		x	
12	6/22/1943	42-29894		Capt. Richard K. O'Hara		x	
13**	7/17/1943						
14**	7/28/1943						
15**	7/29/1943						
16	8/12/1954	42-29959	Red Fury	Capt. Reecher		x	
17	8/16/1943	42-29894		Capt. Reecher		x	
18	8/24/1943	42-29993		Major Robert P. Riordan		x	
19	9/6/1943	42-5306		Lt. Laek L. Robinson		x	
20**	9/9/1943						
21	10/4/1943	42-30767		Capt. Laek L. Robinson		x	
22	10/8/1943	42-30767		Capt. Laek L. Robinson		x	
23	10/9/1943	42-30767		Capt. Laek L. Robinson			x
24	10/10/1943	42-30767		Capt. Laek L. Robinson		x	
25	10/20/1943	42-30706		1st Lt. F. H. Onnen		x	

Note *: CD = Combat Diary, IR = Interrogation Report, LL = Loading List

Yellow indicates missions that Richard O'Hara flew but no Interrogation Report was available to determine the crew.

** Indicates missions that were flown in July & September 1943 but Interrogation Reports were unavailable.

The List of Missions below is a copy of Captain Phelan's official mission record. The above table reflects this record with additional information where available.

Scarlet 42-5720 and Her Crew

DATE	GROUP MISSION NUMBER	IND. MISSION NUMBER	REMARKS	TIME	TOTAL TIME
1943;					
Feb 2	17	1	Hamm, Germany.	3:30	3:30
" 26	21	2	Wilhelmshaven, Germany	5:45	9:15
" 27	22	3	Brest, France.	5:30	14:45
Mar 12	26	4	Rouen, France.	5:00	19:45
" 13	27	5	Amiens, France.	4:45	24:30
" 18	28	6	Vegosack, Germany.	6:05	30:35
" 28	30	7	Rouen, France.	5:00	35:35
Apr 4	32	8	Paris, France.	5:15	40:50
" 5	33	9	Antwerp, Belgium.	4:35	45:25
" 16	34	10	Lorient, France.	6:50	52:15
May 14	38	11	Kiel, Germany.	7:00	59:15
June 22	46	12	Huls, Germany.	6:35	65:50
July 17	47	13	Holland.	5:00	70:50
" 28	57	14	Kassel, Germany.	6:15	77:05
" 29	58	15	Kiel, Germany.	4:45	81:50
Aug 12	59	16	Ruhr Valley, Germany.	5:45	87:35
" 16	61	17	Paris, Germany.	4:45	92:20
" 24	64	18	Villacoublay, France.	5:00	97:20
Sept 6	68	19	Stuttgart, Germany.	7:45	105:05
" 9	70	20	Lille, France.	4:30	109:35
Oct 4	76	21	Frankfurt, Germany.	7:30	117:05
" 8	77	22	Bremen, Germany.	6:00	123:05
" 1	78	23	Gdynia, Poland.	10:30	133:35
" 10	79	24	Cocsfeld, Germany.	5:40	139:15
" 20	81	25	Duren, Germany.	5:15	144:30

Captain Hugh E. Phelan, bombardier, Official Mission Record

With the completion of Capt. Hugh E. Phelan's mission on October 20, 1943 all of the original crew members of the Scarlet had flown their last combat mission of WWII. Shortly thereafter both Otis B. Tillery and Hugh E. Phelan returned to the U.S. I have not located a reference to how and when they exactly returned. I do know that Otis Bert Tillery married his sweetheart Anne Ward Price on January 1, 1945.

This leaves only Charles A. Sheffield. who was a POW, still in the Europe Theatre of Operations (ETO). Charles was captured on July 29, 1943 and was not liberated until early May 1945. He was a POW for about 1 year and 9 months. Once liberated he was sent to France to one of the processing camps such as Camp Lucky Strike and was treated for any medical disorders and malnutrition before being transported back to the states.

He by far had the roughest ordeal of all the crew members. The following describes what he had to endure at Stalag Luft 17B near Krems, Austria for nearly two years.

Stalag 17-B

By Eric Ethier

Scarlet 42-5720 and Her Crew

In the middle of the beautiful Austrian countryside of rolling hills and thick forest stood an ugly place—the sprawling eyesore and den of misery known as Stalag Luft 17-B. Double rows of barbed-wire fencing surrounded low-slung prison barracks and a dirt compound. Helmeted Nazi guards with machine guns manned towers at the edges, waiting to shoot dead any prisoner who crossed the warning wire that ran a few feet inside the fencing. To some of the underfed, ailing, and depressed POWs forced to live there—many of them American airmen—sudden death by enemy gunfire must at times have seemed a reasonable alternative.



Armed guards in watchtowers and double rows of barbed-wire fencing kept POWs from escaping Germany's notorious Stalag 17-B

The terrible truths tucked away with Stalag 17-B in the Austrian wilderness began to come to light in the spring of 1945, as Russian armies from the east and American armies from the west were crushing the remnants of the Nazi war machine between them.

Territories captured from the Germans were beginning to give up all sorts of ugly secrets about Adolf Hitler's dying Third Reich. As General George S. Patton's Third Army smashed its way across Germany toward Austria, it began liberating thousands of German captives—Hitler's starving, mostly Jewish political prisoners and captured Allied soldiers and airmen. As elements of Patton's 13th Armored Division blasted their way into Austria, they found several groups of chilled, ashen-faced Americans in the woods near Braunau. They were refugees from the infamous stalag near Krems, Austria, 280 miles to the east.

The refugees were sergeants of the US Army Air Forces, most of whom had begun their lives under the Nazi boot the same way. During missions over German cities such as Bremen and Stuttgart and other Nazi strongholds, their B-17 Flying Fortresses and B-24 Liberators had been shredded by German fighters or anti-aircraft guns, sending them

Scarlet 42-5720 and Her Crew

tumbling through the sky, fumbling with parachutes and praying for survival. Captured on the ground, the American pilots, bombardiers, flight engineers, and assorted gunners and other crewmen were first funneled into a processing center, Dulag Luft, near Frankfurt, Germany, for interrogation. There, German Luftwaffe (air force) officers separated the commissioned officers from the non-commissioned officers and shipped them to other depots of the German prison camp system (except for chaplains and doctors, who might be assigned among enlisted prisoners). The non-commissioned officers were then packed like cattle into filthy boxcars and shipped by rail to their new homes and lives as prisoners of war.

At Stalag 17-B, one of the most notorious German prisoner-of-war camps, the American fliers were herded from the train to the bleak outpost about a mile or so away. They were quickly processed—deloused, shaved, and assigned a number—and released into the wide compound to find a bed in one of the barracks. To free-spirited airmen accustomed to seeing only the pastoral outlines of the German landscape or the tops of cities, the ominous, tightly-pressed surroundings were troubling.

Initially used to detain the hapless prisoners of Germany's early blitzkriegs, Stalag Luft 17-B (Stalag Luft, short for *Stamm lager Luft*, or prison camp for airmen, and 17-B because it was the second prison camp in the German 17th military district) was opened to American POWs in 1943. The camp's American population soon swelled to more than 4,200 as the United States and Great Britain intensified their strategic bombing campaign. The American veterans shared their misery with more than 25,000 neighbors. Their section of the camp was flanked by international compounds stuffed with French, Italian, British, and other Allied prisoners—and a ghastly village of the damned saved for the Russians. Detested, feared, and treated worse than animals by the Germans, Russian prisoners suffered beyond comprehension. The Nazis ignored sickness and starvation in the Russians' ranks, and men died in droves. Desperately hungry, during the winter months, Russian prisoners propped up dead comrades in their lines for roll call each morning to be counted by unknowing Germans, who issued rations based on a shoe count. Russia had not signed the 1929 Geneva Convention agreement, which, on paper, guaranteed humane treatment for prisoners of war. Western captives at least had that agreement working in their favor, and the American fliers even received a semblance of respect from a few of the German air force officers who guarded them—though they got no sympathy from Commandant Oberst Kuhn, an army officer.

If the hell inflicted on the Americans was different from the hell inflicted on the Russians, it was only by degree—especially during the war's final months. A series of long, single-story buildings housed the fliers. Each one was divided into halves shared by 150 to 240 men (and sometimes many more), who also shared straw-filled, flea-ridden mattresses in triple-deck bunks, a single stove with scant fuel (54 pounds of coal per week), wash basins into which cold water ran only a few hours each day, and a single indoor latrine for use after dark (for daytime use, there were multi-hole latrines a short walk from the barracks). Hot water and showers were as rare as toothbrushes, combs, and toilet paper. Together with diarrhea and dysentery, the poor hygiene made life at Stalag 17-B precarious.

Scarlet 42-5720 and Her Crew

Inside their spartan quarters, prisoners searched for fellow crew members whom they had last seen inside a falling, shot-up plane, and acquainted themselves with the other men of their “bay” (a tightly clustered section of bunks that lined the barracks walls). Many of the new “kriegies” (short for the German *kriegsgefangene*, or prisoner of war) paired up in “combines” as a way of looking out for one another. Each barracks became a sort of autonomous unit. Within that realm, individual bays became close-knit groups—men bound together by circumstance, hatred of the Nazis, and the common fight for survival. New arrivals were often surprised to discover a system of government in the American compounds—a democratically elected power structure headed by a so-called Man of Confidence (MOC). In Stalag 17-B this MOC was Staff Sergeant Kenneth Kurtenbach, a tough, intelligent, and resourceful sergeant who represented the prisoners in any dealings with their German captors. Each barracks had its own elected leader, who reported to Kurtenbach and his security team in a barracks building referred to as the White House. Kurtenbach knew how to get things done, spoke German, and had final say on all prisoner matters, including—and especially—escape attempts.

According to the Geneva Convention, as non-commissioned officers, the Americans were not required to work. So, they filled their days with chat, occasional visits to the camp’s makeshift library, exercise, and thoughts of how to stay a step ahead of hunger, depression, and the guards. They might have laughed at the comfortable picture of their lives sometimes portrayed by the American press. During visits to two other stalags in early 1944, a YMCA official saw Red Cross packages that were given to soldiers. “There is an average of one parcel a week for each man,” he claimed, “and they are so well prepared that the men have requested the Germans to limit their provisions to bread, potatoes, and hot water.” Prisoners told a different story. If a man could live on that parcel for a week, one of them wrote, it was only “at ten percent over starvation.”

Contents of the shoebox-size parcels generally included canned tuna, cheese, dehydrated milk, liver paste, and raisins, along with margarine, sugar, several packs of cigarettes, and two D-Bars (condensed chocolate). The German camps were expected to stock enough of the parcels to provide one week of sustenance for each American. In reality, many Red Cross crates disappeared en route. One prisoner remembered receiving just a single box during the war’s final eight months.

Prisoners often bartered with one another for supplies. “One of the amusing activities of the camps is the bargaining that goes on between prisoners for things they need or want,” wrote a *New York Times* reporter in March 1944. The truth was that at most camps—especially the harsher ones such as Stalag 17-B—bartering between prisoners and even guards was serious business, sometimes a matter of survival. The most prized trading commodities were cigarettes and D-Bars. For the quickly thinning American ranks, the average daily menu—which German officials, not the prisoners, chose to reduce when Red Cross parcels were distributed—consisted of warm water in the morning (which many men used to make coffee), a few crusts of dark bread of dubious preparation in the afternoon, and a dinner of pitifully thin soup of perhaps potato or rutabaga, but more often fish heads and other assorted discards. “The ingredients used for our meals soon

Scarlet 42-5720 and Her Crew

convinced me that the best way to eat was to sit in a dark corner of our barracks and not think about what I was eating,” Kriegie William E. Rasmussen recalled. In the end, as their waistlines shrank, Kriegies downed anything that would fill their stomachs.

While prisoner interaction with German overseers was generally limited to the twice-daily roll calls and an occasional barracks sweep, guards were sometimes brutish, and the shadow of death lingered over the camp. In 1943 three Americans were killed under suspicious circumstances. The following year, quick-trigger guards shot an unbalanced Kriegie who ran screaming across the compound one night. His body lay sprawled across the fence until the morning as a warning to his shaken fellow prisoners. A postwar inquiry found that in less than two years of American captivity, there were “about 30 recorded cases of guards striking PW [POWs] with bayonets, pistols, and rifle butt. Protests to the commandant were always useless.” Ned Handy, a flight engineer from Massachusetts, described one such run-in with one of the camp’s more notorious guards: After dressing, I was the last out, trailing the others, when suddenly I was grabbed by my left arm and yanked about ten feet to a little shed. I was thrown through its rickety door before I could even react. My attacker was strong and he spun me around. It was Max.... He drew a large pistol from his holster, moved the barrel to his right hand and swung its heavy butt hard into my head. He hit me two or three more times before I blacked out. Handy exacted a measure of revenge by facilitating the only successful escape from Stalag 17-B. In January 1945, he swapped identities with Frank Grey, an American POW wanted by the Gestapo for prior escapes, and helped Grey slip away. Grey ultimately reached Yugoslavia, where anti-Nazi partisans assisted him. Half a century later, Handy would recount this event and many others in his powerful memoir *The Flame Keepers*. Escape was a topic rarely discussed aloud in camp. Beyond the imposing barbed wire, the broad Austrian countryside separated any escapee from freedom. Prospects for success—such as the mass breakout that occurred at Stalag Luft 3 in March 1944—were poor. Grey managed the improbable only through a series of rendezvous with contacts who helped him make his way through Yugoslavia. Still, the resourceful American captives of Stalag 17-B attempted to dig a number of tunnels, using scoops fashioned out of aluminum cans and other items.

The prisoners focused most of their creative energies on making their lives more bearable. Pilfered shingles and other scraps of wood went into the stove or were used to make tools. Aluminum cans that held klim (dehydrated milk) were turned into everything from drinking cups and eating utensils to miniature lanterns and improvised spigots for sinks. Enterprising airmen even managed to build at least one radio from crystal, headphones, and a few other items snuck into camp. So enabled to monitor the progress of the war, kriegies knew when the end was near.

Even without a radio, though, the Americans at Stalag 17-B could tell something was happening in April 1945. American planes appeared overhead almost daily, while thunderous flashes of light to the east confirmed the approach of Russians seeking vengeance for atrocities the Germans had committed on them earlier in the war. Across eastern Germany the Nazis had already begun death marches, herding thousands of suffering political prisoners and Allied captives west toward approaching American

Scarlet 42-5720 and Her Crew

forces, from whom the Germans expected better treatment than from the dreaded Red Army.

Finally, the Americans of Stalag 17-B were told to gather their meager possessions and prepare to move out. On April 8, 1945, the gates of the American compounds swung open, and 4,000 filthy, scrawny, and hungry airmen stumbled out onto the road west. (About 200 sick prisoners stayed behind, and were liberated by Russians on May 9.) If the men were relieved to be out of their pen, they quickly discovered that life on the march was no better, or safer.

Days passed slowly as the men struggled along in eight groups of 500 each—hesitant to stop to drink from a nearby stream or even to relieve themselves for fear of the guards' rifle butts and bayonets. Feet crammed into worn-out leather boots or camp-issued wooden clogs swelled, bled, and blistered. Only the nearness of freedom drove many on. When it didn't rain or snow, nighttime brought some relief from pain, as the men lay their tired bodies down to sleep in the woods and fields along the winding country roads. Food remained scarce. Guards provided little more than a few uncooked potatoes. At night, healthier prisoners prowled nearby fields and farms for anything edible. Back on the road early each morning, the columns dodged increasing numbers of rumbling German vehicles, and the wide-eyed Americans stared in horror as they passed living skeletons in striped pajamas with yellow stars on them. It was their first encounter with Nazi Germany's tormented, mostly Jewish political prisoners.

Perhaps three weeks later, guards halted the four-mile-long column and ordered the Americans to make camp among the tall pines of the Leach Forest. There, in hastily improvised shelters, the men shivered, waiting for deliverance. Finally, as May dawned, relief arrived in the rugged jeeps and hulking Sherman tanks of the 13th Armored Division. The gaunt prisoners felt lucky to see the men known as the Black Cats. Their long ordeal was over.

Within days of the rescue, American forces began uncovering the ghastly results of Hitler's Final Solution—human slaughter pens filed with the remains of thousands of Jews and other people Nazis considered undesirable and unworthy of life. As Handy later wrote, "We know now what none of us could have imagined then: that those who shuttled us in boxcars to Stalag 17 routed millions of others to the death camps." Doubtless other American prisoners of Stalag 17-B also discovered themselves counting their blessings as they pondered their plight in one of the Nazis' harshest prisons. Although they had lived through hell, they lived.

Maynard E. Nelson Returned to the U.S. - Dec 11, 1943

On December 11, 1943 some four months after he completed his 25 missions, Maynard E. Nelson, waist gunner, returned to the U.S. During these four months he served as a gunnery instructor in England according to his son Mike Nelson. Maynard's last combat mission that I found was in July 1943 (page 184).

Scarlet 42-5720 and Her Crew

New York, Passenger Lists, 1820-1957

Name: **Maynard Nelson**
 Arrival Date: **11 Dec 1943**
 Birth Date: **abt 1923**
 Age: **20**
 Gender: **Male**
 Port of Departure: **Prestwick, Scotland**
 Port of Arrival: **LaGuardia Airport, New York, New York**
 Airline: **Air Transport Command**
 Search Ship Database:

UNITED STATES OF AMERICA
ENTRY DECLARATION OF AIRCRAFT COMMANDER (Entry Immigration and Customs)

From Prestwick Scotland on Dec. 11, 1943. Aircraft 137273
 (Place of last departure from port or place outside the United States) (Date of such departure) (Identification mark)
 Owned by Air Transport Command address Washington, D.C. whereof Capt. Page is commander.
 Arrived at airport of entry of NEW YORK, N.Y. on DEC 11 1943, 1943

IMMIGRATION LISTS (See instructions on back hereof)
 ALIENS EMPLOYED ON THE AIRCRAFT AT THE TIME OF ARRIVAL FROM OUTSIDE THE UNITED STATES
 (Except employees arriving at a land border airport from Canada or Mexico)

NAME IN FULL		AGE	SEX	COUNTRY		RACE	NUMBER OF AIRMAN'S CERTIFICATE, IF ANY	EMPLOYMENT		POSITION ON AIRCRAFT	WHETHER TO BE DISEMBARKED IN THE UNITED STATES
Family Name	Given Name			Of Which Citizen or Subject	Of Birth			Place	Date		
(Crew manifest will provide information necessary)											

PASSENGERS (ALIENS AND CITIZENS) ARRIVING ON THE AIRCRAFT
 (Except passengers arriving at a land border airport from Canada or Mexico or arriving in travel between the mainland and Alaska)

NAME IN FULL		AGE	SEX	COUNTRY OF WHICH CITIZEN OR SUBJECT	EMBARKATION		NAME IN FULL		AGE	SEX	COUNTRY OF WHICH CITIZEN OR SUBJECT	EMBARKATION	
Family Name	Given Name				Place of	Country	Family Name	Given Name				Place of	Country
Nelson	Maynard	20	Male	AMERICAN	Prestwick	Scotland	RYAN	THEODORE	38	M	U.S.A.	HARRISON	FOREMAN
Wagner	Norman	38	"	American	"	"	MAVER	EDWARD	37	"	"	"	"
Driscoll	Clyde	35	"	"	"	"	SMOOTHASSY	CHARLES	21	"	"	"	"
Hiner	Lucian	24	"	"	"	"	POTT'S	YARLES	26	"	"	"	"
Kildow	Forrester	39	"	"	"	"	MILLER	ERNEST	37	"	"	"	"
Devies	Fred	52	"	"	"	"	FISHER	CHARLES	21	"	"	"	"
Monser	George	23	"	"	"	"	WHOLEN	ARTHUR	20	"	"	"	"
Goodwin	William	23	"	"	"	"	SENCLETH	COLE	22	"	"	"	"
Summerhayes	John	38	"	"	"	"							
Klanston	JAMES	42	"	"	"	"							
Rader	Rayne	26	"	"	"	"							
Martin	David	22	"	"	"	"							
Brown	Elton	24	"	"	"	"							
Smart	Edward	52	"	Australian	"	"							
Harding	Donald	22	"	American	"	"							
Oldfield	MORICE	37	"	"	AMERICAN	FOREIGN							
DALTON	LEWIS	47	"	"	"	"							
KREEMAN	EDWIN	31	"	"	"	"							
BEESE	JAMES	27	"	"	"	"							
Conlan	JAMES	27	"	"	"	"							

The foregoing information and that stated in each information sheet herewith as required for passengers listed herein is, to the best of my knowledge and belief, correct and complete.

Signature Maynard Nelson
 (Aircraft commander)

Leadership Roles

The Scarlet officer crew achieved formation leadership roles on some of their missions. The following table depicts on what missions they were in either 306th Group leadership role or Squadron leadership.

Scarlet 42-5720 and Her Crew

Date & Target	Group Leader	Navigator	Bombardier	Squadron Leads
14 May 43 Kiel, GR	William Raper	John Dexter	Hugh Phelan	Robt Riordan Raymond Check Edward Hennessy
15 May 43 Emden, GR	Henry Terry	George Spelman	Gerald Rotter	Raymond Check Richard O'Hara
17 May 43 Lorient, FR	Claude Putnam	Wallace Boring Luther Bergen	Jos Kosakowski	Robt Riordan Earl Youree Richard O'Hara (C)
29 May 43 St. Nazaire, FR	William Raper	John Dexter Otis Tillery	Walter Coons	Raymond Check John Magoffin Marlen Reber (C)
13 Jun 43 Bremen, GR	Claude Putnam John Regan (C)	Harold Gaslin James Cheney Al Schulstad	Lionel Drew Jos Kosakowski (C)	Wm McKearn Roy Vinnedge Richard O'Hara (C)
25 Jun 43 NW Germany	George Robinson Al Schulstad	Otis Tillery	Hugh Toland	George Paris Raymond Check
28 Jun 43 St. Nazaire, FR	John Lambert	Wallace Boring James Cheney	Chester May	John Magoffin Richard O'Hara
17 Aug 43 Schweinfurt, GR	William Raper Robert Fryer (C)	George Bennett Otis Tillery Maynard Dix (C)	Hugh Toland Herschell Ezell (C)	David Wheeler F Kackstetter Toy Husband (C)
24 Aug 43 Villacoublay, FR	Robt Riordan	Otis Tillery John Mazanek	Hugh Phelan	L G Cook D Fuhtmeister
6 Sep 43 Achern, GR	George Robinson	Maynard Dix	S Silverstein	F Kackstetter Laek Robinson
23 Sep 43 Mantes, FR	George Paris	Raymond Slater Maynard Dix	Eduardo Montoya	Manny Klette Laek Robinson
4 Oct 43 Frankfurt, GR	George Paris	Maynard Dix Carl Holmes	S Silverstein	Laek Robinson John Lewis
9 Oct 43 Gdynia, PO	F Kackstetter	Luther Pierce	Walter Wick	L G Cook Laek Robinson
10 Oct 43 Coesfeld, GR	Joseph Belser	Alfred Simmen	Eduardo Montoya	Laek Robinson George Reese

(C) = Composite crews

Scarlet 42-5720 and Her Crew

Scarlet Related Pilots

423rd BS/367th BS - 306 BG Pilots

Name	P/CP	Arrival	Depart	Status	Cadet Class	Death Date
Richard K. O'Hara	P+	1-15-43	7-6-43	25 Tour	41-H, Maxwell, AL	7-1-2004
Robert H. Smith	CP-P	1-15-43	6-0-43	Tour	42-E, Ontario, CA	9-10-43
Laek L. Robinson	CP-P	4-04-43	10-0-43	25 Tour		10-10-1976
Berryman H. Brown	CP-P	3-23-43	7-29-43	9 - POW	42-K, Roswell, NM	

source: 367th Combat Diary

P = pilot, CP = copilot, + = brought crew

Other Scarlet Related Items

423rd BS/367th BS - 306 BG Navigators

Name	Arrival	Departure	Lost?	Death Date
Otis B. Tillery	1-15-43	12-01-43	Tour	10-12-1983

source: 367th Combat Diary

423rd BS/367th BS - 306 BG Bombardiers

Name	Arrival	Departure	Lost?	Death Date
Hugh E. Phelan	1-15-43	9-0-43	Tour(25)	2-11-2012

source: 423rd Combat Diary

423rd BS/367th BS - 306 BG Planes

#	#+	TL	M	Name	Arrival	Departure	MACR	Crew Chief
720	42-5720	Y	F	Scarlet	1-14-43	8-23-43 Trans to 384 BG	776	Edward Gregory
666	4229666	Z		Dearly Beloved	3-25-43	5-21-43 MIA Bremen, ditched in North Sea (w. Robert H. Smith) also 'Lamesa Lass'		

source: 423rd Combat Diary

An article occurred in the Amarillo Dailey News (Amarillo, Texas) on November 13, 1943 title "Battle of Lamesa Pilot's Dying Fort Against Nazis Called War's Top Feat". This article retold the role **Robert H. Smith** and crew accomplished in shooting down eleven E/A while ditching in the North Sea and being rescued after 30 hours in the water.

This is a Pow A 23 E 7-14 7-36 and checks 37c. Certified spot wool tops 1283-n.

Battle of Lamesa Pilot's Dying Fort Against Nazis Called War's Top Feat

Look Magazine recently carried, as one of a series, an artist's conception of a crew and Flying Fortress which boasted three Texans in a miraculous and record-shattering mission over occupied Europe. Despite unbelievable odds, the crew shot down 11 German fighter planes, crash-landed in the North Sea without injury to a man and floated 30 hours before being rescued by a British boat.

Sunday, a native West Texan, came from the European front, confirmed the heroic deeds of this bomber crew and predicted West Texas would "some day fate idea." Robert Smith of Lamesa, an outstanding hero of World War II. "This witness to part of the heroic fight by Smith and his pals asked his name not be used as he was home on a military assignment not to be divulged." "The record will speak for itself," he declared. "I can only confirm one of the most daring missions of this or any other war. Shrewd guts and determination filled the Fort that day."

Lieut. Smith and his buddies set a record for enemy planes on this mission and it still stands in the European theater of combat, where the going is the toughest.

First, each pilot must have a cast. Here is this one: A B-17 Flying Fortress and her crew of Lieut. Robert Smith, Lamesa, pilot; Lieut. Robert McCallum, Omaha, Neb., copilot; and Dan Barberis, North Bergeon, N. J., bombardier; Staff Sergeant Agnamd Warminski, Ham-track, Mich., navigator; Arthur Adrian, ball turret gunner, Milwaukee, Wis.; Wayne Gray, Corapolis, Pa., nose gunner; Clarence Durham, Chattanooga, Tenn., waist gunner; Technical Sergeant Bennett Buchanan, Fort Worth, top gunner; Kendrick Kate, Manchester, N. H., radio gunner; and Billy Lamb, tall gunner, Denton, Texas.

It was a typical day and a good one for a bombing mission as Smith and his crew took off loaded with bombs for the Axis. They were headed for Wilhelmshaven targets with other Flying Fortresses and before reaching the mainland, German fighter planes swooped to the attack.

Ball Turret Gunner Adrian fired from an ME-109 and watched him hit the water for the first score of the day. The crew was thrilled as were other crews watching from nearby flight formations. But they realized this trip was to be a tough one.

The Forts were now reaching their objective but swarms of flights of German planes filled the skies anxious to knock out these battle-ships of the heavens. Pluck was as thick as the air around them, the observer reported, but Smith reached his target. Tons of devastating bombs rained their goal from the bomber and the old Fort seemed to lift in sheer joy at having accomplished its purpose. Bombardier Barberis had hit the bullseye.

But the bouncing of the Fort was not just from releasing its load of bombs. Pluck was bouncing the old Fort all over the heavens. Anti-aircraft fire was as thick as any

Germany ever sent up. Pilot Smith realized something serious had happened as the old Fort seemed to veer away from the formation and began losing altitude. On inspection it was learned two superchargers had been shot away. Smith and McCallum were fighting desperately to keep in formation. It was a hopeless task.

Nose Gunner Gray watched a Focke-Wulf coming nose on to the wounded B-17. The Hun was trying for the kill of a Fort, ambition of every Nazi fighter. Gray opened up his guns and saw the FW fall in flame as the pyre of fire barely missed the Fortress.

Gray wiped perspiration from his forehead, turned and smiled at Smith as he held up his finger to register the kill. It feels good to erase a Nazi, he thought.

But unadulterated hell had popped loose. German fighters were every where at the same time.

Pilot Smith told officers later: "Top Gunner Buchanan trails another FW in his sights, squeezes the triggers and knocks the Kraut down as he passes overhead.

"Radio Gunner Kate stops still another FW only to see the Hun twist his ship into a suicide dive for the Fortress. Suddenly, just as it seems the German plane will crash the bomber, it flips over into a spin and crashes to earth, burning fiercely.

"Smith and McCallum are holding up the Fort with a prayer. The B-17 has dropped to 17,000 feet. Two engines are gone and a third is pouring oil in every direction. Smith wants the men to bail out but they refuse. "If we are going to be captured," they say, "let's give 'em another round of hell to remember us by," they shout. Smith grins and points skyward. There are 15 German planes attacking, eager to kill the crippled Fort. But what are you going to do with a crew of men like this; a crew who don't give a plugged damn about orders and have only one ambition—to get as many German fighter planes as their ammunition will serve. The Fort turns back into the fight, determined to go down blazing bullets as long as the ammunition lasts.

"Above, Buchanan starts slugging lead at 500 yards as an PW swoops from above. The German keeps coming on in but Buchanan shuts his eyes, freezes on the trigger and lets the lead roll. The FW bursts into flame so close to the Fortress the crew thought they would be burned by the fire.

"Gray spots a Messerschmitt from his nose position and scores another kill. But exploding shells have set three fires within the Fortress. Waist Gunner Durham grabs the cutgunsbers and puts out the fires while Adrian knocks another ME down from the flight. At almost the same instant, Durham runs to his gun and gets a Nazi himself."

It was then Tail Gunner Lamb hit the jack pot drained of by all tail gunners. He was shilly shallying the luck of his fellow crew members at their marksmanship when he suddenly spotted two fighters coming in on the tail. One was level with his position; the other slightly

higher. Remembering his duck shooting days, he picked on the upper plane first, gave him a burst at 50 yards, watched it burst into flames, and in a flash of the eye turned his gun on the second ship, now almost using him out of the Fortress with its closeness. He gave him a solid burst of bullets and saw it flash into flames. Then it happened. The two German planes crashed into each other and slid off into a sea-crashing death.

That was nine fighters destroyed. But the B-17 was still losing altitude and worse, was running out of ammunition. They were now over the North Sea. Adrian spent his last round of bullets to knock another FW flaming into the waters below.

All but one of the remaining German fighters turned left and ran. This one Nazi cruised around out of range, patiently awaiting the inevitable crash of the Fortress when he could strafe its crew and partly enjoy for the comrades he had lost with this air-wagon.

Smith again ordered his crew to the radio room to prepare for "ditching."

The boys didn't want to bail out but as they gathered in the room, McCallum said he wanted some action, too. He went to the top turret to see what the Focke-Wulf was doing. He tested his sights, swung the gun into position and fired the last round of ammunition aboard the Fortress. The Focke-Wulf crashed into the sea to score the eleventh victory of the mission and erase the skies of enemy craft.

"That was number 11 and it all happened in one hour and forty minutes from the time Adrian blasted the first Nazi Messerschmitt into stermity.

Smith told the fellows if they just wouldn't bail out to prepare for a crash landing in the ocean; that he was going to set it down. And just as nonchalantly as if he were coming in on a lighted runway, he did set it down in a perfect belly landing without injury to any of his crew.

The crew members feverishly hastened to inflate their yellow dinghies and leave the sinking Fortress. They still remained un-frightened. As they pushed away from their Fort, some of the crew members snapped photos of it, as she slipped beneath the waves in a burial as glorious as any given a commander-in-chief. In fact, the boys of the Army Air Forces say she was a commander-in-chief of European skies and she her citizenship record of knocking 11 German fighter planes out of the sky in one hour and forty minutes as sufficient proof of their claim.

Smith and his crew drifted in fog-covered waters of the North Sea for 30 hours before a British ship hauled through eery curtains of mist to rescue the heroic air fighters and take them safely to port.

The flyer relating this event declares Smith and his crew are determined to better their record "the first time German fighters want to accept the challenge." In the meantime they continue delivering bombs to Germany.

Scarlet 42-5720 and Her Crew

Current Status of Crew

The following is the present status of the crew of the "Scarlet".

Pilot, Richard K. O'Hara

Birth: August 15, 1919 Cortland, NY
Death: July 1, 2004 Marietta, GA
Burial: Kennesaw Memorial Park Marietta Cobb County Georgia, USA
Age: 84



Copilot-Pilot, Robert H. Smith

Birth: June 15, 1920 Cuthbert, Mitchell Co., TX
Death: September 10, 1943 Gulf of Mexico - 45 miles SE of Galveston, TX
Burial: At sea
Age: 23

Copilot-Pilot, Laek Leroy Robinson

Birth: January 4, 1920 DeWitt, AR
Death: October 10, 1976 San Antonio Bexar Co., TX
Burial: Mission Burial Park North, San Antonio, Bexar, TX
Age: 56

Laek L. Robinson was a dentist in San Antonio and died of a heart attack.

Navigator, Otis B. Tillery

Birth: April 29, 1920 Sumter Co., AL
Death: October 12, 1983 York, Sumter, AL
Burial: York Cemetery York, Sumter County, AL
Age: 63

The following was taken from the April 1984 Echoes a newsletter of the 306th BG veterans association:

Scarlet 42-5720 and Her Crew

Otis Bert Tillery, 423rd navigator (O'Hara's crew), died 13 Oct at York, AL, where he had been a business man. He was the 58th officer to complete a combat tour, mid - 1943.



Otis Bert Tillery



Bombardier Hugh E Phelan

Birth: Mar. 30, 1918
Death: Feb. 11, 2012
Burial: Ouachita Cemetery Donaldson Hot Spring County Arkansas, USA
Age: 93

Scarlet 42-5720 and Her Crew

Hugh Edwin Phelan, 93, of Donaldson, passed away on Saturday, February 11, 2012, at Hot Spring County Medical Center in Malvern. He was born March 30, 1918, to Thomas and Maude Phelan in Malvern.

He was a Christian and worshipped at Donaldson Missionary Baptist Church where he was a member. He taught Sunday School and was active in the construction of the current church building.

He was preceded in death by his parents, a sister, Hazel McKenzie, two brothers, Calvin and Harold Phelan and daughter-in-law Frances E. Phelan.

He is survived by his wife of 68 years, Evelyn Orr Phelan, two sons Dr. Jim Phelan and wife Paula of Little Rock and Dr. Dick Phelan and wife Anna of Benton, five grandchildren Kristi Pierce and husband Brad of Dallas, TX, Dr. Tom Phelan and wife Wendy of Little Rock, Patrick Phelan and wife Neely of Little Rock, Dr. Todd Phelan and wife Sarah of Rogers and Brad Phelan of Washington D.C., and eleven great grandchildren. He is also survived by one brother Neil Phelan of Donaldson and two sisters Nettie Jackson of Magnet Cove and Ruth Young of Hot Springs Village.

He retired as a Lieutenant Colonel in the United States Air Force. He served in the U.S. Army Air Corps as a B-17 bombardier during World War II. He completed 25 combat missions over Germany and occupied France from January 1943 to October 1943 with the 306th Bombardment Group of the mighty Eighth Air Force. He was involved in the first daylight bombing raids over Germany in January 1943. For his heroic services during the war, he was awarded the Purple Heart and Distinguished Flying Cross.

After completing his duty in the war he returned home to marry his sweetheart, Evelyn Orr, of Donaldson, on December 4, 1943.

He later served as the Arkansas Liaison Officer Coordinator for the U.S. Air Force Academy in Colorado Springs, CO, counseling Arkansas high school students who were interested in attending the Air Force Academy.

In addition, he was elected Circuit Clerk of Hot Spring County before accepting an assignment at the United States Post Office as rural mail carrier at Donaldson where he served 30 years.

Services will be held at Donaldson Missionary Baptist Church, services, with Brothers Keith Rowton and Hollis McDermott officiating.

Pallbearers will be Jim, Dick, Tom, Patrick, Todd and Brad Phelan.

Arrangements will be by Atkinson Funeral Home in Malvern.

The family requests that in lieu of flowers donations be made to Donaldson Missionary Baptist Church. The burial will be at Ouachita Cemetery with full Military Honors.

Scarlet 42-5720 and Her Crew

Special Thanks to Dr. Ray Bollen and the wonderful staffs at Hot Spring County Medical Center and Malvern Nursing and Rehabilitation.



Lieutenant Colonel
Hugh E. Phelan



Ouachita Cemetery Donaldson, Arkansas

Tail Gunner, Harold F. Strom

Birth: Jul. 16, 1913 Hill City, MN
Death: Aug. 5, 1988 Itasca Co., MN
Burial: Hill Lake Cemetery Hill City, Aitkin County, Minnesota, USA
Age: 75
T. Sgt. U.S. Army World War II



Scarlet 42-5720 and Her Crew



Waist Gunner, James Jackson Garris

Birth: Jan. 13, 1919 Newport News, VA
Death: Jun 17, 1985 Camarillo, Ventura, CA
Burial:
Age: 66
S. Sgt. U.S. Army World War II

Radio Operator, William Harold Mountain

Birth: Feb 10, 1921 Sangerville, Piscataquis, ME

Scarlet 42-5720 and Her Crew

Death: Dec 29, 1965 Bangor, Penobscot, ME
Burial: Sangerville Village Cemetery, Sangerville, ME
Age: 44
T. Sgt. U.S. Army World War II

Waist Gunner, Maynard Eugene Nelson

Birth: Jun 7, 1923 Williams, Nelson, ND
Lives: Lakota, ND
Death:
Burial:
Age: 91
T. Sgt. U.S. Army World War II

Ball Turret Gunner, Paul A. Fetkiw

Birth: 1917 Fulton, Oswego, New York
Lived: Fulton, Oswego, NY
Death:
Burial:
Age:
T. Sgt. U.S. Army World War II

Engineer Top Turret Gunner, Charles A. Sheffield

Birth: August 29, 1914
Death: May 31, 1999
Burial:
Age: 84
T. Sgt. U.S. Army World War II

Mr Aufmuth the last pilot of the "Scarlet" retired from active duty in 1946, and served in the Reserves until 1956. He passed away August 23, 1999.

Scarlet 42-5720 and Her Crew

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Addendum

"SLIGHTLY DANGEROUS"

ESCAPE

THE

JAMES G. MCMATH

STORY

It begins when James G. McMath enters the Army Air Corps in 1942 and continues until he leaves active duty in 1945.

Scarlet 42-5720 and Her Crew



INTRODUCTION

After many years of urging, pleading and cajoling from our mother, their children and grandchildren, our dad has decided to try to put into words his experience as a B-17 pilot during World War II, highlighting of course, his plane being forced down over France and all that happened to him during his months of trying to escape. He could not do this without the help of Mother. Some of this she wrote many years ago when the events were a lot fresher in their minds, and some of it much later. Nevertheless, they got this done for us. This truly is the greatest legacy they can leave us.

We have always wanted Daddy to do this, but he was always hesitant, and for many years really did not like talking about the experience. Several years ago, Jodi, his Granddaughter, gave him a notebook for he and Mother to start writing in and they did some, but did not complete it. In the notebook, Jodi wrote a beautiful inscription which I will include later in this into. Some years later, Jodi decided that the notebook was not going to cut it and she gave them a mini tape recorder complete with extra tapes and batteries, but somehow it just never got done.

A few weeks ago, they decided they needed to get it done, so we would have something to treasure for always. It begins when Daddy enters the Army Air Corps in 1942 and continues until he leaves active duty in 1945.

INSCRIPTION IN NOTEBOOK FROM JODI WISE

Here's your pad and here's your pen,
Now tell me Granddad where you have been.

I want to know everything of the days gone by,
I want to know when you laughed,
I want to know when you cried.

Tell me about the mountains you hiked,
In the shoes that were too small.
And tell me about the feelings you had when
You made it here safely after all.

In you mind there lies a treasure,
A treasure you have to share.
So that when I hear talk of World War II,
I'll tell them my Granddad was there.

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ENTERING THE ARMY AIR CORP

I entered the Army Air Corp in the summer of 1942. I began my training at Randolph Field in San Antonio, where I had pre-flight training. I then went to Ballinger for my initial flight training. I spent Christmas of 1942 in Ballinger, Texas.

John Malcolm, Little Hoss Lindsey and Marpe and I were all there together. Marie and Marpe's girlfriend, Marge Keek came from Iowa to spend Christmas with us. We ate our Christmas meal in a small steak house restaurant in Ballinger.

From there I was assigned to Goodfellow AFB in San Angelo for basic training. Then I went to Waco for advanced flight training. Marie was teaching in Henderson at the time and she came to visit me in Waco and I gave her an engagement ring at Easter. I got my wings in May of 1943 in Waco and Marie came for the ceremony. Malcolm and Justine got married there and Marie and I were their attendants.

I then went to Washington State—Euphreta Washington. There I received an assignment to Walla Walla Washington. Then I got

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Marie & Mary Blanche
Smith taught together
at Henderson High
School



James G. & Marie in
San Antonio Tx. 1942



Marge Keek (Marpe's
Girlfriend)



Marpe 1942
Ballinger, Tx.

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the news that I was going to be sent overseas. I called Marie and told her to come to Walla Walla so we could get married. She rode the train from Fort Worth to Denver. While in route on the train, there was a wreck ahead of them on the tracks, so they were put up in a hotel in Denver until they could get the track cleared.

From Denver, they went through the mountains to Pendleton, Oregon. They changed trains there to a narrow gauge train to go to Walla Walla. The total trip from Fort Worth took about 4 or 5 days. All this time Marie had on her suit, hat, gloves and carried her bags.

She finally arrived in Walla Walla. She had reservations at a hotel, I was out flying when she arrived. She had to go to the court house and plead competency because normally there was a 30 day waiting period for a marriage license. She also went to a jewelry store and bought 2 wedding bands, ordered gardenias, called the Church and a got a minister, Glenn Mell, lined up to perform the ceremony. We originally were to be married June 28, however I was out flying over the Pacific and our navigator brought us in

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**Miss Marie Egan,
Lieut. McMath Wed**

Miss Marie Egan, daughter of Mr. and Mrs. W. L. Egan, west of Denton, became the bride of Lieut. James Gordon McMath, son of Mr. and Mrs. E. A. McMath, of Krum, June 29 when the double ring ceremony was read in the Christian Church of Walla Walla, Wash., by the pastor, Rev. Mr. Mell.

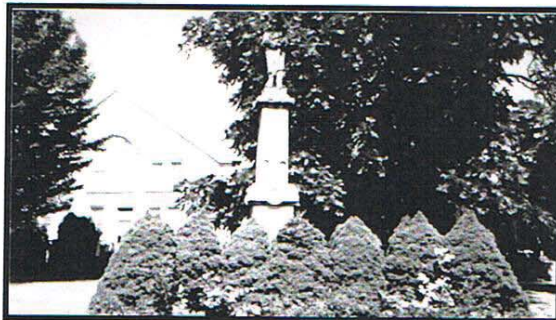
The bride wore a powder blue gaberdine suit with brown accessories and a shoulder corsage of gardenias. She was attended by Mrs. James C. Jenson, wearing an aqua crepe with black accessories and a corsage of tulle and roses. Lieut. J. C. Jenson was best man.

Lieut. and Mrs. McMath both are graduates of Teachers College, and she taught in Henderson last year. Lieut. McMath entered the U. S. Air Corps in August, 1942, and received his wings and commission May 24 at the Army Air Base in Walla Walla, where the couple is at home for the present.

James and Marie's
wedding announcement



Glen Mell
Minister who performed
wedding ceremony



Christian Church where James and
Marie were married
Walla Walla, Washington
June 29, 1943



Onalee Jensen



on left Onalee and Marie waiting to
board train to Nebraska 1943

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over California instead of Washington. Onalee Jensen, the wife of one of my crew called Marie and told her the crew was over California, so we knew by the time we got back it would be too late for a wedding. So we postponed the wedding until June 29, 1943.

After we finally got back to the base in Washington, we did not have any passes to get off the base. There was a man there in the hospital who had a pass, but couldn't use it so Onalee Jensen brought his pass to me and then went back with the same pass to get Jensen off the base.

We finally got married about 5:00 PM on June 29 at the Christian Church in Walla Walla, Washington. The minister, Glenn Mell performed the ceremony. The Jensens were our attendants. After the ceremony, we all went to dinner. Our wedding dinner consisted of fake meat, it was very difficult to get real meat during wartime.

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Marie and I spent the night at the hotel. The Jensens stayed in a private home where Onalee had been staying. The next morning Onalee took us back to the base.

That night the USO was having a dance, only USO members and military were allowed to attend, so Marie and Onalee joined the USO so they could come to the dance. They rode the USO bus to the dance. The dance was held at the Officer's Club. After the dance was over, Marie and Onalee and practically 2 whole squadrons hid in the parking lot of the O Club. After all the buses had left, we all went back in the club and turned on all the lights and set up drinks and food and we partied all night.

The next day Marie and I stayed in touch by telephone. Jensen and I were going to Nebraska. Mother and Onalee and Jensen and I got on the train and headed to Nebraska. When we got there I found out I would be going to Bangor Maine where I would be leaving to go overseas.

Marie and I never saw each other after we got to Nebraska. We only talked on the phone. From Bangor we flew to Greenland

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where we refueled. We then went to Prestwick, Scotland, and from there on to England. I did pre-training for bombing runs and we got our crew assignments.

On our first run to France, our plane was shot up and 2 crew members were wounded. Little did we know, but our third mission was to be our final flying mission. So begins the story of “SLIGHTLY DANGEROUS” ESCAPE.

Scarlet 42-5720 and Her Crew

CONFIDENTIAL

MILITARY LIAISON OFFICE
AMERICAN CONSULATE
GIBRALTAR

29 October 1943

SUBJECT: Orders.

TO : Personnel named below.

1st Lieut. August Winters, O-729532, 306th Bn. Grp.
2nd Lieut. Leonard J. Fink, O-796510, 384th Bn. Grp.
2nd Lieut. William E. Harnly, O-736703, 92nd Bn. Grp.
2nd Lieut. James C. McMath, O-580668, 384th Bn. Grp.
Tech Sgt. Norman Kreitenstein, 35114035, 100th Bn. Grp.
Staff Sgt. Pasquale J. Del Vento, 31104691, 95th Bn. Grp.

having reported at this station on 29 October 1943, you are placed on temporary duty this office. Upon completion of this temporary duty you will proceed by first available transportation to LONDON, ENGLAND, where you will report without delay to the Commanding General, European Theater of Operations, U.S. Army. Under authority of WD Cablegram Number 45, 4 February 1943, in lieu of subsistence, a flat per diem of \$8.00 is authorized while traveling on official business (except by belligerent or government vessel) and while on temporary duty this station, in accordance with existing law and regulations. TDN FSA 1-5600 P 432-02 A 0425-24.

By order of Colonel FORSTER:

GRADY LEWIS,
Major, Air Corps,
Executive Officer.

OFFICIAL:

Grady Lewis
GRADY LEWIS,
Major, Air Corps,
Executive Officer.

Distribution.

MIS
Hq ETOUSA (A.C. of S., G-2)
Personnel concerned
File

CONFIDENTIAL

James's orders to go to England

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BACKGROUND

The day this story starts we were an average crew of Americans aboard a B 17 named "Slightly Dangerous". We were on our third raid over enemy territory, the going had been tough. We had been to Stuttgart, Germany, and we knew we stayed in the target area too long. When we got back over France, all our engines were out, but one. We prepared to "take her in." Giving up all hope of reaching our base in England again that day, we concentrated our hopes on a safe landing and "ESCAPE", if we were lucky. The day is September 6, 1943.

Our crew members were:

2nd Lt. Lester Aufmuth
Pilot-----Prisoner of War

2nd Lt. James G. McMath
Co-Pilot---Evaded Capture

2nd Lt. James C. Jensen
Bombardier---Prisoner of War

2nd Lt. Charles Downe
Navigator----Evaded Capture

S/Sgt. James Wagner
Ball Turret Gunner---Evaded Capture

T/Sgt. Charles Fisher
Flight Engineer/Right Waist Gunner—Evaded Capture

T/Sgt. Robert K. Price
Flight Engineer/Gunner---Prisoner of War

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T/Sgt. Robert C. Corpening
Radio Gunner---Wounded on 1st Mission (eventually killed in
action)

James Weatherford (Shorty)
Fill In Radio Gunner---Evaded Capture

S/Sgt. Joseph H. Smith
Left Waist Gunner---Prisoner of War

S/Sgt. Carl E. Bachman
Tail Gunner---Evaded Capture

“ESCAPE”

CHAPTER 1
PANCAKE

Our B 17 landed swiftly but safely in a broad level hay field, tumbling the peaked haycocks as it bumped to a sudden stop. Out we poured dressed in Mae Wests and parachutes, momentarily full of gladness to feel the solid earth again under our feet.

Les Aufmuth, our pilot told the crew to beat it for a patch of thick dark woods that lay about a fourth of a mile to the North. They scarcely stopped running in their haste to find cover. We officers had to stand by to set fire to the ship. She wasn't badly damaged, and would make a fine prize, but firing was easier said than done, it took us nearly a half hour. The hay wouldn't burn and the few books, papers, orders, and other inflammables were scarcely adequate. Finally, by using flares and incendiaries, we managed to start a parachute, which gave us a hot blaze for the front of the ship.

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Below are several newspaper clippings reporting James being missing

LT. J.G. McMath Is Listed Missing In European Area

Mrs. James Gordon McMath has been notified that her husband, Lt. James Gordon McMath is missing in action in the European area since Sept. 6.

Lt. McMath is the son of Mr. and Mrs. D. A. McMath of Krum. He received his wings and commission on May 24 of this year at Waco. After a short training period in Washington and Nebraska, he was sent to England and has been stationed there since the last part of July.

He is a brother of the late Jack McMath, who was killed in this theatre in May. Lt. McMath is a graduate of the college and was a member of the Falcon fraternity. He was married in June to the former Miss Marie Egan, also of Denton. He was a co-pilot on a B-17 named "Slightly Dangerous."

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into preparing the French for the day when they can fight with the Allies.

For instance—the French ought to be part of the Mediterranean Allied Commission, which thus far includes only ourselves, Britain and Russia.

Back the Attack

James Gordon McMath Is Reported Missing

DENTON, Texas, Sept. 20.—Lieut. James Gordon McMath, stationed with the United States Army Air Forces in England, has been reported missing in action, according to a message from the War Department to his wife, who resides west of Denton. A copilot on a B-17 bomber, he has been missing since Sept. 6 when the plane failed to return to its base.

He was the brother of Lieut. Jack L. McMath, who was killed while on duty with the United States Army Air Forces over the European theater May 26, and the son of Mr. and Mrs. D. A. McMath. His wife is the former Miss Marie Egan, to whom he was married June 20.

After graduating from North Texas State Teachers College, Lieutenant McMath entered service in August, 1942. He received his wings May 24 at the Waco Army Flying School. He had been on duty in England since July.

Back the Attack

Capt. Preston Taylor Prisoner of Japanese

JACKSONVILLE, Texas, Sept. —Capt. Preston Taylor of Mix-

No Further Details Received Of Lieut. McMath

Mrs. McMath, wife of Lieut. James Gordon McMath, has received no further word about her husband, since being notified that he had returned to duty.

She previously had been notified that he was missing in action in the air service in the European area, and then received word from his commanding officer that he was safe. However, it was stated that no details could be given because of censorship regulations.

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Curiously, all this time I had noticed a farmer plowing in a field not more than half a mile away. He never looked up when we landed or while we were firing the ship, though he must have heard the crash or seen the smoke. I never knew whether he was afraid or stupid.

We were furtively rushing all this time for fear we would be discovered and captured. So as soon as we were sure the plane would burn, we too started to run for the woods. Then we saw the discarded packs, Mae Wests, heavy coats, boots and harnesses of the rest of the crew and it dawned upon us that we were still wearing all of our “gear” too. You can’t run far on a hot day, especially dressed in a Mae West harnessed onto a parachute. Freeing ourselves as we ran, we made a fine trail to the woods. It was about 1330 by this time, and so far no one seemed to be aware of our plight.

Resting only a moment, we made our way rapidly through the patch of woods, then to another, and thus from patch to patch. When we came to the edge of the woods, we could see people and

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duck back into coverage as we progressed. Shorty had to stop once to get something out of his shoe. This gave us time to rest. By 1800 we figured we were at least 10 miles away. We watched carefully and stopped frequently to examine rabbit warrens and animal traps, to listen and to hide out at the least sign of discovery. We tried to travel in a Southeast direction, but the woods ran another way and we needed the woods for cover, so we traveled with the woods.

Shortly after 6:00 we had reached the edge of a patch of woods bounded by a cross road. Now we were stopped, completely exhausted, and showing marks and scratches we had received going through the thick underbrush. The trees were huge, black oak, and the underbrush was knee deep in thorny briars. On stopping, we found our pant legs were full of thorns.

From the edge of the woods we could see a large house and cluster of small thatched covered houses about a hundred yards in the rear. There were high fences and hedges around these houses. As we stood there viewing the scene in the gloom of evening, and

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not knowing exactly what to do, we saw a girlish appearing French woman leaving one of the houses. She was riding a bicycle, and she was coming down the road toward us. We turned instantly and ran down a little trail away from the main road and dropped down behind some trees. Coverage was scant here, we thought we would let her pass, and I am sure we were an anxious looking trio as we crouched behind the trees waiting for her to go on.

There were three of us together now and this trio consisted of Les, the pilot, me, the co-pilot, and Shorty the radioman. Suddenly, as if by providence the woman turned her bike down the trail and came our way. It was impossible to run now, and the trees wouldn't hide us, therefore, we crouched there dumb with surprise as if frozen to the ground. Les said, in an excited whisper, "Mac, she's coming this way." "My God", I said as I swallowed my heart and poor Shorty was so scared that he was simply speechless with terror.

When the woman saw us, we weren't the only ones who were frightened. She screamed slightly, as if she had seen three ogres

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all at once, then she jumped off her bike. Although she was overcome by our presence at this particular point, she stood her ground. I had my French sheet out by this time and impulsively walked toward her trying my level best to show her some words on it and saying “Americanos”, “Americanos.” She stood there steadily sizing us up and down as I approached her. Finally, when we made her understand, she got very excited and was shaking hands with herself trying to welcome us, but we were not sure about it at first. This was our first introduction to what we later came to know as the French handshake. Then as we felt a small degree of relief, she shook hands with us, still chattering some French that none of us understood. We began making conversation by pointing to words on the French sheet and soon we were all trying to shake hands with her at once. We were equally as excited as she.

She was a small woman, dark hair, with a boyish haircut, brown skin with pinkish looking powder to cover otherwise unwashed features. Her dress was simple and faded from wear and the sun,

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certainly not from washing. She was bare legged and wore inexpensive canvas sandals. I remember how volatile her breath was. It smelled as if she had been saturated in garlic for many many seasons.

We weren't getting very far with our French sheet, but she didn't speak English so it was our only hope of trying to talk to her. We tried pointing to various words which she promptly misinterpreted and apparently thought one of us was ill. Every effort seemed to be futile. Then she made signs that she was going back to the house and as a gesture of assurance, left her bicycle with us. We were pretty scared, you may be sure. Les said, "shall we trust this dame or beat it?" What else could we do but trust her? The next person might not be as friendly as she. Tired, hungry and desperate, as we were, we unconsciously followed our instincts as dogs do when they meet a friendly master.

Running hurriedly she quickly disappeared through the gateway of the house across the road. In a few minutes, that seemed much longer, she returned from the house with 2 old ladies and a small

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girl about 12 years old. These women were truly French and just as excited as Frenchmen are reputed to be. They waved their hands, chattered a lot in subdued voices, and pointed at us. All of this made us feel very foolish until the small girl made a motion asking to look at the French sheet. I was still holding it and waving at them. The young girl seemed to make the old ladies understand by reading the phrases we pointed out to her. We learned later that the girl spoke German also, but she couldn't speak a word of English. She was as helpless in English as we were in French.

This went on for three or four minutes, then they motioned for us to follow them. This we did, but we weren't sure that we were going gladly, as the woman, whom we had seen first, got on her bicycle and went down the trail, while we sneaked across the road. The gate was 100 yards from the house, so we crawled through a wire fence to reach the house quickly. One of the old ladies caught a shoe in the fence. When we looked back, she was stuck there sputtering. We hid in the weeds while the woman and the girl

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helped her. When the fat one got her shoe unhooked, and they came up to us, we sneaked along with them and entered the basement of an ancient stone out building. We weren't long in discovering that it was a deserted cow shed, approximately 12 x14, with a ceiling not over 9 feet high. The basement part of the building was about two-thirds underground.

We were worried naturally, but we were also very thirsty and this was beginning to be one of our main concerns. The three of us had had no water a greater part of the day, and our road work through the woods left us with dehydrated throats. Of course, we had had a cup of coffee at 0600 and we had flown six hours on oxygen and bucked another six hours through the woods after that. So as soon as we were in the basement, we pointed to the French word that meant drink, Boisson. The girl told one of the old ladies, the one we assumed to be her mother, and promptly we were present with a big tall bottle of wine. Very good grade wine too, I might add. We drank most of this and I tried to make them understand we wanted water. This time I was sure the point was

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over, but instead of water we were given another big bottle of wine. We finally gave up and drank this too. I am sure I can speak for all three when I say we were beginning to feel much happier about the entire situation by now.

Then when we thought we would live on wine alone for the remainder of our life, Les saw a faucet. “Gee, Mac, I know they got water, I saw a faucet outside the door.” I just got to have some water soon,” he said. “Damn this wine anyway.” Then by a system of complicated motions, Les succeeded in leading the little girl to the door and pointing to the faucet. She got the point and soon got us glass after glass of water from the faucet, laughing at us all the time. This was the first time we ever knew that in France only animals drink water, people drink wine. It both surprised and amused them immensely to see us soak it up.

One of the old ladies left for the house and came back in 2 or 3 minutes with an old man who she bossed as if he were her husband. They had some peasant clothes for us and the old man had a cap he gave me. Then I gave my wings and bars to the little

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girl, much to her delight! I am sure she hid them where no one could find them for to be caught with such was asking for trouble. Fortunately, I left my dog tags in England that day.

We shook hands with the old man as he was very friendly, then he and the women began some intensified chatter. One by one they would disappear and reappear with this and that article of clothing for us to try on. Shorty was nearer the size of these people and was easier to fit with clothing, but there was a catch to it, he had to take his other clothes off first. The women weren't about to clear out, but were insistent about his going on with the change. This nearly killed Shorty, but he went on with it. He had on GI underwear which only added to his embarrassment. Then they brought pants for me and Les. When the ladies wouldn't leave the room or even turn their backs, we had to do the same as Shorty. They were urging us to hurry and they seemed to sense our embarrassment. When we were finally clothed, we burned and buried our uniforms. I had a shirt that was a night shirt and tucked

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in my pants in the daytime. It looked like flannel and was not clean.

It was growing dark now and they decided to move us to another house. Maybe it could be called a house, but it was about as comfortable as a barn. In a short time, which seemed like years, one of the women brought us some boiled eggs. There was one for each of us and she gave us some peaches, too. Never had such a meager meal seemed so adequate. Our stomachs were so full of excitement, I'm sure we didn't relish the food as we should have.

About 8:30 the young girl, who had talked to us using the French sheet, came and told us we were to move to another building quickly. In the conversation, she told us the Germans had been there earlier in the evening looking for us. She led us through the darkness, crouching and crawling along very slowly. We did not know it at the time, but we were to have quarters in the house where German officers stayed when they came to this part of the country on a hunting trip. All of this moving added to anxiety.

After we were safely in the house and upstairs, the girl went out

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and locked the door. We were so tense and worried, we hardly knew whether to stay there or not. Les and I talked it over and decided to take a chance on what might happen. Shorty was so thoroughly frightened that he followed our decisions with no comment. We agreed to take turn keeping watch and thus try to get some sleep. I was to sit up and keep watch first while Les and Shorty slept. No doubt, I had the easiest job, because I was very much awake.

Around midnight, I was waking Les to take my place and let me sleep for a while, when we heard a noise downstairs. Shorty woke up instantly too, and we all sat very rigid while two people apparently were coming up the stairs. No doubt, we were very wide eyed when the girl and an old man came into the room with a small light. The girl told us we were to get up and go with the old man.

This old man was definitely French, small, rather dried up, wore a long mustache, and was quite dark. He had a wonderful sense of

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humor, and we soon began to refer to him as “uncle”. This pleased him greatly.

We left our first harbor and now we traveled with the old man down a highway.. He had a bicycle that he had obviously ridden coming after us, but he pushed it now and walked along with us. It was so very dark we could hardly see each other, much less where we were going. The old man seemed to know the road and country intimately and managed to make us understand the way we were to go.

We had traveled some distance when we noticed a light moving quite a way down the road. The light seemed to come toward us, then it would turn and go the other way. Soon it would turn and come our way again. All the time we kept walking nearer to it and soon we could hear a clanking noise that resembled the sound of German troops moving. We were almost certain that it was the Germans looking for us.

Then the light turned and went the other way until it grew dim. We thought it was going away when suddenly it turned and came

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back directly toward us. Instantly we scattered. “Uncle” and I ran down the ditch, but Les and Shorty ran out into the field and burred up in the newly turned soil. The light kept on coming. Uncle and I ran on our hands and knees down the ditch through grass that was knee high. I hid behind a tree and Uncle ran on, struggling with his bicycle and hid behind a hay stack. The light seemed to move back and forth, then it seemed the more I tried to hide, the more the light came around me. When I thought I could stand it no longer and that my heart would pound out of my body, I realized and saw what it was. It was some poor Frenchman plowing his field and the clanking noise was the chains on the horse harness. Uncle had seen what it was too about the same time, for he came over to find me. Then I went to the edge of the field where the other two fellows had gone, and whistled low. There was no answer. Again and again I tried with the same results. Finally I called “Les” ...”Shorty” , but still there was no response. Uncle and I began walking out into the field and finally came upon them still half buried in the dirt. Even then, it took a lot of talking to

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convince them that we were right, but once convinced, we were soon on our way again. This episode was later very amusing to Uncle and he would tell it to his friends and laugh very heartily.

That night, as we traveled toward the little town where Uncle lived, we could see ack ack—anti aircraft firing-- go off. Every few minutes Uncle would hurry us, because he was afraid we would not reach our destination before the light came. The country was very hilly and walking over it was very tiresome. It was getting light and it seemed to come very fast. We hurried down back alleys. There were lights in some of the houses, but we met no one. We came at last to a narrow street that had high stone walls on either side. It was still rather dark in here and soon we came to a gate and went into a place that looked something like a big Chateau. We went over to a small house that looked like a one room house with a lean-to. When we got to the door the old man called inside and a girl came and opened the door. It was the girl whom we had first met on the path the afternoon before. This man was obviously her father.

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OUR STAY AT “UNCLE’S”

The house was a two room affair, however, we never saw anything but the one room which was the kitchen, living and dining room all in one. Our quarters constituted a small attic over this room. It was completely unfurnished with the exception of two old quilts and a very adequate supply of fleas. It was small and we had to stay there in the daytime unless we were called down to eat. We could get outside at night to stretch and get some fresh air, but only one at a time then. We didn't get much sleep at night because of these cramped quarters as well as the ever present fleas. I guess we were a little apprehensive as Uncle showed us round the Chateau after it started growing dark the second night. He kept showing us the walls and reassuring us.

There was an old woman who lived here too. She must have been Uncle's wife. She was as filthy as the house. Her skin was soft, but very dirty. She was crazy and going blind. Her hair was clipped and she sat in one chair most of the time. She was a Catholic and wore a rosary. If her husband and her daughter both

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left the house, she would call them and cry and raise the devil.

This almost drove us crazy and finally I talked to her to try to quiet her down. Then she sat down and held my hand and cried and talked to me. She spoke in French and I talked to her in English.

We were certainly talking about different things, but it seemed to satisfy her. Soon the daughter came home and we went to the attic and the fleas. After a short time, however, we were called down to eat.

The table was black with grime and filth. It had never been washed. They never washed the dishes, they just wiped them out with a cloth and stacked them in a corner. There was practically nothing in this room except for the table, a few chairs, stove, a stack of dishes and a small pile of twigs for fuel for the stove.

We had very little to eat and we felt like eating very little. While I was sitting at the table I noticed these people were half starved, but they were willing to share their food with us. Even though they had very little, they ate their food in courses. The old lady had a dog sitting by her and as soon as she finished with one

Scarlet 42-5720 and Her Crew

course, she would hold her plate down and let the dog lick it out before she ate the next course.

When the meal was finished, the daughter wiped the dishes and stacked them, not neatly, in the corner. Later in the day when I came down again from the attic, there were two small chickens in the room. They played over the stack of dishes as if hunting for one small crumb. They came in and out of the door at will.

The next day it rained and was very cold and miserable. It looked fairly safe here and we were some distance from the main road. We did find some consolation in that fact.

That morning, I went down into the room below and I was almost overcome by the filth, but there was no one here and I decided immediately to wash the dishes. When I looked out, I saw the 3 members of the household down in a little garden away from the house. I got the largest pan, filled it with water, heated it on the stove and proceeded to wash the dishes—it turned out to be a fair size job as the dishes required a lot of soaking and scrubbing.

Scarlet 42-5720 and Her Crew

I had finished with the dishes, but was still downstairs when they came in. They immediately noticed what I had been doing and they had plenty to say. However, I could not understand what they were saying so I never knew whether or not they objected.

After a few days at Uncle's he carried us to Gizores to get on a train for Paris. He purchased our tickets and we waited around until a large crowd gathered and then we pushed into the crowd onto the train. We walked around Paris looking for a contact.

While, we were there, Uncle peed in the street. Needless, to say we were a little shocked at that. We spent most of an afternoon in the back room of a bar. However, no contact was made and we returned to Uncle's on a train.

The next few days were spent at Uncle's, in the attic, eating grapes and scratching fleas. There were grapevines along side of this barn and we ate all we could reach. We were still unbathed and in the same dirty clothes we had been given, the day our plane came down, but there was no way to clean up or get clean clothes.

Scarlet 42-5720 and Her Crew

We made a second trip to Paris on a train to make a contact.

We went to a big house that was empty but had a piano. The daughter was a concert accordionist.

Word came of a contact—a man from the resistance movement—we went back to Paris with him and met two young men who carried me and Shorty to Madam Denué's. Les, the pilot was taken with a different group. We went by Metro and this is the place where they were checking id's—since we had none these guys led us to the center of the crowd and pushed us on through. Madam Denué ran a bakery and we were quartered in one room above—there were 2 rooms, but one was sealed off. They kept all their valuables in it and there was no way to enter it. We entered Madam Denué's through the back door through a courtyard. Other apartments and businesses used the courtyard and there was only one public toilet—"Thunder Mug" (pee pot). It was a hole with an indentation—it had a water tank above and a pull chain to flush. Only one of us could leave the room at a time to use this facility.

Scarlet 42-5720 and Her Crew

While at Madam Denué's we ate bread made with sawdust and lots of cabbage—cabbage was a main stay, cooked and raw. We had water to drink. We had a window that opened to a street where we could see the Eiffel Tower. We had a bed and some chairs. We would watch a store owner across the street who sold fish and snails. He wore an apron and visited with all the passersby. When he was alone, he would stand there and eat snails, picking them out with his pocket knife.

We could hear anti aircraft guns going off and shells would fall in the street—big chunks of metal. There were planes constantly going over.

We finally received our ID's, after that different men would show up to take us sightseeing. My ID card said that I was a French deaf mute. We saw the Eiffel Tower, a big Cathedral and the Arche de Triomphe which was near German headquarters.

We were taken to barbershop to get a haircut—one patron was there with a dog. When the sheet was taken off of him, we could see he was an SS Officer. After he left, the guys who had brought

Scarlet 42-5720 and Her Crew

ETAT FRANÇAIS
CARTE D'IDENTITÉ
MASSON

Prénoms : *de Gasc* et de *Henri Couvreur*
Nationalité : *française*
Profession : *agriculteur*
Né le : *28 juillet 1916*
à : *Hajebrowik (Nnd)*
Domiciles successifs : *me Edmond Rolland*
N° 19 Toulouse

Empreintes Dactyloscopes et Signature Au Timbre
TOULOUSE

Pièces justificatives produites :
Akte Naissance - Livret Militaire

SIGNALEMENT

Taille : <i>1m 92</i>	Nez : <i>nez fin</i>
Cheveux : <i>bruns</i>	Visage (forme générale) : <i>ovale</i>
Montagne : <i>Montagne</i>	Teint : <i>brun</i>
Yeux : <i>gris vert</i>	Signes particuliers : <i>Sond. dent</i>
Front : <i>haut</i>	

Établie à *Toulouse*
POUR LE SERVICE DE LA POLICE NATIONALE
le *29* *1943* N° *71213 C*
COMBES IMP. MACON

Above is an I.D. card given to James by the French Underground. He was to pose as a deaf mute, his given name was Guy Masson



Above are also some pictures of James issued by the French Underground

Scarlet 42-5720 and Her Crew

us there started laughing and pointing at us, they thought it was quite amusing us sitting there beside an SS Officer. Madam Denué ran the bakery and she had a daughter who lived there with her, however she worked in a fashion store and not in the bakery. Most of the time food was brought to us, not regular meals. We would go through the kitchen on our way to the courtyard. The only bath was in her kitchen.

We stayed at Madam Denué's quite a long time. We were given some advice from some Parisian policemen to not give escape money to guides. (Each flight crew member was given money each time they went out on a mission, so they would have money if they were ever shot down like we had been.) One day we were taken to a movie, while we were there the Germans came in and rounded up 50 people and executed them. It was a retaliation for the underground killing of a German labor recruiter.

One guide carried us to a wholesale grocery man's house—we had Sunday dinner with plenty of food. While we were there, Shorty played the violin and made a bridge on the violin with his

Scarlet 42-5720 and Her Crew

knife and he began to play country music. The man was most upset with Shorty for putting the knife in the violin and I don't think they were too fond of the country music either. There were several other "escapees" at the grocery man's house this day. We were still in the same old clothes we got the first afternoon. We were able to wash up at Madam Denué's, but still having the same old dirty clothes, I am sure we were getting very "ripe."

On one tour of Paris, the guide carried us to see the result of the United States bombing of a rail yard. When we got there, much to our chagrin, our bombers had completely missed the rail yard and had wiped out a whole row of houses.

Madam bonnet, an old lady in her 80's, came to visit us several times. She was an American and spoke English. She had married a French man and had lived in Paris for years. She had a daughter or some family who lived in Cheyenne, Wyoming. Madam Bonnet wanted us to let them know she was ok.

One day around noon, some resistance people came. Madame Denué's daughter went with us to interpret. We walked to the train

Scarlet 42-5720 and Her Crew

station. (We never got in cars in France.) We knew we were going South toward Spain. We didn't know it but our tickets were for Toulouse France. While at the railroad station we saw a big mob trying to get an airman away from the Germans.

Our guide and some other guides got us and a group of others on the train. There was a girl and a man in our compartment and when the Germans came to check ID's—these two started making out like mad.

Outside of Toulouse, we stayed in a house where we had lamb stew for dinner. After we ate, we went into the bathroom and saw the bathtub full of lamb wool and guts. It didn't do a lot for our appetite. After that we referred to this house as the "gut house." There we were given hob nail shoes that were too small and a coat, sort of like a sports coat that was too little.

From Toulouse we walked to Andorra which was about 40 miles away, a very long and arduous walk. We would be able to get on a train there to go to Barcelona. During our walk we had to stay in the mountains away from German soldiers. We slept

Scarlet 42-5720 and Her Crew

sometimes in trees. When we finally got to Barcelona we boarded the train. On the train, Franco's men boarded at some point and began checking ID's. There was a pregnant lady who had to hide under a seat—while she was hiding, she peed all over herself and it ran out all over the floor. They put her off the train. Shorty was on one end of the train and I was on the other. When our guide realized ID's were being checked he got me and 3 others and we hopped off the train and continued walking to Barcelona.

Franco's men got Shorty and he spent 60 days in jail, which we did not find out until later.

Once we were in Barcelona, our guide took us to the British Embassy—the British arranged for us to ride on a train to Madrid. In Madrid we first went to a house and met a woman who had 2 daughters, we stayed there for a period of time and then we were taken to a hotel, which was near an art museum.

From Madrid we went by train to Gibraltar, where I had to be hospitalized with dysentery. After I was released from the hospital I was sent back to London. Another escapee who was waiting to

Scarlet 42-5720 and Her Crew

De Tain

ADMISSION FORM

No. Rank Name *McCall*

Unit Ward *P.F.F.* I.A.D.

Diagnosis *fracture*

Has Duty Specialist been notified?

Has X-Ray been arranged?

Treatment given in Casualty

.....

Treatment to be given in ward *etc.*

Washed & shaved. Facial sprays.

H. Ret. with antibiotics.

Ol. Dic. 3 1.

GIBRALTAR *W. R. R. M. E.*

3.1 x 1/2 C.O. Casualty Officer

Hospital admission slip in Gibraltar 1943

Scarlet 42-5720 and Her Crew

go back to the states and I flipped a coin to see who would get to be the special courier to come home first. I won the coin toss. I flew into Washington D.C. for a debriefing. Then I went home to Denton with 30 days leave. After a reunion with Marie and my family, we were to report to Miami, Florida for a rest camp. I received no further orders for 6 weeks.

After 6 weeks in Miami I was ordered to report for duty in Salt Lake City—We spent about 2 weeks there, then we were sent to Rapid City, South Dakota, I was to be a test pilot. From Rapid City, we went to Columbus, Ohio for B 17 school.

From Columbus we went to Lincoln, Nebraska, then on to Colorado Springs. I was assigned to the flight section for the Second Air Force. I tested planes coming out of the depot. I became Brigadier General Upston's Aide and Pilot. We then were assigned to the Pentagon. While there I had 2 plane crashes, one in New Mexico and the other one while flying General Giles' B 17, we crashed at Peterson Field. The fuselage broke in two.

Scarlet 42-5720 and Her Crew

While in Washington D.C. we lived in the Frontenac apartments in the beginning, then we bought a house in Alexandria, Virginia. We spent 2 years at the Pentagon. When we left the Pentagon, I went into the Air Force Reserve and we moved to Odessa, Texas, where we began our second career in the teaching and administrative fields in education. We had four children beginning with Mary, who was born June 2, 1951, Patricia, born April 4, 1953, Susan, born June 7, 1955 and James, born March 22, 1957. I eventually put 20 years in the Air Force Reserve and I retired as a Lieutenant Colonel.

Scarlet 42-5720 and Her Crew



Virgil Solomon, Marie and Jack
McMath
College Graduation 1941
North Texas



Grandmother McMath, James, and
Granddaddy McMath
College Graduation 1942
North Texas

LIEUT. J. L. McMath

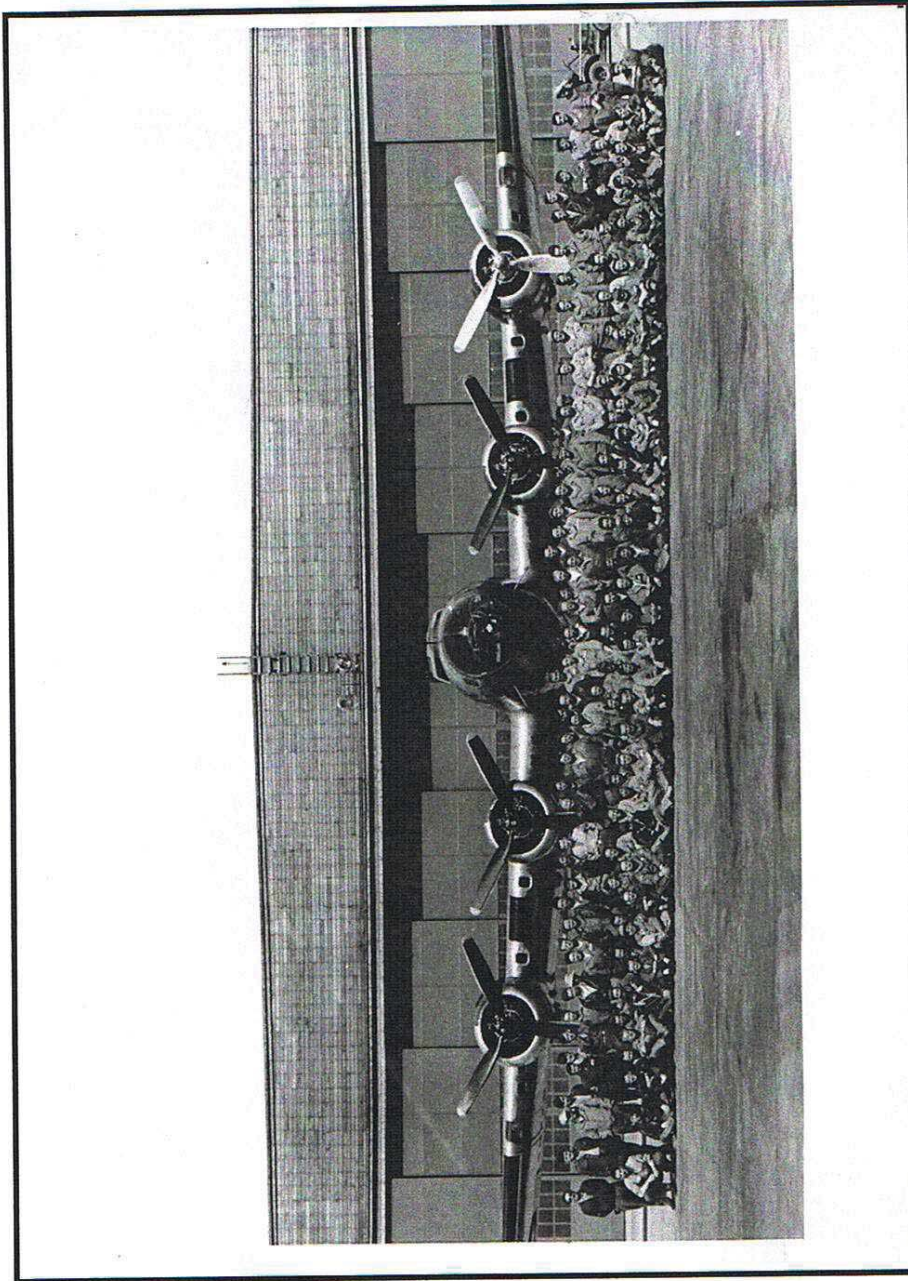
Mr. and Mrs. D. A. McMath, west of Denton, have received word that their son, First Lieut. Jack L. McMath, 26, is missing in action in the European war theater. Lieut. McMath had been stationed in England with the U. S. Army Air Forces since the first of May, but has been missing from his base since May 29.

A graduate of the Teachers College in June, 1941, he entered Air Force service that year, and after being trained at Santa Anna and Taft, Calif., received his wings and was commissioned a second lieutenant May 21, 1942, at Taft. He was stationed at fields in Florida, Idaho, Washington and Texas before being assigned to foreign duty. He was promoted to the rank of first lieutenant in October.

Lieut. McMath has two brothers serving in the U. S. Army Air Forces, Lieut. James Gordon McMath at Ephrata, Wash., and Pfc. Harry Foy McMath, New Orleans, La.

Article in newspaper regarding Jack
McMath being listed as missing
1943

Scarlet 42-5720 and Her Crew



James's Flight Training Class
Waco, Tx. 1943

Scarlet 42-5720 and Her Crew

HEADQUARTERS
384TH BOMBARDMENT GROUP (H), ARMY AIR FORCES
Office of the Group Commander

AFC 634,
7 September, 1943.

SUBJECT: Commendation.

TO : 2nd Lt. James Gordon McMath, 544th Bombardment Squadron,
384th Bombardment Group (H), AAF.

1. Although you failed to return from our last mission over Germany on September 6, 1943, I take great pleasure in being able to commend you for your meritorious achievement on that date. Your performance of duty on that important mission was superior. In spite of heavy fighter and flak opposition, you coolly accomplished your duties as Co-Pilot. By your skillful airmanship and courage you enabled our Group and Wing to deal a vital blow to the enemy. It is through such acts that we are able to continually press home our blows to the enemy and assures us of ultimate victory. The courage, coolness, and skill displayed by you reflects great credit on yourself, the 384th Bombardment Group (H), AAF, the Army Air Force, and the Armed Forces of the United States.

2. Myself, as well as the whole 384th Bombardment Group (H), AAF, are proud of you for your gallant actions and we sincerely hope that you are safe and we shall be able to again fly with you wing to wing.

Budd J. Caslee
BUDD J. CASLEE,
Colonel, Air Corps,
Commanding.

Scarlet 42-5720 and Her Crew

54TH BOMBARDMENT SQUADRON (H) ARMY AIR FORCES
Office of the Squadron Commander

25 October 1943.

Mrs. James G. McMath
Box 1032
Grapevine, Texas

Dear Mrs. McMath,

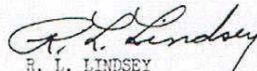
Your letter of October 4 addressed to Colonel Budd J. Peaslee has been forwarded to this office for reply. We are very sorry that due to censorship regulations we are unable to give you any definite news concerning your husband's status, the number of parachutes that left his plane, and other information that you requested.

We can say, however, that the unofficial reports concerning your husband and his crew were very good and we have utmost faith that we shall receive some definite word of his whereabouts soon. Our hopes are with you in that Lt. McMath and his crew are safe and that they soon shall return to this Squadron.

Many of our "missing" crews have returned safely, others have been taken prisoners of war, but very few have been reported killed in action. We have no doubt that your husband is safe and we trust that you will receive some definite word of his status soon.

Our thanks again for your very nice letter and if we can be of further service to you, do not hesitate to write us. We regret that we can not give you more definite information at this time but we trust that we will be able to relay some good news to you soon.

Yours very truly,


R. L. LINDSEY
1st Lt., Air Corps
Executive Officer

Scarlet 42-5720 and Her Crew

<p>CLASS OF SERVICE</p> <p>This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.</p>	<h2 style="margin: 0;">WESTERN UNION</h2> <p style="font-size: small; margin: 0;">A. N. WILLIAMS NEWSOMB CARLTON J. C. WILLEVER PRESIDENT CHAIRMAN OF THE BOARD FIRST VICE-PRESIDENT</p>	<p>1204</p> <p>SYMBOLS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px;">DL = Day Letter</td></tr> <tr><td style="padding: 2px;">NT = Overnight Telegram</td></tr> <tr><td style="padding: 2px;">LC = Deferred Cable</td></tr> <tr><td style="padding: 2px;">NLT = Cable Night Letter</td></tr> <tr><td style="padding: 2px;">Ship Radiogram</td></tr> </table>	DL = Day Letter	NT = Overnight Telegram	LC = Deferred Cable	NLT = Cable Night Letter	Ship Radiogram
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Ship Radiogram							
<p style="font-size: x-small;">The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.</p>							
<p style="text-align: center;">KROM, TEX.</p> <p>D 33 Govt 7 Extra Attempt phone from FtWorth uncs no fone Washington DC 1121 PM Nov 7th</p> <p>Mrs. Marie E McMath RFD 2 Krum, Texas.</p> <p>Am pleased to inform you report received states your husband second Lieutenant James G McMath who was previously reported missing in action is returning to duty. Stg UTio The Adjustant General</p>							
<p style="font-size: x-small;">THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE</p>							

<p>CLASS OF SERVICE</p> <p>This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.</p>	<h2 style="margin: 0;">WESTERN UNION</h2> <p style="font-size: small; margin: 0;">R. B. WHITE NEWSOMB CARLTON J. C. WILLEVER PRESIDENT CHAIRMAN OF THE BOARD FIRST VICE-PRESIDENT</p>	<p>1201</p> <p>SYMBOLS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px;">DL = Day Letter</td></tr> <tr><td style="padding: 2px;">NT = Overnight Telegram</td></tr> <tr><td style="padding: 2px;">LC = Deferred Cable</td></tr> <tr><td style="padding: 2px;">NLT = Cable Night Letter</td></tr> <tr><td style="padding: 2px;">Ship Radiogram</td></tr> </table>	DL = Day Letter	NT = Overnight Telegram	LC = Deferred Cable	NLT = Cable Night Letter	Ship Radiogram
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<p>DA85 13=BF DA=LAS TEX 6 141P (53)</p> <p>MARIE EAGAN= 1942 APR 6 PM 1 55</p> <p>510 1/2 EAST JACKSON</p> <p>HOPE YOU ARRIVE OKAY. REPORTED FOR ARMY. 30 DAY LEAVE WRITE LATER LOVE= GORDON.</p>							
<p style="font-size: x-small;">THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE</p>							

Scarlet 42-5720 and Her Crew

32, MAIN STREET TELEPHONE A 397

LEDG FOL N° _____ Gibraltar, 3rd Nov. 1943

Mr. J. Mc Meth
Room 32

To HOTEL RESTAURANT VICTORIA. Dr.

PROPRIETOR: A. M. MUSCAT. (LATE R. N.)

	£	S.	D.	Ptas.	Cts.
To accommodate only	1	10	0		
		3	-		
	1	13	0		

RECEIVED PAYMENT WITH THANKS
3/1/43
M. G. ...
MANAGER

Receipt from hotel in Gibraltar where James stayed after getting out of hospital.

Scarlet 42-5720 and Her Crew

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS
EUROPEAN THEATRE OF OPERATIONS
UNITED STATES ARMY

OFFICE OF THE A. C. of S., G-2

DATE: 5 Nov. 1943

TO WHOM IT MAY CONCERN:

I, Ray L. Lindsey, Lt. A. AC, O-565996
hereby certify that I have known and been associated with James Gordon
McMath, 2nd A. AC, O-620668 prior to his being reported
missing in action over enemy territory. The person whose signature and
right thumb print appear herein is the individual referred to above.

Ray L. Lindsey
James G. McMath

RIGHT THUMB PRINT:



The individual whose signature and right thumb print appear
hereon has been identified to the satisfaction of this office as
James Gordon McMath, 2nd A. AC, O-620668
previously reported as missing in action over enemy territory.

D. F. Miranda
SPECIAL AGENT, C.I.C.

CONFIDENTIAL

Letter verifying James's identity after returning to
England

Scarlet 42-5720 and Her Crew

Form No. 6A

WESTERN UNION
(THE WESTERN UNION TELEGRAPH COMPANY)
(INCORPORATED IN THE STATE OF NEW YORK, U.S.A. WITH LIMITED LIABILITY.)

FH **CABLEGRAM**

ANGLO-AMERICAN TELEGRAPH CO., LD. CANADIAN NATIONAL TELEGRAPHS.

RECEIVED AT 22 GREAT WINCHESTER STREET, LONDON, E.C.2. (TEL. LONDON WALL 1234.)

NOV 12 AM 7 01

M3251 (33 62 29) DENTON TEX EFM


LT JAMES G MCMATH 0690663

AMFYAS LONDON 237

LOVING GREETINGS FROM ALL OF US BEST WISHES FOR A SPEEDY RETURN
LOVE

MRS LORA EGAN.

Please send your Reply "Via WESTERN UNION" You may telephone us for a messenger.



Form No. 6A

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NOV 12 AM 7 02

M3252 (30 14 31) DENTON TEX EFM


LT JAMES G MCMATH 0690663

AMFYAS LONDON 238

DARLING MANY THANKS FOR TELEGRAM ALL MY LOVE

MARIE MCMATH.

Please send your Reply "Via WESTERN UNION" You may telephone us for a messenger.



Scarlet 42-5720 and Her Crew

Dearest Marie,

No doubt you have received word that we are surviving in action, however, we are all safe and hope to return home pretty soon. We came down in France, so if every thing goes okay we'll get out safely but it may take quite some time. I wish there could have been some way to have kept you and the family from hearing that I had been lost. We are all in good health so it shouldn't be long - remember all boys will safe when came down.

All My Love Marie,
 Gordon M. Mathis

Letter from James to Marie he tried to send after plane went down. A couple of years later, French woman who harbored James gave letter to Lt. Paul Benedict, who in turn mailed it to Marie in Colorado Springs.

Scarlet 42-5720 and Her Crew



Cine Bellas Artes

Programa para el día 25 al 31 octubre

CÓMICA

de la Pandilla

Y

San Francisco

Soberbia evocación de una ciudad que sucumbió bajo el más pavoroso de los cataclismos.

Imp. CRUZ Hnos.—Madrid.

Movie that James attended in Madrid after getting out of France

Scarlet 42-5720 and Her Crew

Lieut. McMath Returns to U. S.

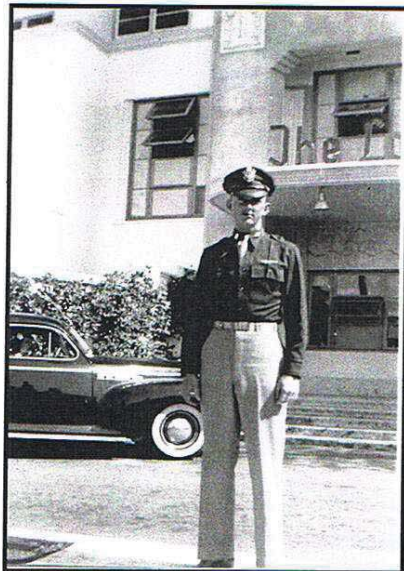
Lieut. James Gordon McMath, who previously had been reported missing as a pilot in the European theater of operations, has returned to the United States and is now in Washington, according to a message received by Mrs McMath here.

He has been promoted to the rank of first lieutenant.

Lieut. McMath is expected to visit in Denton later.



Grandmother McMath, James and Marie
1943



James

Missing Flyer Returns to Duty



LIEUT. J. G. McMATH

Lieut. James Gordon McMath, above, who was reported missing in action early in September, has returned to duty, according to a communication received from the War Department by his wife.

McMath, who has been stationed in England since the latter part of July and was co-pilot on a B-17, "Slightly Dangerous," had been missing since Sept. 6.

McMath is the son of Mr. and Mrs. D. A. McMath. He and his wife, the former Miss Marie Egan, are graduates of Teachers College. Mrs. McMath is teaching in the Grapevine junior high school.

Scarlet 42-5720 and Her Crew



Troy and Elsie Acord & James and Marie in front of B-17 at Peterson Field in Colorado.



James in a B-17 cockpit



James and Marie with Hal and Harriet Goodlad at the Broadmoor Hotel Colorado Springs

Scarlet 42-5720 and Her Crew



James in Alexandria Va.
circa 1945

McMATHS GUESTS AT DINNER FOR PRINCESS

Capt. and Mrs. Gordon McMath of Washington, D. C., formerly of Denton, were among the 16 guests who recently attended a small dinner party for Princess Amina Toussoun, cousin of King Farouk of Egypt.

The party was given by Major Gordon C. Ickes, who spent more than a year in Egypt as aide de camp to Lt. Gen. Benjamin F. Giles, theater commander.

Honored also at the dinner, which was largely a military affair, was Mme. Gertrude Wissa, a friend of the princess, who is accompanying her on her tour of America.

Mrs. McMath is the daughter of Mr. and Mrs. W. L. Egan of Krum and Capt. McMath is the son of Mr. and Mrs. D. A. McMath, Bernard Street.

Article regarding McMATHS attending dinner for Princess Amina of Egypt.



Marie in dress she wore for Princess Amina's dinner Alexandria, Va.
circa 1945



WILL RENOUNCE TITLE—Princess Amina Toussoun, above, a cousin of King Farouk, disclosed that she plans to give up her Egyptian citizenship in order to marry Cornelius B. Bretsch, an analyst with the Federal Housing Administration. (AP Wirephoto).

Princess Amina

Princess Feted At Dinner Party

A small dinner party for Princess Amina Toussoun, cousin of King Farouk of Egypt, was given last night in the Congo Room of the Carlton Hotel by Maj. Gordon C. Ickes, who spent more than a year in her country as aide de camp to Lt. Gen. Benjamin F. Giles, theater commander.

Honored also at the dinner, which was largely a military affair, was Mme. Gertrude Wissa, a friend of the princess, who is accompanying her on her tour of America.

The royal visitor spent several weeks in New York after her arrival in this country and will continue her tour of the States after a few days in Washington.

Princess Amina was exquisitely gowned last night in a black Lanvin model, set off by an unusual silver fox cape and handsome jewels. Mme. Wissa also was costumed in a black Lanvin gown and silver fox furs, and wore the famous Wissa diamonds.

The Wissa family, wealthy landowners, claim direct descent from the first Pharaohs. The large Wissa estates came to be known to many American soldiers for the wonderful hospitality extended them during the war.

Among the guests last night were Maj. Gen. Charles B. Stone, Brig. Gen. and Mrs. John E. Upston, Brig. Gen. and Mrs. John Sanford, Mr. James Underwood, Mrs. Benjamin F. Giles, Maj. C. O. Mason, Capt. and Mrs. Gordon McMath, Mrs. Ann F. Bennett, Lt. C. T. Rives and Capt. Don Jones.

Newspaper article regarding Dinner for Princess Amina

Scarlet 42-5720 and Her Crew

M. THÉRÈSE BONNEY
117 E. 30 St. Mu. 4-6562
new york city

September 14, 1945

Dear Lt. Malbath:

I am an American War Correspondent, author of Europe's Children. I have just returned from Europe and have spent much of the last six months visiting the families, men, women and teen-age children, boys and girls, who saved the American aviators who came down in France between our entry into the war and the invasion.

I found village after village, home after home, which had hidden one, often many, of our boys..talked with those who had picked them up in the fields, cared for them, shared their rations with them, gave clothes, off of their backs, so that in disguise they might escape, and did.

You know the story, but do you realize that five thousand American aviators were saved by thirty thousand Frenchmen and their families? Do you realize that many of those who saved you or another boy were shot, deported to Germany, there tortured and maybe died of starvation in Extermination and Concentration Camps, sometimes only because they answered the knock on the kitchen door?

I visited many homes, saw the widows and children of those who will not return. One little woman, a butcher's wife, whose husband died in Buchenwald, said to me, "Mademoiselle, we only did our duty. If after my husband's arrest, another American aviator had knocked at the door, I would have hidden him, too."

Mr. Phillips Simms and others predict for Europe the worst winter since the Middle Ages. Most of these people who helped you or another boy will have a desperate time.

Your debt, our debt, to them can never be acquitted. A sacred bond exists between them and you, between them and your family, father, mother, sister, wife and children, between those saved and those who saved them.

Doubtless many of you have been anxious to contact these people, wondered if there was anything you could do for them, some really personal thing, were not able to act until the war was over.

Would you be willing too:

- 1 - send a food package every month to a specific family or village?
- 2 - send clothing!

Letter from war correspondent regarding French Underground.

Scarlet 42-5720 and Her Crew

- 2 -

Let me know by return mail what you can and want to do, giving name and address of specific family or village. A group in Paris now in formation will see to it that your package reaches the very family or village. This group will arrange for an A.P.O. address, so that, no time will be lost.

It will serve as liaison between you and the families or villages concerned, make contacts and expedite deliveries so that in face of the present difficulties of transportation and communications, your package can reach these people directly and immediately.

In this way you will ease the strain of the coming winter.

Please send all details about the French family or families, the story - who helped to save you, as well as name, or if you can, names, and addresses of other boys who were saved.

Anything that you can tell about your experience may be helpful in helping them.

Sincerely,



Address, until September 20th
117 East 30th Street
New York City

Thereafter:
Care of
"They Saved Our Boys" Committee
10 Boulevard de La Tour Maubourg
Paris, France.

which needs government by itself." Jefferson

THE ODESSA AMERICAN

HOME EDITION

(AP) Member Associated Press (UP) - United Press - Island Wire

ODESSA, TEXAS, FRIDAY, APRIL 11, 1952

Price: Five Cents a Copy Throughout The Frontier State

Ian Dies Injuries Smashup

Two were killed in a crushing head-on smashup on Hwy. 89 about three miles west of Odessa...



JAMES McMATH Named Odessa High Principal

On Wrong Side of Road According to investigating highway patrolman, Edward Stewart had been driving on the wrong side of the road at the time of the crash...

Under Oxygen Tent Ernest Lee, driver of the other car, was kept in an oxygen tent at the hospital...

Defense Begins In Barber Trial

FORT WORTH, April 11 (AP)—Court-appointed attorneys for Robert H. Barber Jr. began their defense Friday against a charge the 25-year-old associate murdered a Fort Worth policeman...

Like Quits; Will Europe Post In Secretary Of Defense Reveals Resignation Will Choose Successor

WASHINGTON (UP)—The White House announced Friday that Gen. Dwight D. Eisenhower had asked to be relieved June 1 as supreme commander of the Allied powers in Europe...

Brother Charged In 'Tank' Death Is Back in Jail Marion Chester (Bill) Bunch, 21-year-old accused killer in the city jail "stomping" murder last week...



POLICE BATTLE PICKETS—Pickets in front of the W. dophi, skirmish with police Thursday after police attempt permit office workers to enter the building...

BEGAN CAREER IN DENISON McMath began his career in 1941 at the Denison High School. He taught for two years, 1941 to 1948, in the Crockett Junior High School in Odessa...

Miss Mitchell paid a \$14 fine in Judge M. Newman's court and was released. According to an eye-witness account, half a dozen men were in the cabin with Miss Mitchell when Bunch got into an argument over her as she fled the room.

Missouri Sweet After Flooding

PIERRE, S. D. (AP)—History's greatest Missouri stream communities today after dropping here all just over 25 feet. Army Engineers gauges showed a 24.75 foot upriver tributaries still pouring in huge quantities...

Christians Commem

"Only Noah," he replied. Fales was a witness to the 1821 flood, called the worst until now. The Red Cross declared 12 Nebraska and Iowa counties disaster areas.

Article in Odessa American when James was named principal of Odessa High School

Scarlet 42-5720 and Her Crew

Home before Christmas

Escape to freedom

By Melanie Johnson

32 years ago, a B-17 bomber set out for its target of Stuttgart, Germany. It was a flight which would send its co-pilot, James G. McMath, now superintendent of the Nacogdoches Independent School District, on four months of suspense and danger and almost cause him to miss Christmas with his family in the states.

In recalling this flight which sent him into the heart of Nazi-controlled Europe, Mr. McMath explained: "We hit the target but when we were over France, about half way back to England, we were attacked by German fighter planes. They shot three of our engines. We knew we couldn't stay up long, so we told our crew they could bail out. They elected to stay aboard. We picked a hayfield for our landing as we had steadily been losing altitude. But we landed safely."

Once on the ground, though, more trouble began. Everyone ran for the woods except for the pilot, radio operator, and Mr. McMath. They stayed to burn the plane, and while doing so, they could see the German motorcades coming after them. They spent all of their afternoons running through the woods, sneaking across highways, and through villages. Then with the help from some of the native Frenchmen, they found themselves in the small town of Gussor, just north of Paris.

weeks in a barn near the town, living off of grapes and leeks. They later found refuge in the subways of Paris. The city was under constant bombing by the Allies and this ironically increased their chances of discovery by the German soldiers.

Still accompanied by Shorty, the twosome met some of the town civilians who helped them.

One day, Mr. McMath recalls specifically, two underground members took the two of them sightseeing. "We had gone to a barbership to get our hair cut. When we came in a German officer was in the barber's chair. Our guides died with laughter; they thought it was funny. Here were two Americans soldiers right under this officer's nose. We were scared to death."

After they received I.D.'s prepared by the chief of Detectives of Paris, they walked the streets more freely now. Mr. McMath's I.D. stated that he was a deaf mute so in case of capture he would not have to speak.

Finally it was time for their escape. They rode a train to Toulouse which put them in free France. Then they crossed the Pyrenees Mountains into Spain. It took about three to four days to cross this rugged road to freedom.

Yet their freedom wasn't as close as they had hoped. While in Spain, Shorty was captured



Second Lt. James G. McMath

for two months. It was now Mr. McMath and his underground guide left to face the perils of escape alone and make their way to Gibraltar.

When they finally reached freedom, the British Embassy had Mr. McMath hospitalized

and then he was flown back to the states to meet his wife. He had been listed as lost in action for four months, arriving home only days before Christmas of 1942. It was definitely a Christmas for him to remember.

This is a clipping from the Nacogdoches, Tx. newspaper circa 1975

James was superintendant of Nacogdoches School District

Scarlet 42-5720 and Her Crew

Editor's postscript

This document came to me in 2010 from a generous and thoughtful donor on the faculty of The University of Texas at Arlington. A missing page was provided by James McMath's daughter Mary.

Although minor format changes have been made, not one word of the text has been changed, in keeping with our policy of letting the veterans tell their story in their words.