

303rd BG (H) Combat Mission No. 248

28 September 1944

Target: Krupp Grusonwerke A.G., Magdeburg, Germany

Crews Dispatched: 30

Crews Lost: Howard (1 KIA,8 POW), Hahn (6 KIA,3 POW),
Matheson (5 KIA,4 POW), Railing (9 KIA), Shields (7 KIA,2 POW),
Miller (6 KIA,3 POW), Gillespie (9 KIA), Lay (8 KIA,1 POW),
Glasgow (8 KIA,1 POW), Michaelis (8 KIA,1 POW), Mayer (1 KIA,8 RTD)

Length of Mission: 7 hours, 50 minutes

Bomb Load: 5 x 1,000 lb G.P. M44 & 10 x 500 M17 bombs

Bombing Altitudes: 25,700, 25,600 & 27,100 ft

Ammo Fired: 13,100 rounds

Twenty-eight 303rd BG(H) aircraft plus two borrowed PFF aircraft took off to attack the Krupp Grusonwerke A.G. at Magdeburg, Germany. The secondary target, to be bombed if PFF means were used, was the Magdeburg railroad marshalling yards. Last resort targets were airdromes at Gardelegen, Quedlinberg and Giessen.

The aircraft took off between 0735 and 0759 hours and returned to Molesworth between 1527 and 1608 hours—a seven-hour fifty-minute mission. One aircraft returned early: #43-38248 *Jigger Rooche II*, 427BS (Lt. **Drewry**), when his No. 2 turbo went out during assembly.

Sixteen aircraft dropped 50 1,000-lb. M44 G.P. bombs and 60 500-lb. M17 incendiary clusters on the secondary target from 25,700, 25,600 and 27,100 ft., using PFF equipment. Aircraft #42-97187 *Miss Umbriago*, 360BS, piloted by 2Lt. W.F. **Miller**, 359BS, was carrying "Nickels" (leaflets). It was lost before reaching the IP. Lt. **Miller** spotted the leaflets falling from his stricken B-17 as he parachuted to earth.

In the target area there were 8/10 to 10/10 swelling cumulus clouds with 16,000 to 18,000 ft. tops and no middle or high clouds. Meager and fairly accurate flak was encountered at Hallendorf and Gardelegen with moderate and accurate flak in the target area. Chaff had some beneficial effect.

Eleven B-17Gs failed to return. They were lost to enemy aircraft after a persistent attack of an estimated 40 FW-190s and ME-109s. After a bomber was hit, the enemy pilots continued their attack and followed it down. Attacks were chiefly from five to seven o'clock, from low to level and were concentrated on the low Squadron. Friendly fighters arrived to engage the enemy and, during the course of dogfights, sporadic attacks were made. Some crews reported that these attacks were made singly and others felt they were made by as many as six abreast. The tactics utilized by the enemy pilots demonstrated that they were determined, efficient, and experienced.

The Group was flying excellent formation at the time of the attack. Nine of the 12 B-17s in the low Squadron were lost on the first pass by enemy aircraft. Another was lost

on a subsequent attack. The lead ship, piloted by 1Lt. Bernard C. **Fontana**, was hit in the No. 3 supercharger and was unable to maintain altitude and air speed. Lt. **Fontana** jettisoned the bombs on #44-8318 (*No Name*), 360BS, in an unsuccessful effort to catch up with the lead Squadron. They fell in with another Group that came off the target ahead of the lead Squadron and came home with them. Aircraft #43-38532 (*No Name*), 360BS, piloted by 1Lt. Bertrand C. **Hallum**, also survived the attack on the low Squadron, but sustained major battle damage. The crew jettisoned its bombs on a target of opportunity.

Ninety-nine men were missing in action. Five men were wounded during the German air attack. Thirteen aircraft were damaged. Friendly fighter support was good during most of the mission, but was not adequate during the time of the enemy air attack.

Gunner Claims:	Destroyed 12, Probable 1, Damaged 2, Total 15		
Confirmed Claims:	Destroyed 3, Probable 1, Damaged 6, Total 10 , No Claims 5		
		Claim:	Confirmed:
F/O Fred W. Bryan (311)	FW-190	Destroyed	Destroyed
S/Sgt Jerome R. Messerich (176)	FW-190	Destroyed	Destroyed
S/Sgt Thomas L. Weems (318)	FW-190	Destroyed	Probable
S/Sgt James R. Durfee (318)	FW-190	Destroyed	Damaged
1Lt Sanders H. Campbell (318)	FW-190	Destroyed	Damaged
S/Sgt Richard E. Paterson (281)	ME-109	Destroyed	Damaged
Sgt Elmo O. Tisdale (258)	FW-190	Damaged	Damaged
Sgt Woodrow E. Clark (065)	ME-109	Destroyed	Damaged
Sgt Vernon L. Trumbull (590)	FW-190	Destroyed	Damaged
Sgt E. "Nick" Smimes (511)	FW-190	Destroyed	No Claim
2Lt John Fetzko, Jr. (532)	FW-190	Destroyed	No Claim
Sgt Vergil A. Shaw (739)	FW-190	Probable	No Claim
Sgt Thomas J. Devaney (065)	FW-190	Destroyed	No Claim
Sgt Carroll W. Jacobs, Jr. (569)	FW-190	Damaged	No Claim
S/Sgt Frederick J. Withers (176)	FW-190	Destroyed	Destroyed

B-17 #43-37930 (*No Name*), 360BS, piloted by 1Lt. Victor L. **Howard**, was hit by 20mm shells from the severe and intense fighter attacks. Two of the projectiles exploded in the waist. Parts of the B-17 were seen to come off. The left wing was on fire. When last seen it was going down in a spin 20,000 feet below the formation. Four parachutes were seen coming out of the waist just after it started down. All opened right away. The fortress crashed near Ohrum S/Wolfenbuttel. Sgt. Sheppard **Kerman** was killed. Lt. **Howard**, 2Lt. Aloysius I. **Sapak**, F/O Robert B. **Ellis**, 1Lt. Jack L. **Timmins**, Sgt. Claude **McGraw**, Sgt. Joseph C. **Sofianek**, Sgt. Thomas E. **Baker**, Jr. and Sgt. George E. **Stewart** were all captured and held as POWs.

Sgt. **McGraw** related the following: "I was informed by the Germans that Sgt. **Kerman** had died when I saw his personal effects at Brunswick, Germany, and inquired to his whereabouts. Knowing he was conscious and not too badly wounded when he bailed out, I suspected he may have been murdered by civilians." Lt. Jack L. **Timmins**, who was pushed out of his stricken B-17 by Sgt. **Kerman**, was advised by German soldiers that Sgt. **Kerman** "bled to death."



JAMES T. HAHN CREW - 360th BS
(crew assigned 360BS: 23 June 1944)

The FW-190 formation attack put a large hole in the right wing of #42-97805 (*No Name*), 360BG, piloted by 1Lt. James T. **Hahn**. The gas tank behind the No. 4 engine was hit and was on fire, then fire enveloped the entire right wing. The aircraft was forced out of the formation and then started down. 1Lt. **Hahn** ordered his crew to bail out and his fortress blew up while in a spin. He died while at his controls. The aircraft crashed near Ohrum S/Wolfenbuttel. S/Sgt Hans **Howald** (TG) died in the aircraft. T/Sgt John R. **Conkling** (RO) and S/Sgt. Robert D. **Proctor** (WG) bailed out, but their chutes had been damaged by 20mm shells and failed to open properly. They died on impact with the ground. 1Lt. Jack H. **Benford** died in his aircraft. 2Lt. James O. **Fulks** (CP) was the second to bail out. He was shown two blood-soaked parachutes that were riddled by gun holes. The Germans also showed him the dog tags of Sgts. **Conkling** and **Proctor**, but didn't see the bodies. T/Sgt. Pete M. **Kalasky** (ENG) made a successful bail out and saw the tail section of his fortress while a POW on the road Brunswick. S/Sgt. Andrew **Darowski** (BTG) was also killed. 2Lt. Charles F. **Olson** (NAV) was captured and became a POW.

Aircraft #42-97893 *Minnie the Moocher*, 360BS, piloted by 2Lt. John A. **Matheson**, was flying in the tail-end charlie position. German fighters put approximately six 20mm shells through the fuselage, exploding in the cockpit and killing Lt. **Matheson**, Co-pilot 2Lt. James C. **Johnson** and S/Sgt. Jimmie R. **Smith** (ENG). Shells also killed S/Sgt. Lloyd D. **Hagan** in his ball turret and tail gunner Sgt. Charles R. **Coughlin**. The B-17 spun in to about 12,000 feet and then blew up. It crashed at Schladen, near Hornburg (south of Brunswick, Germany). 2Lts Charles L. **Gould** (NAV) and Lorin W. **Hamann** (BOM) were blown out of the B-17 and successfully parachuted to the ground. Lt. **Hamann** related "I heard **Coughlin** call and report, 'Here come the fighters.' The pilot told him to keep cool and to try and get a few of the FWs. I heard **Coughlin**'s gun firing while his interphone button was still down, then he said, 'Jesus,' that was the last I heard of him. The plane went into a tight spin and I bailed out at 18,000 feet." S/Sgt. Leo E. **Jeambey** (RO) and

Sgt. William R. **Fredenburg** also bailed out at 18,000 feet. The dead were buried at the Schladen Cemetery, reinterred at the American Cemetery at Margraten. Four of the crewmen's bodies were later returned to the USA for final burial. Lts. **Gould** and **Hamann**, S/Sgt. **Jeambey** and Sgt. **Fredenburg** became POWs.



CHARLES F. RAILING JR. CREW - 360th BS

(crew assigned 360BS: 21 Aug 1944 - photo: 24 Aug 1944)

(Back L-R) 2Lt Meyer Leibovitz (N), 2Lt Howard D. McCarl (CP), 2Lt Louis H. Willson (B),
1Lt Charles E. Railing (P) - (Front L-R) S/Sgt James B. Mellon, Jr (E), S/Sgt William M. Hanna (R),
Sgt John P. Fox (WG), Sgt Lawrence L. Burgeson (BT), Sgt Lorne R. Cole (WG), Sgt Ralph K. Barber (TG)

Aircraft #43-38572 (*No Name*), 360BS, piloted by 1Lt. Charles F. **Railing**, Jr., was last seen in formation, under control. The right wing was on fire. No parachutes were seen. It crashed near Hornburg. Lt. **Railing**, 2Lt. Howard D. **McCarl**, 2Lt. Meyer **Leibovitz**, 2Lt. L.H. **Willson**, S/Sgt. James B. **Mellon**, Jr., S/Sgt. William M. **Hanna**, Sgt. Lawrence L. **Burgeson**, Sgt. Lorne R. **Cole** and Sgt. Ralph K. **Barber** were killed in the crash.

B-17 #44-8330 (*No Name*), 360BS, piloted by 1Lt. Edward F. **Shields**, went into a spin after being attacked and exploded almost immediately thereafter. It crashed one km southwest of the Helmstedt Air Base at Suppingen, 8 km west of Helmstedt. Over 90% of the aircraft was lost due to the conflagration. Lt. **Shields**, who was still belted in his seat, 2Lt. William M. **Cooter**, 2Lt. Bruce C. **Stangohr**, T/Sgt. Almo W. **Dennerle**, S/Sgt. Charles **Horwitz**, S/Sgt. Arthur E. **Sheehan**, Jr. and S/Sgt. Joseph J. **Skubal** were all killed. Lt. **Shields**, Lt. **Cooter**, Lt. **Stangohr** and S/Sgt. **Sheehan** are buried in Netherlands American Cemetery, Martgratten, Netherlands. 2Lt. Wilbur W. **Lee** and T/Sgt. Leeland J. **Nagel** were captured and spent the rest of the war as POWs.



EDWARD F. SHIELDS CREW - 360th BS
(crew assigned 360BS: 16 July 1944 - photo: 26 Aug 1944)

Bombardier, 2Lt. **Lee**, had a good recollection of the mission. The nose interphone went out while on the bomb run. He heard and felt explosions that rocked the aircraft. After putting his head up in the astrodome to signal the pilot that he and the navigator were OK, he went back to the nose and attempted to pick up some bomb-run check points. He glanced to his right and spotted an FW-190 that had slid into the Squadron formation with its flaps down and nose up, pumping 20mm shells into Lt. **Howard's** B-17, flying the No. 3 position of the

lead flight. 2Lt. **Lee** grabbed his chin turret controls and got off a few bursts without making any hits. The plane started to rock violently and he snapped his chest pack into its harness. He was next knocked cold and, when he came to, he was pinned to the ceiling from centrifugal force. The Fortress was in a tight spin going straight down. The navigator was at the nose hatch trying to get it open, but he was unable to reach him to assist. Discovering the entire plexiglass nose cone blown away, he managed to reach this area and bail out. He landed in a plowed field, hitting hard about 50 yards beyond the wreckage of his B-17. He was immediately captured by two armed members of the village "Volkstrum," (Home Guard) and made prisoner. A short time later he was reunited with the Engineer, T/Sgt. Leeland J. **Nagel**. He suffered injuries to his head, back and leg.

When last seen Fortress #42-97187 *Miss Umbriago*, 360BS, piloted by 2Lt. William F. **Miller**, was in a dive and six were able to bail out. It crashed near Wittmar, southeast of Wolfenbuttel. Lt. **Miller** was flying *Miss Umbriago* with two substitute crewmen, the tail gunner and the radio operator. His regular Fortress had been in the shops for several weeks for major repairs. After observing one B-17 explode and another leaving the formation, his Nos. 1 and 2 engines were hit. He feathered these engines and noticed that the left wing was badly damaged with a stream of burning gasoline coming out of the ruptured fuel tanks. He personally saw the Bombardier, Navigator and Engineer bail out. They had on parachutes and the bomb bay doors were closed. With the ship flying level Lt. **Miller** and his co-pilot bailed out of the same front escape hatch and experienced no trouble. The first FW-190 burst badly injured S/Sgt. Calvin G. **Turkington**, the tail gunner. He crawled out of the tail compartment, asked Sgt. Tony **Zelnio** to help him, and died. His body was found in the crashed aircraft. Sgt. Frank G. **Posada**, radio operator, was blown out of the aircraft and was killed. 2Lt. Arthur A. **Conn**, Jr., Navigator and 1Lt. Teddy A. **Smith**, Bombardier, made successful bail outs, but were killed on the ground. Sgt. Leo F. **Waldron**, Engineer, bailed out unhurt, gave first aid to his friend Sgt. **Zelnio's** injured legs in a German farmhouse. The Germans then took Sgts. **Waldron** and **Zelnio** to a small

town jail between Brunswick and Magdeburg. They stayed together there for about an hour. Sgt. **Zelnio** was placed in a hospital but Sgt. **Waldron** was dragged away by a bunch of German farmers and was murdered. The body of Sgt. Warren G. **Ball** was in the crashed B-17. 1Lt. **Miller** was captured by a German soldier. German civilians tried to kill him, but were prevented from doing so by the German soldier who captured him. 2Lt. John D. **Hill**, Jr. made a successful parachute jump and was captured. The four survivors were made POWs and were transported to prison camps. Lt. **Conn**, Sgt. **Waldron**, Sgt. **Ball**, and S/Sgt. **Turkington** are buried in Netherlands American Cemetery, Martgratten, Netherlands.



WILLIAM F. MILLER CREW - 359th BS

(crew assigned 359BS: 29 Aug 1944)

(Back L-R) 2Lt Arthur A. Conn, Jr. (N), 1Lt Teddy A. Smith (B), 2Lt John D. Hill, Jr. (CP),
2Lt William F. Miller (P-POW) - (Front L-R) Sgt Leo F. Waldron (E), Sgt Anthony D. Zelnio (WG),
Sgt Warren G. Ball (BT), Sgt Max Smolar (R), Sgt Johnny C. Hutson (TG)

Lt. **Miller** years later found out that *Miss Umbriago* was shot down by Oberleutnant Horst **Haase**, a flight leader of IV Squadron Jagdeschwader 3. He was flying a Strum FW-190 that was armed with two 12.7mm machine guns, two 20mm cannons, plus a 30mm cannon mounted in a pod under each wing. He had a total of 56 confirmed kills by the time he was killed on 21 November 1944 on a scramble take-off collision with his wingman. Lt. **Miller** was able to obtain the gun camera films of Oberleutnant **Haase** which showed him shooting down his *Miss Umbriago*.

The left wing of #43-38186 (*No Name*), 358BS, piloted by 2Lt. Glenn H. **Gillespie**, was on fire between the Nos. 1 and 2 engines. The ball turret was demolished. When last seen, it was about 2,000 yards from the formation at 25,000 ft., partially under control. It peeled off to the right and went down in a steep dive. No parachutes were observed. It crashed south of Wolfenbittel. Lt. **Gillespie**, 2Lt. Francis D. **Cassidy**, 2Lt. Richard F. **Guthmann**, 2Lt. Robert L. **Pischke**, S/Sgt. James S. **Henry**, S/Sgt. Alexander J. **Krawiecki**, Sgt. Edward B. **Rhodes**, S/Sgt. Robert H. **Pressentin**, and Sgt. Michael G.

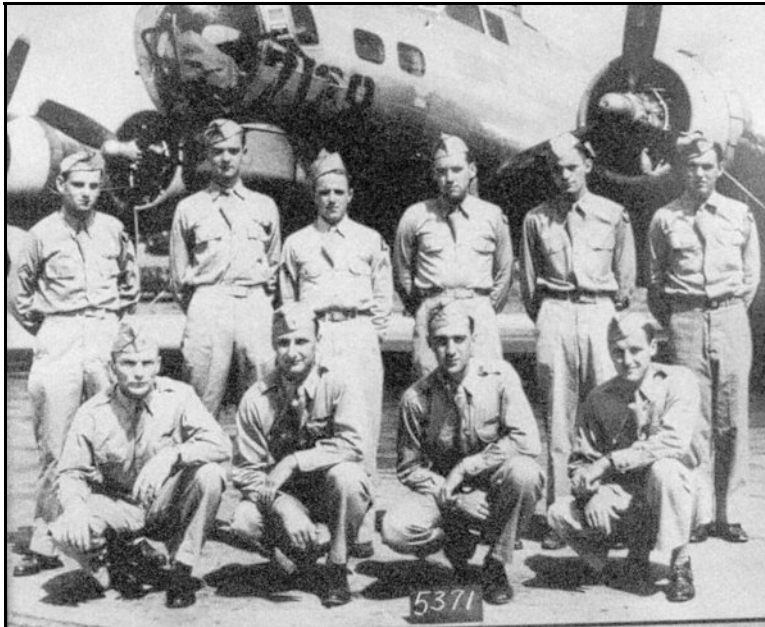


Netherlands American Cemetery in Margraten

DiMascola were all killed in the crash. Lt. **Gillespie**, Lt. **Guthmann**, Lt. **Pischke**, Sgt. **Rhodes**, S/Sgt. **Pressentin** and Sgt. **DiMascola** are buried in Netherlands American Cemetery, Martgratten, Netherlands.

Aircraft #43-38206 *Silver Fox*, 358BS, piloted by 1Lt. William P. **Lay**, was burning from the waist back when first seen to be in trouble. About 20 seconds later, it burst into flames all over, turned on its back, and fell straight down. No parachutes were seen. Lt. **Lay**, 2Lt. David A. **Grenier**, 2Lt.

Robert M. **Lasker**, 2Lt. Jackson R. **Bohannon**, Pvt. Fred E. **Kane**, Sgt. Henry F. **Gillespie**, Sgt. Donald T. **Hasper** and Sgt. Richard J. **Chaltraw** were all killed in the crash. S/Sgt. Ray A. **Miller** (ENG) was the only survivor. He made the following report: "After our ship caught fire and co-pilot 2Lt. David A. **Grenier** and I were ready to bail out, I noticed that he had been severely wounded on the left shoulder. He then motioned to me to bail out and instead I fastened his chute to him and threw him overboard. Then I heard a terrific explosion and did not remember anything until just before hitting the ground. This is all the information I can give concerning Lt. **Grenier**."



CHARLES G. GLASGOW CREW - 427th BS
(crew assigned 427BS: 29 Aug 1944 - photo: taken in USA)

Returning crews reported the following about #44-8335 (*No Name*), 427BS, piloted by 1Lt. Charles G. **Glasgow**: The aircraft was in the Lead Group, 4th flight, and the only aircraft lost in the formation. It was hit in the radio room and at the Nos. 1 and 2 engines. An explosion, followed by fire, was seen in the radio room. It peeled off to the left, under control, on fire. Two parachutes were seen. The five pieces of the exploded aircraft crashed southwest of Brunswick, Germany.

Lt. Charles G. "Glenn" **Glasgow**, a West Point graduate on his first combat mission, was thrown out of the aircraft when it exploded. He was the only survivor. Co-pilot 2Lt. George H. **Ashford** was killed when he was out of his seat ordering the crew to bail out. 2Lt. John H. **Cashman**, Jr., 2Lt. Homer W. **Goff**, Sgt. Hilaire A. **Lisabeth**, Sgt. Robert T. **Britz**, Sgt. Jethern J. **McConathy**, Jr., Sgt. John H. **McGlenn** and Sgt. James T. **Miller** were killed. Lt. **Goff** is buried in Netherlands American Cemetery, Martgratten,

Netherlands. Sgt. **Lisabeth** and Sgt. **Britz** are buried in Ardennes American Cemetery near Liege, Belgium. Lt. **Glasgow** later met up with Lt. **Miller**, pilot of *Miss Umbriago*. They traveled together as POWs to Frankfurt and to their prison at Stalag Luft No. 1.

In 1948 a mass grave of 35 Russians were disinterred near Heerter Hol (Woods) SSE of Heerte (approximately 20 km SSW of Brunswick). A hollow in the ground near the Russian mass grave proved to be another mass grave in which an American body was found. The U.S. Graves Team then discovered seven additional remains of aircraft #44-8335 crewmen. They were temporarily re-buried at Nueville and later in European American Cemeteries or returned to the U.S.A.



ARTHUR D. MICHAELIS CREW - 360th BS
B-17G #42-97187 Miss Umbriago (360BS) BN-1
(crew assigned 360BS: 15 Sep 1944)

Aircraft #42-97329 *Flak Hack*, 360BS, piloted by 1Lt. Arthur D. **Michaelis**, was reported as under control, in formation, with the right wing on fire. It then plunged to the earth out of control and crashed near Bad Grund, 60 km southwest of Wolfenbuttel, 20 km northwest of Goslar. S/Sgt. George A. **Hlavac** (WG) was able to bail out and was the only survivor. Lt. **Michaelis**, 2Lt. Earl R. **Huckins**, 2Lt. Thomas J. **Lillig**, 2Lt. William A. **Schobert**, Jr., T/Sgt. Donald E. **Jones**, T/Sgt. Dale E. **Jensen**, S/Sgt. Harry W. **Barth**, Jr. and S/Sgt. Edward P. **Healy**, Jr., were all killed. The crewmen were buried in the Bad Grund/Harz Cemetery. All but 2Lt. **Lillig** were later interred at the Neuville-en-Condroz Cemetery near Liege, Belgium in a group burial and then were transported to the USA. for a group burial at the Jefferson Barracks National Cemetery, St. Louis, Missouri on 2 March 1950.



WALTER J. MAYER CREW - 358th BS

B-17G #42-102945 Sweet Pea (358BS) VK-M

(crew assigned 358BS: 14 July 1944 - photo: July 1944)

(Back L-R) 2Lt Raymond B. Gradle (CP), 2Lt Oron J. Rogers (B), 1Lt Walter J. Mayer (P), 2Lt Jackson Hunt (N)
 (Front L-R) Harold Blessing (WG), T/Sgt Douglas E. Hicks (E), S/Sgt Ernest J. Gendron (TG),
 T/Sgt Ernest Tuescher (R), Sgt James M. Campbell (BT), S/Sgt Frederick J. Withers (WG)

The mission was routine for #43-38176 *Bouncing Betty II*, piloted by 1Lt. Walter J. **Mayer**, until turning on bomb run when fighters hit the 358BS as well as the Squadron ahead. The wingmen both went down on the first fighter pass. They lost oil pressure on #2 engine and the prop could not be feathered. The #1 gas tank was hit and ruptured, the gas flow barely missing supercharger. With #1 and #2 engines out, #3 and #4 ran away, pulling plane into steep spiral. **Mayer** lost altitude from 27,000 feet to 15,000 feet. The plane was badly damaged with holes throughout, bomb bay doors would not close and most of electric system was gone. Engineer T/Sgt. Douglas E. **Hicks** was trying to close them manually when pilot **Mayer** gave order to prepare bail out. **Hicks** had no interphone, saw crew donning parachutes, and jumped out through bomb bay. T/Sgt. **Hicks** was killed. The plane continued losing altitude, at 6,000 feet the alarm bell signaled crew to bail out. Most landed near Wiltz, Luxemburg, about 1 km inside Allied lines. Meanwhile, Lt. **Mayer** set plane controls for large spiral, checked for any remaining wounded, found none and bailed out through open bomb bay. He broke his leg when landing in Germany, but managed to evade the enemy who was rapidly retreating. Bombardier Lt. Oron J. **Rogers** was injured. S/Sgt. Frederick J. **Withers** was wounded by 20mm shrapnel. All three were treated in field hospitals and spent time in hospitals in France. The remaining crew, 2Lt. Raymond B. **Gradle**, 2Lt. Robert A. **Simons**, T/Sgt. Ernest **Tuescher**, S/Sgt. Jerome R. **Messerich** and S/Sgt. Ernest J. **Gendron** were reunited at Molesworth about one month later.

Aircraft Formation at Assembly Point - Group A

		<u>Sheets-Ashwell</u> 047 - PFF			
		<u>Ackerman</u> 099		<u>Johnson</u> 008 - PFF	
	<u>Hamilton</u> 281			<u>McKinley</u> 065	
<u>Drewry</u> 248		<u>Caplinger</u> 569		<u>Glass</u> 590	<u>Twomey</u> 739
	<u>Davis</u> 311			_____	
<u>Gano</u> 875		<u>Glasgow</u> 335		_____	_____
	_____			_____	

One (1) aircraft aborted this mission:
Lt. Drewry in 248

Aircraft Formation at Assembly Point - Group B

		<u>Reed-Tulloss</u> 484			
		<u>Chance</u> 502		<u>Gaines</u> 258	
	<u>379BG</u>			<u>Jenkins</u> 537	
<u>379BG</u>		<u>379BG</u>		<u>Frazier</u> 972	<u>Virag</u> 200
	<u>379BG</u>			_____	
<u>379BG</u>		<u>379BG</u>		_____	_____
	_____			_____	

Aircraft Formation at Assembly Point - Group C

		<u>Fontana-Cambron</u> 318			
		<u>Hallum</u> 532		<u>Howard</u> 930	
	<u>Hahn</u> 805				<u>Mayer</u> 176
<u>Railing</u> 572		<u>Michaelis</u> 329		<u>Lay</u> 206	<u>Gillespie</u> 186
	<u>Shields</u> 330				_____
<u>Miller</u> 187		<u>Matheson</u> 893		_____	_____
	_____			_____	



Death Over Magdeburg by Keith Aspinal
 303rd BG(H) formation on 28 September 1944 mission to Magdeburg, Germany.
 Eleven 303rd BG(H) B-17s were lost.

KEY TO ABBREVIATIONS

CREW POSITIONS CMP - Command Pilot P - Pilot CP - Co-Pilot NAV - Navigator ANV - Ass't. Navigator MNV - Mickey Navigator ENG - Engineer BOM - Bombardier RO - Radio Operator	TOG - Toggler BT - Ball Turret Operator TT - Top Turret Operator TG - Tail Gunner NG - Nose Gunner RG - Radio Gunner WG - Waist Gunner LWG - Left Waist Gunner RWG - Right Waist Gunner GUN - Gunner	VI - Voice Interpreter OBS - Observer PAS - Passenger PHO - Photographer RESULTS OF MISSION KIA - Killed in action WIA - Wounded in action MIA - Missing in action POW - Prisoner of war	DOW - Died of wounds EVD - Evaded the enemy INT - Interned in neu cntry REP - Repatriated RES - Rescued ESC - Escaped BO - Bailed out DCH - Ditched CR-L - Crashed on land CR-S - Crashed at sea
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358th Bombardment Squadron Crew Lists

B-17G #43-38065 *Princess Pat 2*

P	McKinley, Ralph C., 2Lt
CP	Harwick, James A., 2Lt
NAV	Long, Donald C., Jr., 2Lt
BOM	Green, George A., 2Lt
ENG	Jones, Burlen, Sgt
WG	Devaney, Thomas J., Sgt
RO	Moll, Richard S., Sgt
BT	Clark, Woodrow E., Sgt
TG	Soule, Evan R., Sgt

B-17G #43-37590 *Neva-The Silver Lady*

P	Glass, Leroy E., 2Lt
P	Chunat, Orlyn D., 2Lt
NAV	Haider, Joseph C., 2Lt
BOM	Boland, Anthony J., 2Lt
ENG	Eide, Richard W., S/Sgt
BT	Trumbull, Vernon L., Sgt
RO	Brady, James M., Sgt
WG	Hodges, Grady H., Sgt
TG	Davis, Mark M., Sgt

B-17G #42-31739 *Pugnacious Peter*

P	Twomey, John M., 2Lt
CP	Ross, James E., 2Lt
NAV	Hansen, Heber D., 2Lt
BOM	McDade, Maurie S., 2Lt
ENG	Shaw, Vergil A., Sgt
TG	Hammond, Walter E., Sgt
RO	Bzik, Paul J., Sgt
BT	Johnson, Morrin T., Sgt
WG	Martin, Jack E., Sgt

B-17G #43-38186 *(No Name)* CR-L

P	Gillespie, Glenn H., 2Lt	KIA
CP	Cassidy, Francis D., 2Lt	KIA
NAV	Guthmann, Richard F., 2Lt	KIA
BOM	Pischke, Robert L., 2Lt	KIA
ENG	Henry, James S., Sgt	KIA
WG	DiMascola, Michael G., Sgt	KIA
RO	Krawiecki, Alexander J., Sgt	KIA
BT	Rhodes, Edward B., Sgt	KIA
TG	Pressentin, Robert H., Sgt	KIA

B-17G #43-38176 *Bouncing Betty II* CR-L

P	Mayer, Walter J., 1Lt	BO
CP	Gradle, Raymond B., 2Lt	BO
NAV	Simons, Robert A., 2Lt	BO
BOM	Rogers, Oron J., 2Lt	BO
ENG	Hicks, Douglas E., S/Sgt	KIA
TG	Withers, Frederick J., Sgt	BO
RO	Tuescher, Ernest, S/Sgt	BO
BT	Messerich, Jerome R., S/Sgt	BO
WG	Gendron, Ernest J., S/Sgt	BO

B-17G #44-8008 - PFF (384BG)

P	Johnson, Hugh B., 1Lt
CP	Seidel, Harry S., 2Lt
NAV	Weber, George F., 2Lt
BOM	Gorham, Raymond H., 2Lt
NAV	Beyeler, Earl R., 2Lt
ENG	Edwards, Eugene F., T/Sgt
WG	Beck, Harold P., S/Sgt
RO	Carter, Robert D., S/Sgt
TG	Reimche, George K., S/Sgt

B-17G #43-38206 *Silver Fox* CR-L

P	Lay, William P., 2Lt	KIA
CP	Grenier, David A., 2Lt	KIA
NAV	Lasker, Robert M., 2Lt	KIA
BOM	Bohannon, Jackson R., 2Lt	KIA
ENG	Miller, Ray A., Sgt	POW
WG	Hasper, Donald T., Sgt	KIA
RO	Kane, Fred E., Sgt	KIA
TG	Gillespie, Henry F., Sgt	KIA
TG	Chaltraw, Richard J., Sgt	KIA

359th Bombardment Squadron Crew Lists

B-17G #42-97972 (No Name)

P	Frazier, Eugene C., 2Lt
CP	Campbell, Laurie H., 2Lt
NAV	Goettman, Andrew T., 2Lt
BOM	Barlow, Richard B., 2Lt
ENG	Borges, Gilbert C., S/Sgt
RO	Trainor, Donald W., Sgt
BT	Charron, Raymond H., Sgt
TG	McCullough, Luther, Jr., Sgt
WG	Anderson, Eston R., Sgt

B-17G #43-38200 (No Name)

P	Virag, Andy R., 2Lt
CP	Beck, Edward R., 2Lt
NAV	Durkin, James A., 2Lt
BOM	Torley, Donald W., 2Lt
ENG	Jeter, James E., Jr., S/Sgt
RO	Vrabel, Cyril A., S/Sgt
BT	Gurka, Stanley, Jr., Sgt
TG	Bowman, John H., Sgt
WG	Stevens, Richard G., Sgt

B-17G #44-6502 (No Name)

P	Chance, Arthur F., 1Lt
CP	Johnson, Robert H., 2Lt
NAV	McCarver, Eugene D., 2Lt
BOM	Couch, William M., 2Lt
ENG	Menasco, Elmer W., Sgt
RO	Miller, Albert, Sgt
BT	Moss, Shirley L., Sgt
TG	Hejna, Dennis R., Sgt
WG	Torre, Leo A., Sgt

B-17G #42-97187 Miss Umbriago CR-L

P	Miller, William F., 2Lt	POW
CP	Hill, John D., Jr., 2Lt	POW
NAV	Conn, Arthur A., Jr., 2Lt	KIA
BOM	Smith, Teddy A., 1Lt	KIA
ENG	Waldron, Leo F., Cpl	KIA
RO	Posada, Frank G., Sgt	KIA
BT	Ball, Warren G., Cpl	KIA
TG	Turkington, Calvin G., S/Sgt	KIA
WG	Zelnio, Anthony D., Cpl	POW

B-17G #43-37537 Queen of Hearts

P	Jenkins, Harry F., 1Lt
CP	Blanchard, Samuel B., 2Lt
NAV	Nute, Gordon B., 2Lt
BOM	Scheibman, Herman B., 2Lt
ENG	Lainson, Colin C., Sgt
RO	Loosemore, Wesley G., T/Sgt
BT	Fydrychowski, John J., Sgt
TG	Cregan, John M., Sgt
WG	Allen, Charles G., Sgt

B-17G #43-38258 Forget Me Not Olly

P	Gaines, Edmund W., 2Lt
CP	Bergeron, Arthur A., 2Lt
NAV	Harrison, Hertzell, 2Lt
TOG	Tartaglia, Raymond, S/Sgt
ENG	Fragasso, Glenn, S/Sgt
RO	Lawson, Lucien P., S/Sgt
BT	Tisdale, Elmo O., Cpl
TG	Shrader, James F., Sgt
WG	Heffran, James J., Cpl

B-17G #42-102484 Heller's Angel

P	Reed, John W., 1Lt
CP	Tulloss, John W., 1Lt
NAV	Koran, William C., 2Lt
NAV	Forve, Frank F., 1Lt
BOM	Smith, Ralph L., 1Lt
ENG	Ela, Lyman E., T/Sgt
RO	Vieira, Joseph, T/Sgt
BT	Zielinski, William J., Sgt
TG	Knolle, William C., 2Lt
WG	Franceschini, James V., S/Sgt
WG	Skinner, Donald E., Sgt

360th Bombardment Squadron Crew Lists

B-17G #43-38532 (No Name)

P	Hallum, Bertrand, Jr., 2Lt
CP	Romstad, Alfred M., 2Lt
NAV	Orenstein, Harold A., 2Lt
BOM	Fetzko, John, Jr., 2Lt
ENG	Young, Horace B., S/Sgt
RO	Botkin, Jack S., S/Sgt
BT	Ax, Heinz R., Sgt
TG	Cole, Bethel A., T/Sgt
WG	Stroud, George E., Jr., Sgt

B-17G #43-38572 (No Name) CR-L

P	Railing, Charles F., Jr., 2Lt	KIA
CP	McCarl, Howard D., 2Lt	KIA
NAV	Leibovitz, Meyer, 2Lt	KIA
BOM	Willson, Louis H., 2Lt	KIA
ENG	Mellon, James B., Jr., S/Sgt	KIA
RO	Hanna, William M., S/Sgt	KIA
BT	Burgeson, Lawrence L., Sgt	KIA
TG	Barber, Ralph K., Sgt	KIA
WG	Cole, Lorne R., Sgt	KIA

B-17G #42-97329 Flak Hack CR-L

P	Michaelis, Arthur D., 1Lt	KIA
CP	Huckins, Earl R., 2Lt	KIA
NAV	Lillig, Thomas J., 2Lt	KIA
BOM	Schobert, William A., 2Lt	KIA
ENG	Jones, Donald E., T/Sgt	KIA
RO	Jensen, Dale E., T/Sgt	KIA
BT	Barth, Harry W., Jr., S/Sgt	KIA
TG	Healy, Edward P., Jr., S/Sgt	KIA
WG	Hlavac, George A., S/Sgt	POW

B-17G #42-97805 (No Name) CR-L

P	Hahn, James T., 1Lt	KIA
CP	Fulks, James O., 2Lt	POW
NAV	Olson, Charles F., 2Lt	POW
BOM	Benford, Jack H., 2Lt	KIA
ENG	Kalasky, Pete M., T/Sgt	POW
RO	Conkling, John R., S/Sgt	KIA
BT	Darbowski, Andrew, Sgt	KIA
TG	Howald, Hans, S/Sgt	KIA
WG	Proctor, Robert D., S/Sgt	KIA

B-17G #44-8330 (No Name) CR-L

P	Shields, Edward F., 2Lt	KIA
CP	Cooter, William M., 2Lt	KIA
NAV	Stangohr, Bruce C., 2Lt	KIA
BOM	Lee, Wilbur W., 2Lt	POW
ENG	Nagel, Leeland J., S/Sgt	KIA
RO	Dennerle, Almo W., S/Sgt	KIA
BT	Horwitz, Charles, S/Sgt	KIA
TG	Skubal, Joseph J., S/Sgt	KIA
WG	Sheehan, Arthur E., Jr., Sgt	KIA

B-17G #43-37930 (No Name) CR-L

P	Howard, Victor L., 2Lt	POW
CP	Sapak, Aloysius I., 2Lt	POW
NAV	Ellis, Robert B., F/O	POW
BOM	Timmins, Jack L., 1Lt	POW
ENG	McGraw, Claude, Sgt	POW
RO	Kerman, Sheppard, Sgt	KIA
BT	Sofianek, Joseph C., Sgt	POW
TG	Baker, Thomas E., Jr.	POW
WG	Stewart, George E., Sgt	POW

B-17G #42-97893 Minnie the Moocher CR-L

P	Matheson, John A., 2Lt	KIA
CP	Johnson, James C., 2Lt	KIA
NAV	Gould, Charles L., 2Lt	POW
BOM	Hamann, Lorin W., 2Lt	POW
ENG	Smith, Jimmie R., Sgt	KIA
RO	Jeambey, Leo E., Sgt	POW
BT	Hagan, Lloyd D., Sgt	KIA
TG	Coughlin, Charles R., Sgt	KIA
WG	Fredenburg, William E., Sgt	POW

B-17G #44-8318 (No Name)

P	Fontana, Bernard C., 1Lt
CP	Cambron, Richard H., 2Lt
NAV	Blumenthal, Robert, 1Lt
BOM	Campbell, Sanders H., 1Lt
ENG	Perry, Robert N., T/Sgt
RO	King, Raymond C., T/Sgt
WG	Price, Kirkland T., S/Sgt
WG	Weems, Thomas L., S/Sgt
BT	Durfee, James R., S/Sgt
TG	House, Frederick L., 2Lt

427th Bombardment Squadron Crew Lists

B-17G #42-102569 *Miss Lace*

P	Caplinger, Auston O., 1Lt
CP	Spruner, Donald L., 2Lt
NAV	Kacere, Michael J., 2Lt
BOM	Bober, Stanley, 2Lt
TT	Johnson, O.D., S/Sgt
BT	Jacobs, Carroll W., Jr., Sgt
RO	Mittell, Philip P., S/Sgt
TG	Noah, Norbert O., S/Sgt
WG	Olds, Andrew R., Sgt

B-17G #42-107099 *Old 99*

P	Ackerman, Stewart S., Jr., 2Lt
CP	Barrios, Alfred R., 2Lt
NAV	Dubois, Benjamin, 2Lt
BOM	Oswald, Alois G., Jr., 2Lt
TT	Creaghan, Robert E., Sgt
BT	Highfill, Thomas W., Sgt
RO	Ribesky, John V., Jr., Sgt
TG	Wiencek, Edward J., Sgt
WG	Proper, George M., Sgt

B-17G #44-8335 (*No Name*) CR-L

P	Glasgow, Charles G., 1Lt	POW
CP	Ashford, George H., 2Lt	KIA
NAV	Cashman, John H., Jr., 2Lt	KIA
BOM	Goff, Homer W., 2Lt	KIA
WG	McGlinn, John H., S/Sgt	KIA
BT	McConathy, Jethern J., Sgt	KIA
RO	Britz, Robert T., Sgt	KIA
TG	Miller, James T., Sgt	KIA
TT	Lisabeth, Hilaire A., Sgt	KIA

B-17G #43-38248 *Jigger Rooche II*

P	Drewry, James A., 1Lt
CP	Schneider, Richard H., 2Lt
NAV	Mayo, Archie W., 2Lt
BOM	Burke, James D., 2Lt
TT	Dorrah, Walter R., S/Sgt
TG	Morin, Donald P., S/Sgt
RO	Nash, Leslie G., S/Sgt
BT	Sutton, Marvin A., S/Sgt
WG	Koch, Edwin H., Sgt
	(Abortive)

B-17G #42-39875 *Buzz Blonde*

P	Gano, Frederick, 2Lt
CP	Flanders, Wesley J., 2Lt
NAV	Maniscalco, John B., 2Lt
BOM	Haakonsen, Raymond E., 2Lt
TT	Anthony, George E., Sgt
BT	Coyle, Arthur J., Sgt
RO	Meixner, Edward M., Sgt
TG	Nelson, Edward F., Sgt
WG	Burkermer, Robert F., Sgt

B-17G #42-97281 *Queenie*

P	Hamilton, Max B., 1Lt
CP	Newman, Vernon V., 2Lt
NAV	Laverty, Leo E., 2Lt
BOM	Ulrich, Carl L., 2Lt
TT	Butler, Edward B., S/Sgt
BT	Paterson, Richard E., Sgt
RO	Islava, Joseph O., S/Sgt
TG	Coleman, Warren M., Sgt
WG	Barnes, Charlie, T/Sgt

B-17G #42-97311 *Shoo Shoo Baby*

P	Davis, Robert W., 2Lt
CP	Sayre, Dorwin D., 2Lt
NAV	Martin, Walter E., F/O
BOM	Bryan, Fred W., F/O
TT	Hiibner, Okey L., Sgt
BT	Johnson, Charles H., Sgt
RO	Pope, Lester L., Sgt
TG	Henry, Donivan D., Sgt
WG	Smirnes, E. "Nick", Jr., Sgt

B-17G #44-8047 - PFF (384BG)

P	Ashwell, Silas B., 1Lt
CP	Sheets, Robert W., Capt
NAV	Desmond, MacChesney, 1Lt
BOM	Prusha, Elmer E., 2Lt
NAV	Pandy, Bert J., 2Lt
NAV	Katz, Edwin Harold, 2Lt
TT	Garrett, Joe W., T/Sgt
RO	Jarvis, Robert J., T/Sgt
TG	Dumont, Merrill J., 2Lt
WG	Price, John B., T/Sgt

THE RIGHT STUFF

a tribute to S/Sgt Calvin G. Turkington

by Lt. Col. Harold A. Susskind, USAF (Ret)
published in the Hell's Angels Newsletter February, 1999

Several weeks ago, all facets of the media hailed the return to space of a "legend," Senator John Glenn, an American hero with "the right stuff." As the giant engines ignited and the space vehicle blasted off, the female voice of NASA said, "We have lift off of Discovery bound for space with six astronauts and one legend aboard."

It was about the same time that I, as editor of the 303rd Bomb Group Association's newsletter, received a letter from Mark J. Adamic, an aviation artist/historian in which he said:

I recently had the good fortune to acquire a grouping of items of a former member of the 303rd Bomb Group who unfortunately was killed in action. I'm hoping that members of your group can help me obtain more information about this airman.

"The items which I obtained are from the late S/Sgt. Calvin G. Turkington of the 359th Bomb Squadron. He was killed in action on Sept. 28, 1944. The include: Air Medal, Purple Heart Medal, Air Gunners' Wings, 8th AF Patch, crew photo, some paperwork and a 303rd BG Patch. I'm planning to display these items with the rest of my USAAF collection. I display at various airshows and veterans' events. For this reason, I'd like to have as much information as possible.

Other information requested by Adamic was the name of the original crew that Turkington flew with; plus when and where was he wounded; what aircraft was he flying in when he downed a German aircraft and contact with anyone who might have known Sgt. Turkington.

I first met Sgt. Calvin Turkington in August of 1943 when I joined Lt. Donald Stoullil's crew at Ephrata AFB, Washington. A recent graduate of a navigation school, I was the navigator they needed to fill out the ten man B-17 crew.

Two days later we were transferred to Geiger Field in Spokane, Washington to start phase training in the B-17 as part of the Skaer Provisional Group. Upon completion of our training, we were shipped to Grand Island, Nebraska where we picked up a brand new B-17 to ferry to England. After stops at Ft. Wayne, Indiana, Wright Paterson AFB, Ohio, Bangor, Maine and Stephenville, we finally arrived at Gander, Newfoundland to await favorable weather so we could make the big hop across the pond to England.

A few days later we got the "go" sign from the weather forecaster. We were the first of many aircraft that rolled down the runway that evening in October bound for Nutts Corner in Northern Ireland.

As we lumbered into the air with our full gas load, we slowly climbed to our briefed cruising altitude of 10,000 feet. Over the water but still within sight of Gander, we were startled to see, what appeared to be gun flashes from the surface. Something splattered against the fuselage and we immediately took evasive action. Whether we were fired on by a German submarine, we never did find out, but it made an interesting item in my navigator's log and it was an interesting introduction to World War II.

A few more hours into the flight we were treated to another surprise. The weatherman's prognostication of the weather en route was as genuine as a three dollar bill. We had to climb to

get over the weather. Eventually we broke into the clear at 26,000 feet. On oxygen, now I could see some stars to get a fix.

Hours passed by before we got close enough to Ireland to pick up the Derneycross Beacon. It showed us on course. Ultimately we crossed the Irish Coast and set our course for Nutts Corner and a landing. We managed to taxi off the runway and got ourselves stuck in the mud. That is the last we saw of our aircraft.

We debarked the aircraft to a strange welcoming remark, "What the hell are you guys doing here? Didn't you get the recall message?"

We all turned and looked at our Radio Operator, S/Sgt. James Owen who sheepishly stammered, "I guess I must have fallen asleep."

A few days later our crew was at RAF Bovington for further training and assignment to a permanent station. We were part of a replacement pool of crews to fill in the various gaps at bomb groups throughout England after the second Schweinfurt raid. By the luck of the draw we were assigned to the 303rd Bomb Group at RAF Molesworth. I guess our Guardian Angels had a hand in this. Reporting to the 303rd, we were then assigned to the 359th Sqdn. A combat tour at that time was 25 missions and chances of finishing it was "slim and none."

After our pilot Lt. Don Stoullil and co-pilot Lt. Ed Callahan got their baptisms of fire on missions to Bremen, we flew our first mission as a crew on December 24, 1943. We attacked a "Crossbow" target at Vacqueriete, France. It was a "milk run," the last we would see like that in a very, very long time.

The second mission was an eighth hour mission to Ludwigshafen, Germany on Dec. 30, 1943. The plexi-glass windows on both sides of the navigator's section were shot out. We soon learned what flak was like on a combat mission. I also realized we had a great cohesive crew anchored in the tail by Chicago born Sgt. Calvin Turkington.

We started the New Year with a mission to Kiel, Germany on Jan. 4, 1944. This time the flak took out part of the plexi-glass nose in front of our Bombardier, Lt. George Trawicki, of Milwaukee, WI. George who tipped the scales at more than 200 pounds, was as wide as he was tall and completely filled the nose cavity. He was my personal "flak stopper." On this mission, Sgt. Turkington was credited with destroying a JU-88 and our ball-turret gunner, Sgt. Ken Holder was credited with probably destroying a JU-88.

Our fourth mission on Jan. 11, 1944, started out as routine but turned out to be one of the roughest missions of the war. The target was Oschersleben and the route to the target gave the appearance of a run on Berlin, which had never been bombed before by the USAF; so the Luftwaffe responded in force. It was probably one of the biggest and longest dog-fights of the war. The 303rd lost 11 aircraft and 110 crew members. Our ball-turret gunner was credited with destroying an FW-190. The close coordination of our crew, led by Sgt. Turkington, in calling our enemy fighters and their positions contributed greatly to our landing back at our home base. I can still hear Cal saying, "FW-190 coming in on our tail. Hold it. 'Bronco.'" which was a signal to our pilot to take evasive action. I also believe that our aircraft, The Duchess on its 50th mission, was determined to make it through the battle. It brought us home with an unexploded 20mm shell in its gas tank.

Soon after the crew's 16th mission to Lechfeld, we received notice that our crew had been selected to join the newly formed PFF (Pathfinder) pool with the 305th Bomb Group at Chelveston. The B-17s in the pool were equipped with radar and a radar operator would be assigned to our crew. We would fly as lead crews only on deep penetrations into Germany, especially when the target would be obscured by clouds. Since there would be no ball-turrets on the radar aircraft, our ball-turret gunner Sgt. Holder was not transferred with us.

After a month of training at Chelveston, the Stoullil crew returned to lead the 303rd on a mission to Oranienburg, on the outskirts of Berlin, on April 18, 1944.

On April 24, 1944, the Stoullil crew was alerted to lead the 384th Bomb Group which was scheduled to lead one of the two 41st Combat Wings tasked to bomb the Oberpfaffenhofen Airdrome near Munich. Col. Dale Smith, CO of the 384th, decided to lead with one of his own crews and aircraft, consequently, we in our radar equipped B-17, were selected to fly off his left wing as deputy lead. It turned out to be a screwed up mission. Consequently, the 41st CBW-B, led by the 384th, bore the brunt of the air attacks by more than 50 Me-109s and FW-190s for more than an hour. It was during one of these air attacks that Sgt. Turkington, in his tail position, yelled, "I'm hit!" He was moved to the radio room and was tended to by the radar operator whose radar equipment had been destroyed in the air attacks. We lost fuel and there was a question of whether we could make it back to England and get medical help for Sgt. Turkington. But we made it. Upon landing in England, Sgt Turkington was taken to a hospital. It was his 18th mission.

Because of being hospitalized, Sgt. Turkington fell behind the rest of Stoullil's crew who finished their 30 missions tour, (it had been raised from 25) on D-Day, June 6, 1944 by flying two missions.

After a short rest in the States, I returned to RAF Molesworth in September of 1944 and started on my second tour. I flew my first mission on my second tour on Sept. 27, 1944 to Cologne, Germany. I ran into Sgt. Turkington at one of the briefings. He was flying with another crew. I believe it was his 20th mission. He still had 15 missions to fly. During the time he was hospitalized they raised the tour from 30 to 35 missions. Was he penalized for being wounded?

On Sept. 28, 1944, flying with Lt. W. F. Miller's crew on a mission to bomb the Krupp Works at Magdeburg, Germany, Sgt. Turkington was badly wounded by fire from an FW-190. He came out of his tail position and died as he asked Sgt. Zelnio, a waist gunner, to help him. The 303rd lost 11 B-17s with 100 missing in action, on this mission due to persistent attacks by about 40 to 50 FW-190s and Me-109s. Sgt. Calvin Turkington was buried at the American Military Cemetery at Margraten in the Netherlands.

I wrote this article as a tribute to Sgt. Calvin Turkington, husband and father, as well as a fine and courageous soldier who gave his all for his country. He died as he lived; quietly without fanfare but when all is said and done, I'd say that he, like John Glenn, had the "right stuff."