

## 303rd Bomb Group

### "HELL'S ANGELS" NEWSLETTER

VOLUME III NUMBER II

JUNE 1979

KG 200  
Spook Squadron  
of World War II

by Daniel F. Gilmore

In 1943, the 303rd Bomb Group of the U.S. 8th Air Force near Molesworth, England, was told to watch for suspicious B-17's over Nazi-occupied Europe "as they may be hostile."

The Flying Fortress crews had heard weird reports or had encountered "unfriendly" B-17's and strange "allied" fighter planes, but we never got the whole story.

It was not until very recently that it became possible to discover that one part of the story of KG 200, the Luftwaffe's ultra secret "spook plane" operation, began at our base at Molesworth.

Molesworth was a tiny town with one ancient pub and a cluster of metal huts and makeshift hangers perched in the mud 70 miles north of London. As many as 30 heavily laden Forts would lumber out almost every day for 8 or 10 hour bombing missions over Europe.

Wulf Hound left Molesworth in the early dark of Dec. 12, 1942, with 10 men aboard. Headed to bomb freight yards in France, Wulf Hound never returned.

Recently released British and American intelligence documents and a new book reveal that Wulf Hound was hit but landed intact in occupied France.

It became the first of the B-17's of KG 200- a Luftwaffe "Kampfgeschwader", or combat squadron of purloined American, British, and even Soviet bombers and fighters which were turned against their original owners.

So guarded were the operations of KG 200 that most Luftwaffe veterans today still do not know about its existence. The full story may not yet have been told.

British author Jack Fishman, writing under the name J.D. Gilman, and actor John Clive have just published a fictionalized version of KG 200 in the United States. Fishman claims that 80 per cent of his novel is factually based, but doesn't believe the full story has been disclosed. After independent study of "all available" material from U.S. Air Force archives, this reporter agrees.

Original Luftwaffe documents about KG 200 are said to have been "lost" or "destroyed". But the missions carried out by the organization as early as 1942 remain innovative enough to arouse suspicion that the techniques of KG 200 might still be operative. The U.S. Air Force's secret squadron of Soviet MIG jet.

fighters is one indication that "spook planes" may not be just a memory of an old war.

Fishman traced KG 200's bizarre activities beyond its fleet of B-17's, British Wellington and Stirling night bombers and allied fighters to far-ranging espionage, sabotage and assassination plots, including a reported plan to kill President Franklin D. Roosevelt in Washington.

Our crew tangled with no KG 200 B-17's in combat, but we did see one Fort shoot down an RAF-marked Spitfire over Belgium. The question still persists: Which was American and which was British? Were both allied? Or neither?

It got so in 1943 that Americans were downing their own B-17's which wandered into wrong formations; felled Royal Air Force fighters trying to help; or downed P-38, P-47 and other escorting fighters who came to close.

The word had gone out on identification: "If it points its nose at you, shoot it down."

Fishman said he fictionalized his version because at least one German-British spy is still alive: "There's a German double agent, a woman, who came over to our side and worked by radio with KG 200 from England. She was very much involved and is still living in Argentina, thanks to a promise by British intelligence which promised to get her there after the war."

The Fishman-Clive novel concerns an American-born Luftwaffe ace who could fly anything. Returned with his parents to Hitler Germany, he grows up to command a squadron of KG 200 B-17's flown by English-speaking Germans in U.S. uniforms who carry out bombing, spy-drop and other missions.

When his B-17 is damaged by German fire while crossing the English channel, he crash lands in England, meets up with the lovely double-agent and is set up for a British-monitored "escape."

The authentic intelligence documents don't mention the hero of the novel, but they do supply a trove of other material worthy of a thriller movie.

Some quotations from declassified reports of allied crews returning from missions in 1943:

"Photographic cover of the German Air Force experimental engineering station at Rechlin, 60 miles north of Berlin, shows many salvaged Allied aircraft...several (British) Wellingtons, a Stirling and a B-17 of this command. There have been two engagements and three encounters during RAF raids this month with aircraft identified as Wellingtons and a Halifax..."

"An unidentified B-17 was observed by one crew of the 91st Group flying at 22,00 ft., 20 miles off St. Nazaire (France)...This aircraft flew around our formation. Enemy fighters did not attack this lone B-17."

"Four P-47's with enemy markings jumped a P-47 of ours."

"At 0730 hours an unidentified B-17 was observed joining the formation of one group... it took the number two position of the lead element and was seen to leave the formation in the London area..."

"Fourth Wing reports two unidentified B-17's (over Northwest Germany). One was painted jet black."

"After leaving Viterbo (Italy) one group of B-17's saw an apparently enemy-operated B-17 flying past high above their formation. At the same time an aerial was dropped through the formation... Another group was attacked by two hostile P-38s."

An intelligence appraisal said "Positive identification that a B-17 is an enemy plane has not proved as easy as one might expect. On mission 86, a B-17 joined our formation bearing the painted identification signal of the day on its vertical stabilizer..."

There are no cumulative figures of allied aircraft turned around by KG 200. The total may have been enormous given the thousand-plane raids which were customary in 1944 and 1945. However, historians point out that the Germans had a shortage of pilots after 1943.

One document obtained by Fishman shows that a single salvage battalion in the period from April to June 1944- up to D Day- salvaged and put back into flying service 324 German aircraft and 495 Allied aircraft.

Some of the reports, gained from captured Luftwaffe crews, described the dropping of spies and a "suicide squadron" which went astray because the volunteers were supplied with wine, women, and song while awaiting missions.

"The highest number of agents dropped was about 260 in July 1944," a 1945 British report said. "From mid-June to the end of March 1945, the total was about 600, including five to 10 women... Agents were sometimes reluctant to jump, in which case they were persuaded with small quantities of alcohol or even...thrown out bodily."

KG 200 used a system of placing up to three spies, including women, in plywood containers and parachuting them to earth so the team could stay together. A report said: "The personenabwurfgerat (containers for dropping personnel) were being made at a rate of 100 a month in Wienerneustadt..."

Another report told of an ungrateful agent who, just before going out an aircraft door over Russia, hurled back a hand grenade.

"The 5th staffel (squadron) under Oberleutnant Lange and later Hauptmann (captain) Raschke, was the suicide or "Leonidas" Staffel intended for operations with a glider bomb," a report noted. "The volunteers had been chosen for their high morale and physical qualities, but in the course of time, partly as a result of the good living and the favors which were showered upon them, they became less eager to sacrifice their lives."

Daniel F. Gilmore, UPI Washington correspondent, served in the Air Force flying B-17s over Europe during World War II.

## REQUEST INFORMATION

Any airmen shot down over Belgium or the Grand Duché De Luxembourg are requested to write to :

Mr. Guy Jacquemin  
6, Rue Devant Wachtet  
6770- Saint Leger  
Provence de Luxembourg  
Belgique

Mr. Jacquemin is a cartoonist and illustrator who would also be interested in photographs of Americans living conditions in England during the War, and would be especially interested in contacting combat photographers and cameramen of the 8th and 9th Air Force.

Subject: Request name of aircraft (B-17) #44-6076, flown by Lt. Lewis Walker, Hell's Angels 303rd Bomb Grp, 359th Sqdn, Sept. 13, 1944. Target: Merseburg, Germany.

Our original aircraft was named "Special Delivery", #42-102496 BN-M. The other crew in our nissen hut was shot down in Special Delivery and we were shot down in their aircraft about seven day later, same target. Please send me the names of that crew or any other data that you might have..

I was a ball turret gunner on this, my 24th combat mission, in which our crew was shot down. I was interned at Stalag-Luft IV as a POW 8mos. and 19 days. Also a survivor of the infamous 87 day "Black March" in the winter of '45.

Walter L. Hundley  
5709 Lindaway Dr.  
Milford OH 45150  
1-513-248-1996

I am collecting War Relics from the Civil War era onward. I pay good prices in cash and all transactions are strictly confidential. Contact:  
John M. Jenkins  
G-3344 Menominee St.  
Burton MI 48529  
1-313-742-0005

## DAYTON REUNION

We need your help. It is requested that all members please contact the News Medias (radio, television, and newspapers) in their areas to see if they could possibly handle this news release:

The 303rd Bomb Group and attached units of the 8th Air Force, World War II, will hold their third reunion August 23-26, 1979 at Stouffer's Dayton Plaza Hotel, Dayton, Ohio. For reservations, contact Reunion Services, Box 4738, Hollywood, Florida 33023 or call the Reunion chairman, Charles McClain, at 1-305-644-6447.

## THIRD REUNION TAKING SHAPE

In coordination with the Reunion Services, Inc., we have arranged a tentative schedule for the Dayton Reunion. There will be other activities in addition to those on the schedule such as a fashion show, golf, etc. If you have any comments or recommendations, please, let us have them so that we can do all that you feel should be done.

1979 Dayton Reunion Proposal to be held at Stouffer's Dayton Plaza Hotel

Early Bird Package (Aug 23-26) Cost: \$151.00/single  
 Thursday-Aug 23: \$235.00/double

Check in and register

2100 hours Cocktail Reception (cash bar)

Friday-Aug 24:

0830 hours Early Bird Breakfast  
 1300 hours Shuttle Bus to Air Force Museum  
 1800 hours Cocktails (cash bar)  
 1900 hours Dinner (Ham Steak)

Saturday-Aug 25:

0830 hours Coffee and Danish  
 0900 hours Business Meeting  
 1300 hours Shuttle Bus to Air Force Museum  
 1830 hours Cocktails (cash bar)  
 1930 hours Banquet (Prime Rib)

Sunday-Aug 26:

0830 hours Breakfast

\*\*\*\*\*

Weekend Package (Aug 24-26) Cost: \$111.00/single

Friday-Aug 24: \$177.00/double

Check in and register

1800 hours Cocktails (cash bar)  
 1900 hours Dinner (Ham Steak)

Saturday-Aug 25 & Sunday-Aug 26: Same as Early Bird Package

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Those that do not need to stay in the hotel may take part in all the items listed in the WEEKEND PACKAGE (except hotel accommodations) for the price of \$42.00 each. Guests may be brought to the Friday night Dinner for \$14.00 each. Guests at the Saturday Banquet will be charged \$18.00 each. There will be a registration fee of \$5.00.

Hospitality room will be available from 1400 hours on Thursday until 1200 hours Sunday Aug 26. Extra nites at the hotel: \$32/sgl \$40/dbl per nite.

The Reunion Brochure will be mailed to the membership about 60 days before the reunion. You should send in your registration as soon as possible. Advanced Registration is essential for a smooth reunion. Write or call 1-305-644-6447 with any recommendations: Charles J. McClain, President

## WE GET LETTERS

## FOOTNOTE

My purpose in writing is to make some additional comments to the personal diary story on page 4 in the November issue of the 303rd Bomb Group "Hell's Angels" Newsletter written by Jim O'Leary of the November 26, 1944 mission to Bielfeld, Germany (which was the primary target.) However, we wound up bombing the secondary target, the marshalling yards at Osnabruch, Germany. I, S/Sgt. Vincent A. DeLiso, was Capt. Healy's permanent crew tail gunner and S/Sgt. Raymond T. Leal, our ball gunner, who was flying as waist gunner that day since the ball turret in the lead ship is replaced by the radar device, flew that mission. It just so happens that S/Sgt. Leal and myself, being shut off in the rear of the plane, and not being able to see forward since the radio door was closed, were ordered to bail out after we were hit. Even though I said to Capt. Healy that we had been through worse than this and that we could make it back, he repeated, "I said bail out, this is it." Up to that time, as tail gunner I had been tracking the flak bursts that were gaining on us since we were not able to change altitude in the short distance from the primary target to the secondary target. The surprise to myself was that I thought we were going to escape the gaining flak barrage, since we had just dropped the bombs and were banking away from the target area. We felt the hit, did not know the damage, heard Capt. Healy's commands, ripped off the flak suit, hooked on the chest chute, and prepared to bail out. As I started toward the tail escape hatch I noticed the waist gunner S/Sgt. Leal was hanging half way out of the fuselage at the waist door. I started forward to assist when he dropped out. I went back to my tail position and looked out and observed that his chute had opened. There was oil and gasoline covering the side windows, but I could see a parachute

hanging on the horizontal stabilizer which I thought had a body attached to it. I connected my oxygen back to my mask to take a few more breaths, but I did not hook up my intercom. Upon seeing the chute hanging on the horizontal stabilizer, I figured Capt. Healy was right, and I better hit the silk, which I did. S/Sgt. Leal and myself were captured by the Germans and sent to prison camp, and were both on the 87-day death march across northern Germany.

We never knew what happened to the plane and the rest of the crew until we were liberated, at which time the military intelligence informed us about the three men in the nose being blown out of the plane and the rest of the crew landing across the front lines.

Vincent A. DeLiso

## COMMEMORATIVE STAMP

As a former B-17 Combat Pilot, and now Postmaster of Milford, Delaware, 19963, I have proposed to the U.S. Postal Service that a commemorative Stamp or Postal Card be issued featuring the B-17, Flying Fortress. This would be timed to tie in with the restoration of the last known combat B-17, "Shoo Shoo Baby" at Dover Air Force Base, Dover, Delaware, 19901, by the 512th Military Airlift Wing.

The following have endorsed the proposal so far: Delaware Governor duPont, Senator Roth, Congressman Evans, and also Dover Postmaster as well as other postal officials. Senator Barry Goldwater has responded favorably, and the 512th MAW has written to the Postal Service endorsing the project.

If anyone would like to see the Fortress so commemorated, please write: U.S. Postal Service  
Citizens Stamp Advisory  
Committee  
Administration Group  
Washington D.C. 20260  
Sincerely, Joe Pearce

## MORE INFORMATION REQUESTED

To the 303rd Bomb Group:

Along with four of my close friends over here in England, I intend to start a deep and highly detailed research period into the history of the 303rd Bombardment Group. We are all members of "Friends of the Eighth" and two of us are the editors of the FOTE-NEWS newsletter which we produce four times a year. We spend just about all of our spare time engaged in research into various groups within the mighty 8th, and we have all felt for a long time that we would dearly love to really dig deep into the history of the 303rd.

We now have the micro-filmed records of the group's history from Maxwell AFB, and will soon be applying for the individual Squadron records, to be followed by the Sub-depot records, and finally the remainder of all of the support units without whose help the group could not have functioned with such efficiency.

The end result of our labor of love will be a written history, with a full and complete breakdown of every mission flown by the 303rd, numbers of ships airborne, aborts, total flying hours, aircraft losses (these broken down into crew, serial number of the aircraft, squadron allocation, date, target, how lost, category of loss: eg MIA, AOC, or salvage). We shall cover all social activities on and around the base, Group and Squadron personalities, aircraft names, and in fact every detail which we can possibly find.

But before we become to involved, at this stage of our research, we wondered if you might help us with this project, and may I lay my cards on the table right away- we are not talking about money. What we shall need to put the "bones" in order, and the only way we can obtain these precious stories is, of course via, and with the blessing of your association. We would be so proud and grateful to gather all the stories of incidents possible, both in the air and on the ground, and then we can correlate these and mix them with the bare, cold official statist-

ical reports, and then bring the whole story of the 303rd history firmly back to life. We would love to borrow photographs from you, to add to those that we shall have from the official archives in the USA, and these would be copied and returned as quickly as possible, always via airmail.

If interested please contact:  
Malcolm (Ozzie) Osborn  
250 Kingsland  
Harlow, Essex, England  
CM18.6xu

## SEARCH FOR CREW

My company, as art publishers have recently commissioned an oil painting of a B-17 USAF bomber which depicts it returning to its base, following a daytime bombing raid, with its outer port engine on fire. We are shortly having this painting produced as a 14" by 18" color print and we would very much like to present a copy to any presently surviving crew members who actually flew the aircraft in question.

The markings of the B-17 are as follows:

On the tail fin, a vertical red triangle within which is a large black letter "C" beneath which is the number 46316. Beneath the triangle is a second large orange letter "C".

On the port side, the black painted capitol letters "VK" on the fuselage.

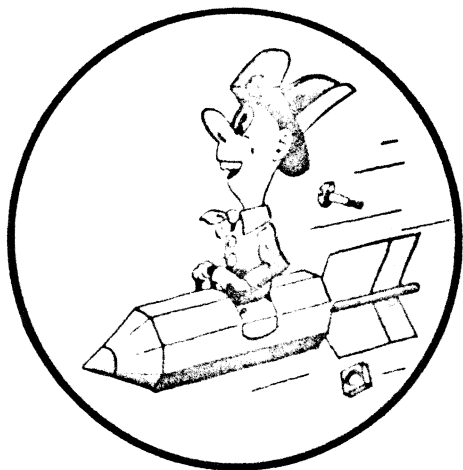
Beneath the cock-pit window are painted the words "Hell's Angels"

The indicator board, on the control tower has on it the number "107" which we believe is that for RAF Molesworth, from where the 303rd Group flew.

Any information:

Ray Cossey  
Norfolk Art Publishers, Ltd.  
The Chalet Office  
School Lane  
Wroxham  
Norwich NR12 \* 8SH  
Norfolk, England

# 360<sup>TH</sup> SQUADRON



**T**HE SUCCESS of any organization depends upon the caliber of the men in the organization. With that fact understood, it is no mystery why the 360th Squadron has played such a big part in the success of the group. Back in 1942 when the squadron was still a pup, four combat crews were assigned to it. They included three first pilots—1st Lt. Lewis E. Lyle, 1st Lt. William S. Raper, and Captain Charles E. Marion—and a co-pilot, 2nd Lt. Walter K. Shayler. With Lts. Lyle and Raper, now full colonels and group commanders, Colonel Marion, deputy chief of staff for operations at 1st Air Division, and Lt. Col. Shayler commanding the squadron, it would be unusual if the rest of the squadron had not advanced accordingly—if not in rank, at least in efficiency and ability.

This efficiency is evidenced in a comparison of the first mission in which the 360th took part and any one of the last of the 300. Where the armament section took four hours to load the planes for St. Nazaire, it now takes one hour. Pre-flight time for a line crew is now numbered in minutes. Operations can turn out their flight plans with the ease of writing a letter home. After 300 missions each man in the squadron has found his job and can do it with professional skill.

It is only natural that with a record like this, the 360th Squadron has been given the responsibility of leading some of the most outstanding and successful missions.

## *Commanding Officer*

**LT. COL. WALTER K. SHAYLER**  
*Riverside, California*

Walter K. Shayler, then a 2nd Lt., was assigned to the 303rd shortly after its activation and came overseas with the 360th Squadron. He was squadron operations officer during the early trial and tribulation period of combat. When Colonel Lewis E. Lyle was relieved of command and assigned



as deputy group commander, Captain Shayler was appointed commanding officer of the squadron and has continued to maintain a high degree of efficiency and morale ever since.

Colonel Shayler attended the University of Washington and after graduation worked for Montgomery, Ward and Company. He left this position to join the Air Corps and graduated as a pilot in February, 1942.

Their planes led the group when we bombed Germany for the first time. They were at the front of the formation on D-day when the group blasted a way for ground troops. They were the first of the group over Herova in Norway, Posen in Poland, and the huge Nazi oil refinery in Brux, Czechoslovakia. On all of these missions 360th planes set the pace for close, destructive bombing patterns that crippled these German war plants for months.

In the process of completing 300 missions, 360th men have also picked up a few medals. The first Distinguished Service Cross ever awarded in the E.T.O. for consistently outstanding heroism and an over-all superior job was given to Colonel Lewis E. Lyle, former squadron commander. Another D.S.C. was won by 2nd Lt. Thomas J. Dello Buono, bombardier, who survived a direct hit by a 20mm. cannon shell. Undaunted, Lt. Dello Buono stayed at his nose guns, firing at the enemy fighters until target time forty minutes later. Then he released his bombs squarely in the bombing pattern.

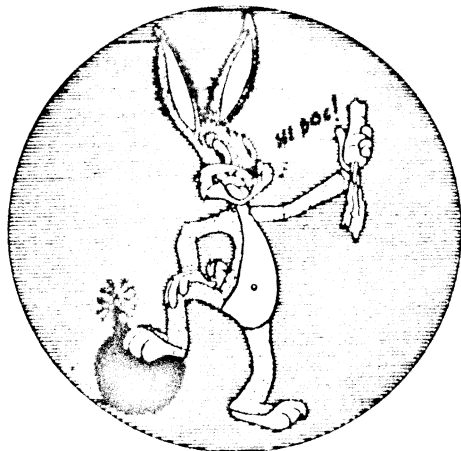
Captain George V. Stallings, Jr., won the British D.F.C. when he baled his crew out over the English coast and then flew his crippled bomber "Quinine—the Bitter Dose," out over the Channel before baling out himself.

The Silver Star was awarded to Captain John A. Long, killed in action, who kept his blazing Fortress in formation long enough to drop his bombs in the squadron pattern before going down out of control.

Engineering men who have won Bronze Stars for outstanding work include Master Sergeants Walter Melton, Mike Abraham, Norman Bossie and Alexander Borque, Jr.

The 360th has had its share of colorful aircraft. Although none reached the national fame of "Hell's Angels" and "Knockout Dropper," men from the base made special trips to view the pictures on "Iza Vailable," "Ida Liza," "Sack Time," "Miss Umbrigo" and that masterpiece of warped imagination, "The Witches Tit." These names might not mean much to the outsider, but to the men of the 360th they are a sign of high morale. As long as the ground men have the spirit to name their planes and the combat men grin when they fly them, the 360th Squadron will continue to be one of the group's top-flight squadrons.

# 427<sup>TH</sup> SQUADRON



**T**HE 427TH SQUADRON almost didn't make this end of the war. Originally the old 38th Reconnaissance Squadron which was incorporated into the famous 19th Bomb Group, part of the squadron personnel were on their way to Hawaii the day the war began. Their ship turned around, headed for the U.S. and they became part of the now famous 303rd.

From an unsettled beginning, the 427th has done all right for itself. Its planes have led some of the toughest missions, including the one to Marienburg, where Bombardier Captain George T. Orvis, Jr., put down one of the most destructive bombing patterns of the war. Its gunners have accounted for more than 150 German fighters destroyed, probably destroyed or damaged. Old "S for Sugar," crew chiefed by M/Sgt. Fred Kuhn, was one of the squadron's original Fords that vied in the race to be the first to hit the 50-mark before German fighters destroyed it on its 49th mission. On the doubtful credit side is the fact that 427th combat men were the first of the group to ditch in the Channel and be eternally grateful to the British Air-Sea-Rescue organization.

The squadron has had its share of squadron commanders. Starting with Major Charles Sheridan, who

## *Commanding Officer*

**MAJOR ROBERT W. SHEETS**

*Tacoma, Washington*

Major Sheets joined the 427th Squadron in October, 1943, as a 2nd Lt. Because of his flying ability he soon became outstanding and it wasn't long before he was leading the squadron and then the group formations on missions. When Lt. Col. Edgar E. Snyder was relieved of his command of the squadron to become



deputy group commander in November, 1944, Captain Sheets took over, receiving his promotion to major shortly thereafter. He has done a superior job in keeping the squadron's excellent record intact.

After attending the University of Oregon, Major Sheets worked in the Philippine Islands for some time. He entered the services as a private in the armed forces and later transferred to the Air Corps as an aviation cadet. He graduated and received his pilot's wings in April, 1943.

was shot down at St. Nazaire in January, 1943, the squadron had Major Glen Hagenbuck, who was killed in an accident after he had turned his command over to Lt. Col. Edgar E. Snyder, now deputy group C.O. Following Colonel Snyder was Major Robert W. Sheets, present commander, who first gained fame by buzzing the Yankee Stadium during the 1943 World Series and arousing the ire of one Mayor LaGuardia, not to mention numerous Army officials.

Highest award made to a 427th man was the Distinguished Service Cross to S Sgt. William T. L. Werner, tail gunner from Lebanon, Pennsylvania. On a mission to Aschersleben in February, 1944, Werner's plane was attacked by Kraut fighters an hour before target time. Most of the attacks were coming from the tail and Werner was wounded in the hip and thigh by a 20mm. shell on one of the first passes. Keeping his wounds a secret, he fought on from his tail gun spot until bombs away, when flak wounded him again in the knee, both arms and stomach. Even then, when he was deathly weak from loss of blood, he kept firing his twin guns until the last fighter had turned away. Many flyers have earned Silver Star and Distinguished Flying Cross—and the undesirable Purple Heart. The Soldier's Medal for heroism was awarded to Cpl. Russell P. Shupp after he had risked his life to extinguish a fire in a gasoline truck when flames threatened to spread to surrounding, bomb-loaded aircraft.

The 427th has had some outstanding personalities among its airmen. There was Major Billy Southworth, son of the manager of the St. Louis Cardinals, who flew the "Winning Run" on many rough missions. The R.A.F. gave them Captain Edward M. Woddrop, pilot, and T Sgt. Charlie Baggs, tail gunner, who made a hot team on the old "City of Wanette." Most of the old timers remember Captain Donald Stockton, one of the squadron's original pilots, who was killed on his next to last mission by a 20 mm. cannon shell.

In bombing, flying and mechanical efficiency, the 427th Squadron has always done its share in helping the 303rd attain its high rating in the Eighth Air Force and, according to the men in the squadron, it will be in there fighting until the Germans toss in the towel.



## KREIGIE CORNER

The following article was written concerning the POW's of the Vietnam era. However, the findings of this report pertain to all Kreigies as every one of you 'bailed out' before capture.

## POW TESTS

## Bailout/Captivity Effects Linger On

by Ron Sanders

Injuries suffered when they bailed out of aircraft created more physical health problems for AF POWs than did their captivity, an Air Force study has shown.

The bailout-related injuries, in most cases, were made worse by a lack of adequate medical treatment while the men were held in North Vietnam, the report said.

Health checks have been made annually for five years at the USAF School of Aerospace Medicine (SAM), Brooks AFB, Tex., on about 75% of the 325 AF POWs who were released during the Spring of 1973. Seven men released earlier were included in the study.

The study shows that almost all the men were pilots or navigators and were in excellent health before their bailouts and/or capture. Most were captured in North Vietnam, and those who were not were promptly moved to camps in the north. A majority had survived egress (bailout) experiences before their capture. Fifteen former POWs had injuries which required them to retire with permanent disabilities. "An interesting aspect of the disability question," officials said, "is whether the disability resulted from egress or captivity."

"In some instances prompt rescue and treatment might have prevented the disability, but in the majority there would have been some residual whether the crewman was captured or not," officials said.

Among the orthopedic-related ailments involving the former POWs, there were 22 major fractures-15 involving upper extremities and

seven involving lower ones- 10 orthopedic repairs which resulted in six POWs being given medical waivers for flying and four being grounded. There also were two cases in which individuals had to have their lower extremities amputated.

Only four former POWs were diagnosed as having cardiac problems. Forty sustained head injuries which resulted in loss of consciousness, and four suffered head injuries without loss of consciousness. There were 23 cases of back injuries associated with bailing-out of aircraft.

One POW suffered a condition described as "industrial blindness." Officials said the ailment was caused by a nutritional deficiency during the individual's captivity.

Forty-four former POWs have been medically disqualified for flying, officials said. However, medical checks show that their problems were more from injuries suffered when the individuals bailed out of their aircraft in SEA than from their captivity.

As of last year, 229 former POWs still were on active duty. Fifty-six had retired, 41 under normal retirement and 15 with permanent disabilities. Thirty-eight former POWs had been separated and 25 were in the Air Force Reserve. Two former POWs were deceased- one an apparent suicide and the other killed in an aircraft accident.

AF actually had two groups of POWs, those who were captured before March 1969 and those captured after January 1971. There were none captured in between.

SAM officials said the rate for grounding among the POWs captured before 1969 was approximately twice that for those captured during the 70's. The earlier POWs, on the average, were slightly older when captured and 7.5 years older when released. They also were in captivity longer.

"When we look at AF-wide disqualification (grounding) rates for comparable groups 7.5 years apart, the older men are also medically disqualified twice as often,"

H. F. Jenkins  
2612 Baker Drive  
Carson City, NV 89701

officials said. "Thus, at least in terms of medical qualification for flying, there does not seem to be any 'premature aging' among those POWs who were confined longer," officials said.  
SAM officials concluded that "on the whole the group (former POWs) is better off physically than expected although there are isolated instances of significant residual."

Again we ask that all of you former POWs join with us and exercise your rights as a former POW. Find out the benefits available to you and your families. If you are having trouble in dealing with the VA contact:

Dr. Carl Fyler  
510 Mills Bldg.  
Topeka, KS 66612

**APPLICATION FOR MEMBERSHIP**

**AMERICAN EX-PRISONERS OF WAR, INC.**

2620 North Dundee St., Tampa, Fla. 33609

Enclosed find membership dues for 19 \_\_\_\_\_ which includes subscription to the XPW Bulletin.

Husband and wife \$10       Single member, \$7

Nickname while interned if any \_\_\_\_\_

NAME (please print) \_\_\_\_\_

MAILING ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Please check your status:       Ex-POW, Southeast Asia     

Ex-POW, Korea       Ex-POW, Pacific     

Next of Kin       Ex-Civilian Internee     

Is this a renewal?       Ex-POW, Europe     

Military Unit when taken prisoner? \_\_\_\_\_

What Camps were you in? \_\_\_\_\_