

303rd Bomb Group

"HELL'S ANGELS" NEWSLETTER

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OCTOBER 1980

When it was over and the sun set that late winter day over North Germany, the losses inflicted by the Luftwaffe on the raiding bombers could not offset the realization on both sides that the war had turned another important corner. Hitler's capitol was now subject to around-the-clock bombing, and it began with...

RAID 250: TARGET BERLIN

By Jeffery L. Ethell and Alfred Price

MARCH 1944: After four and a half years of war, Germany was still master of most of Europe. Its control ranged from Lorient in the west to Minsk in the east, from the tip of Norway in the north to Monte Cassino in the south. Since the beginning of 1943, the US Eighth Air Force had been striking progressively deeper at targets in Germany, most recently with P-38, P-47, and P-51 escort fighters covering the bombers along their entire route. Yet still unhit by day was the most heavily defended target of all: Berlin, capital of the Reich, which lay more than 450 miles from the nearest Eighth Air Force base.

USAAF bombers set out on the first daylight mission to Berlin on March 3. But as the leading aircraft reached the northern coast of Germany, high cloud extending to 30,000 feet forced them to turn back. On the following day it was a similar story, but one combat wing of twenty-nine B-17s failed to receive the recall signal. It pressed on to the target with part of the fighter escort, losing five B-17s and twenty-three escorting P-51 fighters, but showed that a small force could get through to hit the German capital. It remained to demonstrate that the same thing could be done in strength.

The Tactical Plan

The opportunity came two days later, on the morning of March 6. With a forecast of reasonable weather along the route and over Berlin, Eighth Air Force planners had ordered another maximum-effort attack on targets in and around the city.

Three target complexes were assigned. Five combat wings of the 1st Bomb Division, with 301 B-17s, were to attack the V.K.F. ball-bearing factory at Erkner in the southeastern corner of Berlin. It ranked third in productive capacity, after the plants at Schweinfurt and Bad Cannstatt, near Stuttgart.

Three combat wings of the 2d Bomb Division, with 249 B-24s, were to bomb the Daimler-Benz works at Genshagen twenty miles south of Berlin. This was the most important aero-engine plant in Germany, producing more than a thousand engines each month.

The Robert Bosch works was the target of the 3d Bomb Division. Its six combat wings totaled 262 B-17s. They were to strike Bosch's factory at Kleinmachnow, a southwestern suburb of Berlin, which manufactured electrical equipment for aircraft and military vehicles.

Fighter cover was planned by relays of fifteen groups of P-38s, P-47s, and P-51s of the Eighth Air Force, four groups of P-47s and P-51s of the Ninth Air Force, and three squadrons of P-51 Mustangs of the Royal Air Force—a total of 691 fighters. The 132 P-47s covering the first part of the penetration were to land, refuel, and fly second missions to assist in covering the withdrawal of the bombers.

By 0750 hours, Eighth Air Force bomber bases across East Anglia were alive with the sound of engines, as the first aircraft—B-17s of the 92d Bomb Group—began taking off from Podington. Soon they were followed by bombers from the other units. Bomb groups formed up and assembled into wings; wings came together to form divisions. At 1001 hours, the leading B-17s of the 1st Bomb Division crossed the English coast at Cromer; twelve minutes later those of the 3d Bomb Division set course from Orford Ness; twelve minutes still later the first B-24s of the 2d Bomb Division, forming the rear of the bomber stream, also left Cromer.

The Defenders Prepare

German radar operators watched the assembly of the bombers over East Anglia and their flight across

the North Sea. Their reports flashed back to the main fighter control centers responsible for the defense of the Reich—the 1st Fighter Division at Döberitz near Berlin; the 2d Fighter Division at Stade, near Hamburg, and the 3d Fighter Division near Arnhem, the Netherlands.

The air battle over Germany in 1944 has been likened to the Battle of Britain in 1940. Both were major air actions in which numerically inferior defenders strove to protect their homeland against devastating attacks, but the differences were greater than the similarities. In 1940, the Luftwaffe could strike Britain from occupied territory across short reaches of the Channel and North Sea. In 1944, the Allies had far longer flights to targets in Germany, since they had to traverse the occupied lands. A target deep in Germany, such as Berlin, was two hours' flying time after crossing the coast. In contrast to the hectic British fighter scrambles in 1940, German fighter controllers had ample time to establish the raiders' line of approach and prepare the riposte. They did so March 6, 1944.

For more than an hour before the vanguard of the raiding force reached the Dutch coast at 1053 hours, it had been under observation. Thus at the fighter airfields dotting Germany, the Netherlands, Belgium, and northern France, units were brought to readiness—pilots in their cockpits, awaiting the order to scramble.

On this day, the Reich defenders could call on 911 fighters. The single-engine force consisted of 599 Me-109s and FW-190s. Twin-engine bomber destroyers—the Me-110 and -410—totaled eighty-one. Each was armed with cannon and launchers for four 21-cm rockets. Finally, a small number of the 231 night fighters could take part in daylight battles. They were Me-110s and Ju-88s fitted with radar, but some were based too far south to engage the bombers.

As the raiders continued due east across the Netherlands with the 91st Bomb Group in the lead, it became clear to the defenders that their target was somewhere in northern Germany. From the direction of the approach, it could be another attempt to strike at Berlin itself. The first German fighters were launched at 1100 hours—twenty-four Me-110s of Destroyer Geschwader (Wing) 76, based at Ansbach in Bavaria, ordered to head north for the Magdeburg area.

Soon after 1100 hours the single-engine fighter units in the Netherlands and northern Germany were scrambled: Fighter Geschwader 1, with Gruppen (groups) at Twente and Rheine; Fighter Geschwader 11, with Gruppen at the Lower Saxony cities of Rotenburg, Wunstorf, and Oldenburg; and Fighter Geschwader 54, with one Gruppe at Lüneburg.

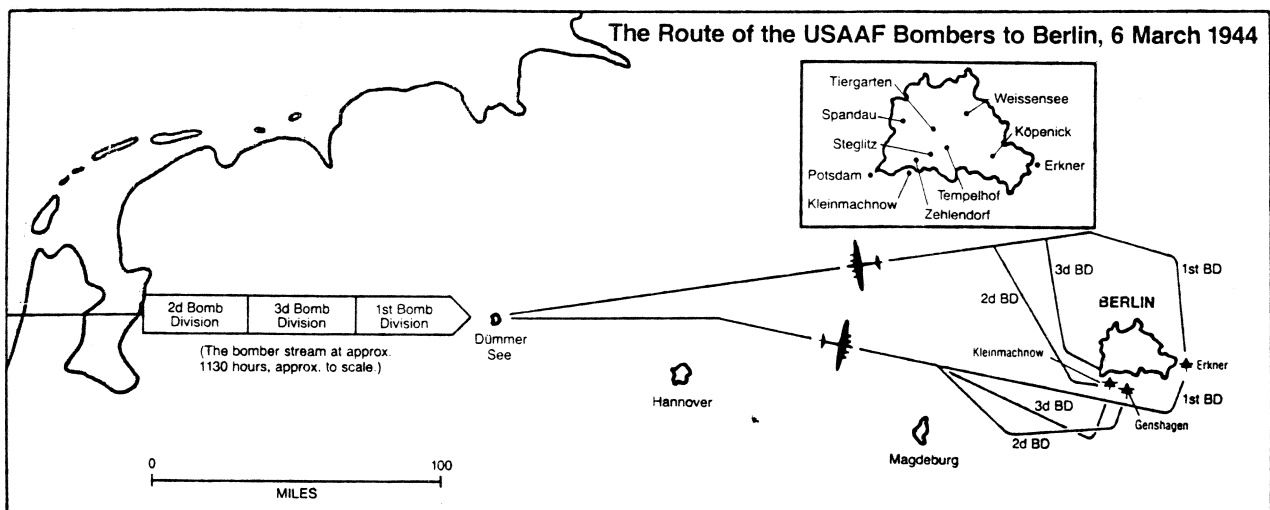
Within minutes, more than a hundred Me-109s and FW-190s

were airborne, and assembling in Gruppe formations of fifteen to twenty fighters. Then Gruppen linked up to form two great battle formations (*Gefechtsverbände*) each of about fifty aircraft. (In the Atlantic, the German Navy had learned that the best way to strike at an escorted convoy of shipping was to concentrate the U-boats into a "wolf pack," then launch a massed attack. For the first time similar wolf-pack tactics were to be used against an enemy bomber stream.)

By 1150 hours, the leading bombers had reached a point just north of Hannover. Since eighty-two bombers had aborted for various reasons, the force now numbered 730 B-17s and B-24s in a bomber stream 107 miles long. Droning eastward at just over three miles a minute true airspeed, it took more than thirty-five minutes to pass over any point along its path. Covering the force were 140 P-47s drawn from the 56th, 78th, and 353d Fighter Groups. These fighters had to protect the long bomber stream. With about half the fighters around the leading air division, the escort was weak elsewhere.

Clash at Dümmer See

At 1155, Hauptmann Rolf Herlichen, leading one of the wolf packs, caught sight of the 1st Division bomber stream near Dümmer See (Lake). By chance, his ground controller had directed him against



The route of US bombers to Berlin on March 6. The bomber stream passed over Dümmer See and near Hannover and Magdeburg on its approach. The 1st Bomb Division was to attack the V.K.F.

ball-bearing plant at Erkner, the 2d Bomb Division's target was the Daimler-Benz aero-engine plant at Genshagen, and the 3d Bomb Division was to strike the Bosch works at Kleinmachnow.

the stream almost exactly halfway along its length, where the escort was at its weakest. Hermichen led his fighters into the gap between two boxes of bombers, then swung to the right for a head-on attack on the next combat wing.

1st Lt. Robert Johnson was flying a P-47 of the 56th Fighter Group. He later reported how the German wolf packs looked from his vantage point: "I was on the left side of the bombers and going 180° to them when I noticed a large box of planes coming at us at the same level at two o'clock to us and seven o'clock to the bombers. There were about forty or fifty to a box, and I saw two boxes at our level and one box at 27,000 or 28,000 feet. I called in to watch them, and then that they were FW-190s. There were only eight of us. . . ."

Johnson led his P-47s in an attempt to disrupt the enemy attack, but most of the Messerschmitts and Focke-Wulfs simply ignored the P-47s as they streaked in toward the bombers at closing speeds of more than 500 mph. Oberfeldwebel Hermann Reinthaler, flying an Me-109 of Fighter Geschwader 11, fired a brief burst at one of the B-17s before breaking away, and saw his rounds hitting the bomber's number-two engine. Feldwebel Friedrich Ungar, in an Me-109 of Fighter Geschwader 54, hit another of the bombers and emerged from the rear of the formation with tracer rounds flashing all around him from the tail gunners.

After hitting the 1st Division, the Luftwaffe then concentrated its attack on the 3d Division. The recipients of the attacks were the 13A and 13B Combat Wings. They were flying almost parallel to each other at the center of the bomber stream. The 13A Wing was comprised of thirty-four B-17s of the 95th and 390th Bomb Groups; the 13B, thirty-five B-17s of the 100th and 390th Bomb Groups. The 100th Bomb Group report on the action stated:

Definite assessment of losses is made difficult because of the intensity of enemy attacks. It is believed that a great majority of aircraft lost by this Group may be charged directly or indirectly to the enemy attacks between 1200 and 1245 hours. During this period of attacks, both B-17s and enemy aircraft were going down on all sides. It appears that at least

six of our aircraft and about ten from other Groups were knocked down in this attack. Large gaps were knocked in formations, and during the latter stages of the battle, it appeared that many aircraft were fighting out of formation.

Following the initial massed attack, the German fighters split up into smaller formations for reattacks on the two combat wings. Some made head-on attacks, some came in from the rear of the bombers, still others picked off damaged B-17s straggling behind their formations. The attacks lasted about three-quarters of an hour and extended more than 120 miles eastward from Dümmer See.

The action around the 3d Bomb Division tailed off at about 1245 hours, but by then the second German massed attack was almost ready to begin. The fighter controller of the Luftwaffe 1st Fighter Division had assembled in front of Berlin almost everything he had in order to block the attack: forty-two heavily armed Me-110s and -410s of Destroyer Geschwader 26 and 76, seventy Me-109 and FW-190 single-seaters, and fourteen Me-110s of Night Fighter Geschwader 5. This huge force hurled itself at the two leading bomb divisions, but this time the escort—eighty P-51s of the 4th and 354th Fighter Groups—was in the right place at the right time. 1st Lt. Nicholas Megura of the 4th Fighter Group later described the Germans' approach:

Twelve-plus smoke-trails were seen coming from twelve o'clock and high, thirty miles ahead. "Upper" positioned the Group up sun, below condensation height, and waited. Trails finally positioned themselves at nine o'clock to bombers and started to close. Six thousand feet below the trails were twenty-plus single-engine fighters line abreast, sweeping area for twenty-plus twin-engine rocket-carrying aircraft. "Upper" led Group head-on into front wave of enemy aircraft.

The counterattack by the P-51s deflected part of the blow, but several of the twin-engine German fighters got into position to launch their salvos of rockets head-on into the bombers, and then followed up with cannon attacks. Their victim was the 1st Combat Wing at the

head of the bomber stream, with fifty-one B-17s drawn from the 91st and 381st Bomb Groups. During the next few minutes seven bombers were knocked out of the formation.

While this was happening, however, the P-51s continued to break up other attacks and pounced on the twin-engine Me-110s as they came out the back of the bomber formation. Helpless against the nimble P-51s, fourteen of the big Messerschmitts were knocked down, one after the other.

Cloud Cover

The air battle around the bombers still raged as shortly after 1300 hours the three bomb divisions split up and each made for its own target. Now, however, the weather in the Berlin area was to protect the bombers' primary targets more effectively than the German defenses could. At first it seemed that the bombardiers would be able to hit their targets through breaks in the clouds. But again and again, too late for the lead crews to revert to radar bomb runs, the drifting clouds obscured aiming points at the critical moment and the bomb groups were forced to hit secondary targets in and around the city. The flak was heavier than anything they had previously encountered.

The capital's antiaircraft defenses were the responsibility of Generalmajor Max Schaller's 1st Flak Division, whose flak regiments 22, 53, 126, and 172 operated seventy-eight batteries with more than 400 88-mm, 105-mm, and 128-mm heavy guns. Capt. Ed Curry, a bombardier with the 401st Bomb Group trying to hit the ball-bearing factory at Erkner, later recalled: "I'd been to Oschersleben and the Ruhr, but I'd never seen flak as heavy as that they had over Berlin. It wasn't just the odd black puff, it was completely dense; not just at one altitude, but high and low. There was a saying that you see the smoke only after the explosion; but that day we actually saw the red of the explosions. One shell burst near us, and we had chunks of shell tear through the radio room and the bomb bay."

The vicious flak barrage knocked down four bombers, damaged others so severely that they were forced out of the protective envelope of the formations, and in-

flicted lesser damage to nearly half of the bombers that reached the Berlin area. Few German fighters pursued the raiders into the flak zone; the majority preferred to wait till their prey emerged on the far side of the gun-defended area.

As a result of the patchy cloud cover, no 1st Bomb Division B-17s were able to hit their targets at Erkner. Instead, they attacked parts of Berlin itself, mainly the Köpenick and Weissensee districts. It was a similar story for the 3d Bomb Division, whose groups laid most of their bombs in the Steglitz and Zehlendorf districts. Only the B-24s of the 2d Bomb Division, the last to attack, succeeded in getting some bombs on their primary target, the Daimler-Benz aero-engine works at Genshagen; the rest fell on secondary targets in and around the capital.

On their way to the rallying point northwest of Berlin, the bombers again came under fighter attack. Fourteen Me-110s of Night Fighter Geschwader 5 tried to sneak into the formations in ones and twos, but with their radar antennas and other night-fighting equipment slowing them down, they fell easy prey to the escorting P-51s. Ten of the night fighters were shot down within a space of a few minutes, most of them falling close together near Berlin. Destroyer Geschwader 26 also suffered heavy losses from P-51s while the bombers were approaching and leaving the target: Of the eighteen Me-110s and -410s put up, eleven were destroyed and one damaged.

After reaching the rally point, there was a lull in the fighting. During it the P-51s that had fought near Berlin were relieved by other fighter units and headed for home. Near Bremen a section of P-51s of the 357th Fighter Group caught a lone Me-109, and 1st Lt. Howell and Carder shot it down. The German pilot, Oberleutnant Gerhard Loos of Fighter Geschwader 54, a leading ace credited with ninety-two victories, lost his life.

During the return flight, there were several brisk skirmishes with Me-109s and FW-190s. Some of these fighters were from units that had taken part in the noon action near Dümmer See. Others belonged to Fighter Geschwader 2 and 26 based in France and Belgium. One

of the most devastating attacks fell on the 45A Combat Wing, at the rear of the 3d Bomb Division, as it passed Dümmer See on the way home. Waves of fighters attacked from head-on, and the 388th Bomb Group lost six B-17s in rapid succession. Another bomber was lost when one of the B-17s, abandoned by its crew, ran into it. Both went down.

The skirmishing continued most of the way across the Netherlands. During one such action an FW-190 was shot down after engaging several bombers. Its pilot, Hauptmann Hugo Frey of Fighter Geschwader 11, one of the German pilots most successful against heavy bombers with twenty-six to his credit, was killed. Frey's was one of the last aircraft destroyed during the battle.

The Balance Sheet

During the attack on March 6, 1944, 812 B-17s and B-24s set out from their bases in England and 672 reported attacking primary or secondary targets. Sixty-nine B-17s and B-24s failed to return to England. Four landed in Sweden, where the aircraft and crews were interned. Two returning bombers were damaged beyond repair, fifty-eight had severe damage, and 336 suffered lesser amounts of damage. Eleven of the 691 escorting fighters were lost and eight more returned with severe damage.

B-17 and B-24 gunners claimed ninety-three enemy fighters destroyed and forty-four probably destroyed; the escorts claimed a further eighty-two enemy fighters destroyed and nine probables. Later, these claims were found to be almost triple the actual toll inflicted on the German fighters.

On the German side, 463 fighter sorties were launched against the raiders, with 332 making contact. Sixty-four German fighters were destroyed or damaged beyond repair and eleven damaged; forty-four German pilots were killed and twenty-three wounded. Initial claims by the Luftwaffe fighter force were 100 heavy bombers and eleven fighters destroyed; ground gunners claimed eight bombers and five fighters.

The bombers inflicted little damage on military targets. The production complexes at Erkner and

Kleinmachnow were untouched; that at Genshagen received only minor damage. Throughout the German capital there was widespread damage to housing, public utilities, and the transport system. Altogether, 345 civilians were killed in the attack or declared missing afterwards, and 363 people were wounded. But for intermittent cloud cover at the critical time, however, there is little doubt that the bombers would have devastated their assigned targets. The German war machine could not depend on such cooperative weather in the future.

As is often the case in warfare, a few units on each side took the bulk of the casualties. The hardest hit USAAF unit was the 100th Bomb Group, which lost fifteen B-17s out of thirty-six, most of them during the initial clash at Dümmer See, where eight B-17s of the 95th Bomb Group also went down and where the 388th lost seven on the homeward flight. During the massed Luftwaffe attack just west of Berlin, six 91st Bomb Group B-17s were shot down. These four groups suffered just over half of the bomber casualties. The remaining thirty-three bomber losses were spread more or less evenly among the other twenty-five groups involved.

On the German side, the twin-engine fighter units took the worst beating. Night Fighter Geschwader 5 lost ten Me-110s of fourteen committed. Eleven of eighteen Me-110s and -410s put up by Destroyer Geschwader 26 were downed. In both cases, the losses were to P-51s of the 4th, 354th, and 357th Fighter Groups, which fought a brilliant covering action in the Berlin area.

By throwing in almost every day fighter that could hope to reach the bombers' route, the Luftwaffe had knocked down more B-17s and B-24s on March 6 than on any day before—or any that followed. But it was not enough. By March 1944, the Eighth Air Force could absorb such a loss—about five percent of the bombers and fighters committed—almost in stride. And to prove it, two attacks in similar strength were launched against Berlin during the three days that followed.

That week was the turning point in the US bomber offensive against Germany. From then on, no target in Germany, no matter how far from

the bases in England or how strong its defenses, was immune from daylight precision attack. ■

Where Were You on March 6, 1944?

Anyone who took part in Raid 250 over Berlin on March 6, 1944, is encouraged to contact the authors, who are preparing a book on this raid. Jeff Ethell can be reached at 2403 Sunnybrook Road, Richmond, Va. 23229. Alfred Price's address is 19 Bayley Close, Uppingham, Rutland LE15 9TG, England.

AIR FORCE Magazine / January 1980

Jeff Ethell is the son of an Air Force career officer. He has been writing about aviation since 1967 and helped in the researching of the "Thunderbird" at the Smithsonian.

Alfred Price served as an aircrew officer in the RAF and now works as a full time author. He is a regular guest lecturer at the RAF College, a member of the Royal Historical Society, and was historical advisor to the BBC television series, "The Secret War."

**UNIT REUNION
303d BOMB GROUP (H)**

Minireunion in conjunction with 8th AF reunion, October 29-November 2, Orlando, Fla. Please send 4"x9 1/2" stamped envelope, self-addressed. Contact: Joseph Vieira, 6400 Park St., Hollywood, Fl, 33024

TREASURER'S REPORT

Since my last report we have signed up 27 new members, for a total of 750 members.

The dues are coming in from class 1975 members. Class 1975 consists of members who joined the Association between August and December, 1975. So keep those dues coming in and you will not find yourself removed from the active list.

The membership roster dated June 1, 1980 with 738 names and addresses is now available for \$1.00 to cover the cost of printing and mailing. This roster supercedes

all rosters prior to June 1. (Who knows, maybe a crew member or buddy of yours is listed in this roster.)

We also have available to the members a 4 inch embroidered patch of the 303d Bomb Group (H) Assoc. The patch sells for \$2.50. Submit your request for the roster or patch or both to: Joseph Vieira, Sec.-Treas.

I am still getting News Letters returned to me because some members are not informing us of changes of address. Please notify us as soon as possible so that we can save the time and added expense of Postage Due and additional postage to re-mail your News Letter.

God Bless, I remain

Sincerely:

Joseph Vieira

Sec.-Treas.

6400 Park St.

Hollywood, Fl. 33024

KREIGIE KORNER

In 1978 Public Law 95-479 was enacted to look into, on a comprehensive level, the benefits being awarded to veterans who are former prisoners of war.

One of the conclusions of the study was that "...Living former European Theater POW's are more than four times as likely to have service-connected disabilities, and former Pacific Theater POWs are more than five times as likely to have them as other living World War II veterans."

Contrary to the findings of this study, the membership of the American Ex-Prisoners of War find the Veterans Administration to be somewhat lax in their treatment of former WW II-era veterans. If you need our help, please contact; Dr. Carl Fier, American Ex-POW Director, 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 include subscription to the XPW Bulletin.

() Husband and wife \$10 () Single member \$7

Nickname while interned, if any _____

Name (print) _____

Mailing address _____

City _____ State _____ Zip _____

-5-

Please State Your Status (where a POW) _____

Military Unit when taken prisoner _____

What came here you in _____

AIRMAN'S DIARY

The following passages are excerpts from flight engineer Leonard F. Mogck's personal diary, commencing with his departure from home to his last mission.

Left Pyote, Texas May 26, 1944
arrived at Kearney, Nebraska May 28, 1944

Started for overseas service from here.
Left Kearney, nebr. June 5, 1944
" Grenier, New Hampshire June 9, 1944
" Gandor, Newfoundland June 11
" Valley, Wales June 12
" Stone, England June 19
" Wash, England June 29

Arrived at Molesworth June 30th for combat. Assigned to 303rd Bomb Group, 359th Squadron, "Hell's Angels"

Finished 35 missions.

Left 303rd Bomb Group November 1st, went to Stone (Nelson Hall)
Left Stone Nov. 1st and on to Preswick, Scotland. Left Preswick and on toward home.

First Mission 7-9-44

Place: Tours, France
Target: Airfield
Total Hours: 7:10
Opposition: Moderate Flak
Damage: One flak hole
Name of Ship: Thunderbird 050

Second Mission 7-11-44
Place: Munich, Germany
Target: City of Munich
Total Hours: 10:00
Opposition: Intense flak
Damage: One flak hole
Ship: Marie

Third Mission 7-12
Place: Munich, Germany
Target: City of Munich
Total Hours: 10:00
Opposition: Intense flak
Damage: None
Ship: Bad Penny

Fourth Mission: 7-13
Place: Munich, Germany
Target: City of Munich
Total Hours: 9:50
Opposition: Intense flak
Damage: None

Ship: Bad Penny

Fifth Mission 7-16
Place: Munich, Germany
Target: City of Munich
Total Hours: 9:40
Opposition: Intense flak
Damage: None
Ship: Bad Penny

Sixth Mission 7-17
Place: Jeffay, France
Target: Railroad bridge
Total Hours: 6:25
Opposition: Meager flak
Damage: None
Ship: Bad Penny

Seventh Mission 7-18
Place: Peenmunde, Germany
Target: City of Peenmunde
Total Hours: 9:15
Opposition: Moderate flak, a few fighters
Damage: None
Ship: Bad Penny

Eighth Mission 7-19
Place: Munich, Germany
Target: Hydrogen works
Total Hours: 9:11
Opposition: Intense flak, fighters
Damage: One big hole in #2 natelle
Ship: Bad Penny

Ninth Mission 7-20
Place: Dessaw, Germany
Target: Junkers Engine Factory
Total Hours: 7:45
Opposition: Fighters & intense & accurate flak
Damage: One engine knocked out, lots of flak holes & in radio room
Ship: Old Black Majic

Tenth Mission 7-21
Place: Ludwigshaven, Germany
Target: City Itself
Total Hours: 8:20
Opposition: Moderate flak
Damage: None
Ship: Bad Penny

Eleventh Mission 7-25
Place: Cherbourg, St. Lo
Target: Enemy troops
Total Hours: 5:30
Opposition: None
Damage: None
Ship: Bad Penny

Twelfth Mission 7-29
Place: Merseburg, Germany
Target: Oil refinery
Total Hours: 9:00
Opposition: Intense flak & fighters
Damage: 20mm hole in horizontal stabilizer
Ship: Bonnie B

Thirteenth Mission 8-1 44
Place: Orleans, France
Target: Jet Propelled airfield
Hours: 6:15
Opposition: None
Damage: None
Ship: Thunderbird

Fourteenth Mission 8-3
Place: Ferno, France
Hours: 4:55
Opposition: None
Damage: None
Ship: Daddy's Delight

Fifteenth Mission 8-4
Place: Peenamunde, Germany
Target: Power plant
Hours: 9:00
Opposition: Mod. flak, 1 fighter
Damage: None
Ship: Thunderbird

Sixteenth Mission 8-5
Place: Ferno, France
Target: Flying bomb Installation
Hours: 3:15
Opposition: Meager flak
Damage: Hit twice in upper turret & hole in stabilizer
Ship: Old Black Majic

Seventeenth Mission 8-7
Place: Paris, France
Target: Oil storage, hit airfield instead
Hours: 5:00
Opposition: Meager flak
Damage: Hole in elevator
Ship: Thunderbird

Eighteenth Mission 8-8
Place: So. of Caen, France
Target: Enemy troops
Hours: 4:17
Opposition: Meager flak
Damage: None
Ship: Thunderbird

Nineteenth Mission 8-9
Place: Munich
Target: Aircraft factory, hit city instead
Hours: 7:40
Opposition: None
Damage: None
Ship: #177 Flying Coffin

Twentieth Mission 8-11
Place: Brest, France
Target: Storage depots
Hours: 5:59
Opposition: Meager flak
Damage: None
Ship: Thunderbird

Twentyfirst Mission 8-12
Place: Matz, France
Target: Railroad yard
Hours: (;00
Opposition: Meager flak
Damage: None
Ship: Thunderbird

went on pass

Twentysecond Mission 8-24
Place: Orig. Berlin-Esbjareg, Denmark
Target: Airfield
Hours: 9:00
Opposition: Moderate flak
Damage: None

Twentythird Mission 8-30
Place: Ferno, France
Target: Buzz bomb sites
Hours: 4:55
Opposition: None
Damage: None

7 day furlough

Twentyfourth Mission 9-12
Place: Brux, Czechoslovakia
Target: Oil refinery
Hours: 9:00
Opposition: Moderate flak, lots of fighters
Damage: a few small holes

Twentyfifth Mission 9-13
Place; orig. Mercenburg, Eiaenach, Germany
Target: Airplane engine factory
Hours: 7:37
Opposition: None
Damage: None

Twentysixth Mission 9-16
Place: Einhaven, Holland
Target: Enemy troops
Hours: 4:10
Oppos: Meager flak Damage: None
Ship: Old Black Magic

Twentyseventh Mission 10-2
Place: Cologne, France
Target: Railroad yards
Hours: 6:56 Oppos: Moderate
Damage: None Ship: 604

Twentyeighth Mission 10-6
Place: Strallund, Germany
Target: Electric Plant
Hours: 8:00 Oppos: None
Damage: None Ship: 604

Twentyninth Mission 10-7
Place: Dredon, Germany
Target: Oil refinery Hours: 9:00
Oppos: Moderate, lead navigator got off course on way home
Damage: Holes in wing Ship: 604

Thirtieth Mission 10-9
Place: Schweinfurt, Germany
Target: Ball bearings factory
Hours: 8:17 Damage: None
Oppos: Moderate Ship: 604

Thirtyfirst Mission 10-11
Place: Coblenz, Germany
Target: Rail yards Hours: 6:00
Oppos: Moderate Damage: hole in #2 engine Ship: 604

Thirtysecond Mission 10-15
Place: Cologne, France
Target: Rail yards Hours: 6:15
Oppos: Intense, accurate
Damage: Holes in wing & fuselage

Thirtythird Mission 10-17
Place; Cologne, Germany
Target: Rail yards Hours: 6:30
Oppos: Intense, accurate
Damage: #4 Engine, body, wing lots Ship: Daddy's Delight

Thirtyfourth Mission 10-19
Place: Mannheim Targ: Marshaling yards Hours: 6:45 Oppos: Intense
Damage: None Ship: PFF (dead)

35th Mission 10-25
Place: Hamm, Germany Targ: City
Hours: 7: Oppos: Moderate
Damage: None Ship: 549

303RD BOMB GROUP ASSOCIATION
MIGHT IN FLIGHT
Hell's Angels



APPLICATION FOR MEMBERSHIP PLEASE PRINT ALL INFORMATION

Name _____ Military Grade _____ Spouse's Name _____
 Street _____
 Address _____ Apt# _____
 City _____ State _____ Zip _____
 Home Phone () _____ Business Phone () _____
 Crew or _____ Retired Military _____
 Duty _____ Squadron _____ Grade if any _____
 (If flying & not pilot, list his name)

I HEREBY MAKE APPLICATION FOR MEMBERSHIP IN THE 303RD BOMB GROUP ASSOCIATION

(Applicant's Signature) (Date)

DO NOT SEND CASH THRU THE POSTAL SERVICE; If you are already a member, please
pass this application to another 303rder that is NOT a member, THANK YOU.

MAIL APPLICATION TO: JOSEPH VIEIRA Please include: \$10.00 for 5 yrs. dues.
6400 Park Street Add \$1.00 for Roster of Members.
Hollywood, FL 33024

303RD BOMB GROUP (H) ASS'N. INC.
P.O. BOX 8531
PEMBROOK PINES BRANCH
HOLLYWOOD, FL 33024
ADDRESS CORRECTION REQUESTED
TIME VALUE

* NON PROFIT ORGANIZATION *
* U.S. POSTAGE *
* PAID *
* HOLLYWOOD, FL *
* PERMIT NO. 1129 *
