



**303rd Bomb Group**

"HELL'S ANGELS" NEWSLETTER

VOLUME V NUMBER I

MARCH 1981

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**AUG 1981**

## REUNION

Don Harrison in San Diego, has been working very hard on our reunion. These are some of the preliminary arrangements.

Thursday Aug 20

Get acquainted again!!!!!!!

Host at entrance

3:30 PM Bus from Bahia thru Old Town by "Star of India" (old wooden sailing ship) over Coronado Bridge- thru Coronada Naval Base, cocktails at Officer's Club

Hostess escort thru Coronado Hotel.

6:30 PM Cocktails

7:00 PM Dinner

Back to Bahia thru Balboa Park (no stop)

Option I Bull Session 303 Room Display Pictures, Diaries, Flight Jackets, 1000 Hr Crush hats., etc., etc. Drinks on the house.

Friday Aug 21

9:30, 10:30, 11 AM, bus leaves Bahia

9:30 - bus to Balboa Park, Zoo, Air Museum, Huntress Bar, Harbor cruise 11:15 AM

10:30 AM Huntress Bar- Harbor Cruise

Option I Bull Session (see Thurs Option I)

Option II Visit Tiajuana, Mexico (approx. 3 hours, total)

1 PM Visit Naval Ships

7:30 PM Big Howard Frothman's Sing Along

9:30 PM Option I Bull Session 303 Room

Saturday Aug 22

General Meeting Pres Eisenhart 9:00 AM

12:15 PM Harbor Cruise  
Tour City, back to Bahia  
Visit Navy Ship

8:00 PM Banquet 303 Room open or dancing in banquet room.

Sunday Aug 23

Brunch 0930-1400

Skit Breifing for Mission USAF

Gen Lyle- Pilot USAF Question and answer session follows

Briefing for Mission Luftwaffe

Gen. Otto Zapp with question and answer session to follow

Please send reservations to:

Bahia Motor Hotel  
998 W Mission Bay Drive  
Mission Beach, CA

Single \$54 per day

Double \$60 per day

Banquet \$20 per person

A NOTE FROM OUR PRESIDENT

Mary and I are looking forward to our reunion in August. Hope to see all of you there. Perhaps many of you who attended the Dayton Reunion in '79 will remember that I promised to produce a photo mosaic of the affair for the '81 Reunion. So far, I don't feel that I have nearly enough photos for a nicely completed project. Those of you who were at Dayton should search your photo files and send me prints- not negatives, of your collection. If I can get them before June 1, I will be able to include them and have sufficient time to complete the project. Thank you for your efforts.

William E. Eisenhart  
72nd Ave NE  
St. Petersburg, FL 33702

In Memorium

Frank DeMaria  
March 30, 1980  
1028 Michigan Ave  
Washington, PA 15301

James L McHenry  
October 30, 1980  
43 Atlantic Blvd  
No Providence, RI 02911

Howard T Brown  
May 27, 1980  
A 60 Mockingbird Ave  
Ft. Pierce, FL 33450

HELL'S ANGELS' ALERT

303rd Bomb Group Members:

I'm writing you at the suggestion of Lester Fried who has been trying to help me locate the WWII Flying Fortress, "Hell's Angels"

I met one of her pilots, Lt. R W Joy (after he had completed his combat missions), in September, 1943. We became engaged and were to be married in December of that same year. However, he was killed here in the States on October 31, 1943.

It has only been in the last few years that I've returned to my search for "Hell's Angels." The only information I have is her serial number- #124577.

Could you help me find out if she has been destroyed or is still "alive and well" and, if so, where?

Many thanks for any help.  
Sincerely,  
Jeanne J. Davis  
7061 Old King's Road South  
Apt. 184  
Jacksonville, Florida 32217

REPORT OF THE TREASURER

Since my last report, we have signed up 34 members, for a total of 871 regular, 18 Honorary and 11 Associate members, giving us a total of 800 members in the Association.

Members of the Class of 1975 who have not **97** paid their dues are now considered delinquent. Request they send in their dues, so that they will not be removed from the active list or miss out on the next Newsletter.

Members who joined the Association between January 1 and December 31, 1976 are known as the Class 1976. These members can start to renew their membership.

We had 66 members attend the Mini-Reunion in Orlando, Florida that was held in conjunction with the 8th Air Force. Some of the local people who lived in the area, came by and visited us. Thelma and I had a good time and it was wonderful in getting together with these beautiful people. John A. Ladd, Herschell Nabors, and Mark Smallwood took time out and audited the books for me and signed the books certifying same. I wish to thank them, and also any member who wishes a report can get it by requesting same.

During my first tour at Molesworth, the B-17 named "Hell's Angel's" was sent to the States for a bond drive. As I recall, a lot of us signed our names to the aircraft; I remember signing my name in the vicinity of the Radio Operator window. I have often wondered what happened to that aircraft. So if anyone out in the Association knows what happened to this particular famous aircraft, would you be kind enough to let me know? It might make for a good story in the newsletter.

I would also like to recommend that members start contacting the local daily newspapers in their respective areas announcing our upcoming Reunion in San Diego. I have discovered that all former members of the 303rd have not heard that we have been organized.

Before I close, I would like to thank Harry F. Jenkins, his daughter, Jacq, and James Ferris for the excellent job they are doing in writing and publishing the Newsletter. Hip, hip hooray- job well done, folks.

I shall see all who attend the San Diego Reunion, August 20-23, 1981. God willing, Thelma and I will make firm plans and know it will be a smash and bigger than last time. Don Harrison, we are with you and do anticipate a great Reunion.

A sample announcement for the upcoming Reunion might read as follows:

303rd Bomb Group and attached units, 8th Air Force, WWII, Molesworth, England, 1942-1945, will hold their 4th Reunion in San Diego, CA, August 20-23, 1981. For further information on the Reunion or the Association, itself, contact, by sending a self-addressed, stamped envelope to: Joseph Vieira, 6400 Park Street, Hollywood, FL 33024.

This completes my report for this quarter.

Respectfully submitted:

Joseph Vieira  
Secretary-Treasurer

#### THE COAL CAPER

of the Winter of 1944

story by William H. Cox

If anyone has ever spent any time in the Midlands of England during a winter, they understand the need for keeping out of the damp chill which quickly invades the body. It was during the winter of 1944, the chill seemed even colder than ever, especially living in a quonset hut (fondly referred to as "Rambler's Roost") which had only one coal stove for furnishing heat. To make matters worse, rationing limited the supply of coal to one shovelful per person per week. The nine other officers of the 358 BS and I soon discovered that it was necessary to add to our meager supply of coal in order to avoid the constant misery of the cold. Since it was our job to be familiar with the military style of executing an air operation, it was only natural for us to devise a military style of execution method for successfully obtaining the badly needed coal. The source of our needs was a huge, well secured coal pile located on our airbase at Molesworth RAF station. Using our combat experience, we determined that there were four main steps for our mission: the reconnaissance phase, the planning phase, the briefing phase, and the execution.

The reconnaissance phase consisted of

sending out two officers on their bicycles during the day to survey the large coal pile. Their assignment was to bring back the facts about its location, roads and paths nearby, the number and location of security guards in the area, and the places in the fence where coal might already be spilling out at the bottom. They accomplished their task in an outstanding manner. Our two "spies" located a weak spot in the fence where coal was flowing out from underneath, far from the guard's post. They also reported that the one guard spent the majority of his time at his post, both day and night. Armed with this knowledge, our target and aiming point were located for the upcoming mission.

The next phase was to have our best planners draw up the plan of attack, now they had all the necessary required information. The planning phase was critical, for the success or failure of a military mission rests on a good sound plan. After several hours the planners had all the requirements written out and in the proper format. A "fighter force" of three men would "fly cover" for our main raiding force. The main raiding force consisted of six men. The fighter force's task was not to attack the enemy, but to quickly warn the main force in the event it became necessary for a fast 180° turn and quick withdrawal. The main force was to use three wheelbarrows, left each evening three wheelbarrows by English workmen, who were working on a construction project next to our quonset hut. A pilot was assigned to "fly" each wheelbarrow, in single trail formation, at five minute intervals into the target area. Each wheelbarrow would also have a copilot armed with a shovel for use only on the target.

The plan further called for a night attack, since the English wartime blackout was already an excellent cover. A half moonlit night was selected to give a small amount of light which seemed necessary for the task at hand. A ground recovery group was also required. It would be their job once the main force returned to home base, to assist in quickly dumping the captive coal into many small boxes located under our beds. The fighter force was to double as the ground recovery force, for they would return on the withdrawal well ahead

of the maintask force. The route both in and out of the target area was carefully selected after studying the available roads and paths to our living quarters and the coal pile. The shortest and most direct route was chosen for the least amount of exposure time to "flak". To avoid any tip-offs of the operation, there were no dry runs scheduled. The plan was designed for our side to offer no opposition if once discovered. The recall phrase was, "Run like hell if about to be caught."

Once the plan was finished, it was necessary to conduct a briefing. To ensure no mistakes during the operation, a formal briefing was conducted in the quanset hut- the complete plan was briefed in detail. A specialized briefing followed and each member went into great detail on their particular part of the effort. Detailed timing was covered, abort procedures in the event the mission might be recalled, and of course, a time back was given. Even procedures in event of capture were briefed. Each crew member was reminded to give only his name, rank, and serial number.

After the briefings, the implementation order was given and the operational phase began on time. All sorties made good their briefed takeoff time. The mission went extremely well. There was no "flak" from the enemy enroute, nor any in the target area. All sorties reached the target at the briefed time and the target was hit as briefed. By lifting the bottom of the fence near the ground, the coal poured fourth and the teams quickly shoveled it into the wheelbarrows. Each crew made a silent withdrawal and the enemy security guard never knew what had happened. The route home was flown as briefed and no problems were encountered, After the loads of coal arrived safely back at home base, they were unloaded as briefed. A strike report was prepared to be sent on to higher headquarters. However, it was never sent. Success is one thing, but to let our higher officers know about this caper would have been going a little too far.

A de-briefing was conducted shortly after all the forces had unloaded and secured their wheelbarrows back in their normal

parking stubs. The de-briefing consisted of bringing out bottles of Scotch whiskey and each man telling his personal story of the attack. It soon turned into a victory celebration which I remember as lasting well into the late hours. It was a good feeling to know that our prefabricated shelter of corrugated metal which we called home, would again be warm and livable for some time to come. end.

A few of the featured officers who flew in the "Coal Pile Capers":

Lt. Rufus W. Grisham, Jr.

Lt. Gale Hartel

Lt. Nick J. Celich

Lt. Jack P. Rencher

Lt. Ben Starr

Lt. William A.Cox

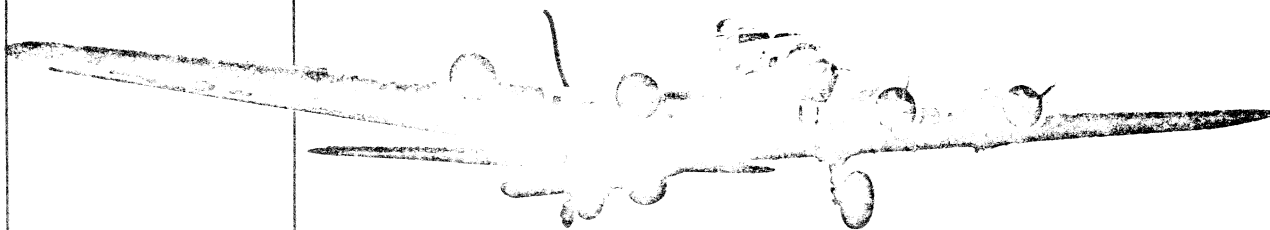
#### KREIGIE KORNER

PL 95-479 V.A. Special POW Study  
Released May 1980

This law authorized a comprehensive study of POW related injuries and diseases. It is now completed and on its way to the US Congress for legislative action. The main thrust of this study is for congress to initiate legislative action to declare the following as service related: Anxiety neurosis, phychosis at any time after service, failing memory, nervousness and depression. In addition it requests post-traumatic stress neurosis guidelines; a standardized protocol for disabilitiy and compensation examinations and a continuous followup medical treatment and research for Vietnam P.O.W.'s. The EXPOW, Inc. also added the following: that the 6 months or so period of interment be deleted entirely; that any imparities or POW related diseases be declared service connected; that all ailments and disabilities not be limited to the phrase "From Date of Discharge", as most of these ailments appear years after discharge from the service.



## SPECIFICATIONS FOR THE BOEING MODEL B-17G

**DIMENSIONS**

WINGSPAN	103 feet 9 inches
LENGTH	74 feet 4 inches
HEIGHT	19 feet 1 inch
WING AREA	1420 square feet

**WEIGHTS**

EMPTY	36,135 pounds
NORMAL LOADED	55,000 pounds
MAXIMUM GROSS	65,500 pounds

**POWER PLANTS**

Four Wright Cyclone GR-1820-97 or -98 nine cylinder radial engines. General Electric type B-22 exhaust-driven turbo superchargers each developing 1200 horsepower for take-off and 1380 horsepower for war-emergency-conditions.

**PERFORMANCE**

**SPEED:** Maximum 305 miles per hour at 30,000 feet. Maximum recommended speed 265 miles per hour at 25,000 feet. Cruising speed 182 miles per hour.

**RATE OF CLIMB:** Initial rate of climb 900 feet per minute. Average rate 37 minutes to 20,000 feet.

**SERVICE CEILING:** 35,600 feet using B-22 type superchargers.

**RANGE:** (Typical) With a 4000 pound bombload and 2800 gallons of fuel flying at an average indicated airspeed of 214 miles per hour at an altitude of 25,000 feet, the range was 1850 miles.

**ARMAMENT**

**ARMAMENT:** Twelve .50 caliber machine guns installed in the following locations:

<b>FORWARD SECTION:</b>	
Chin turret	2
Left cheek position	1
Right cheek position	1
Upper turret	2
<b>CENTER SECTION:</b>	
Left waist position	1
Right waist position	1
Ball turret	2
<b>AFT SECTION:</b>	
Tail position	2

Note: Several models continued the use of a 13th gun position carried in the upper center section above the radio operator's compartment.

**FUEL CAPACITY**

Outboard engine tanks	425 gallons each. Total 850 gallons
Inboard engine tanks *	425 gallons each. Total 850 gallons
Outboard wing tanks	270 gallons each. Total 540 gallons
Inboard wing tanks	270 gallons each. Total 540 gallons

\* includes feeder tanks **TOTAL CAPACITY:** 2780 gallons

Note: Two additional tanks could be installed in the bomb bay. Each tank had a capacity of 410 gallons. Total maximum fuel capacity could be raised to 3600 gallons.

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 ~~fly~~ing & 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 \*  
\*\*\*\*\*