

B-17 Nickname ..... "GLORIA J"  
 Squadron ..... 614th.  
 Code letters ..... IW-F  
 Serial Number ..... 42-39881

Crew .....	Lt.	R.O. Stine	K.I.A. Pilot
	Lt.	R.J. Kehoe	K.I.A. Co-pilot
	Lt.	L.S. Miller	K.I.A. Navigator
	Lt.	W.P. Empric	Bombardier
	T/Sgt.	P.W. Trump	K.I.A. Eng/Top T.
	T/Sgt.	F.E. Keeney	K.I.A. Radio
	S/Sgt.	J.M. Risi	K.I.A. Ball Turret
	S/Sgt.	R.G. Thill	K.I.A. Waist Gunner L.
	S/Sgt.	E.J. Phillips	K.I.A. Waist Gunner R.
	S/Sgt.	G. Prager	Tail Gunner

#### Missions:

Only two are known -

12 Tours      49 Politz/Sorau

#### Notes:

On 11th. April, 1944, near Hanover, "Gloria J" took a direct from flak. The incident was seen by Capt. A.H. Chapman, and he reported the following:

"The aircraft was hit by flak, flew along burning for about 30 seconds in formation. It went up steeply then into a straight dive, the bomb bay seemed on fire. Three chutes came out, two of these making delayed jumps. The aircraft then exploded."

In fact only two of the crew managed to escape. The bombardier, Lt. Empric, turned in his seat and saw that the oxygen supply under the pilot and co-pilots seats were on fire. He put on his chest pack and tried to call the pilot on the interphone to warn him of the fire, but the line was dead. He began to move toward the cockpit, and, as he got alongside the navigator, the ship fell out of control and then blew up. He found himself clear of the ship and pulled his ripcord. Among his injuries was a broken arm, which was treated at a first aid station at the Bismark Military School.

The Tail Gunner, S/Sgt. G. Prager, found himself completely enveloped in flames soon after they were hit, and, although badly burned, managed to bail out.

Lt. Empric and S/Sgt. Prager spent some time together at the Hokenmark Hospital outside Frankfurt recovering from their injuries.

B-17 Nickname .....  
 Squadron ..... 613th.  
 Code Letters ..... IN-  
 Serial Number .....

Crew .....	Lt. D.E. Vermeer	Pilot	Pilot
	Lt. J.J. Thompson	Co-pilot	Co-pilot
	Lt. E.E. Hölley	Navigator	Navigator
	Lt. J.C. Sites	Bombardier	Bombardier
	Sgt. H.L. Babcock		Radio
	Cpl. H.E. Churchill		Sgt. Top P.
	Cpl. R.A. Williams		Ball turret
	Cpl. M. Basara	Radio	Tail Gunner
	Cpl. F.A. Gerhardt		Waist Gunner

#### Missions:

Only the following two are known:

1. 11/11/44 - 17X Bremen

Obviously many more missions were flown between Nov. 11 and Nov. 77.

#### Notes:

Notes:  
 Lt. Vermeer and his crew went missing in action on 3rd. March, 1945 on the Chemnitz mission.

breathing from some of the oxygen bottles. The plane was badly damaged with no radio control and very little aileron control. Lt. Hutter fell out of the plane and explained that they would have to bail out over England if they were in trouble. As it was known to them, the fighter attack had not been successful. It suddenly went into flames, and the order was given to bail out. As Lt. Hutter fought to control the plane, the crew began to leave the ship. Lt. Hutter was followed by Lt. Thompson, and S/Sgt. Russell. The Engineer, bailed out of the front bay. An inch or two later the plane blew up, killing four other members of the crew and killing Lt. Hutter, S/Sgt. Hutter, and S/Sgt. Russell. These three were buried at the Luftwaffe with full military honors in the German War Cemetery near Garmisch.

Lt. Hutter floated to the ground and was rescued by the Germans. He was taken to the nearby village of "Bonnie Bonnet" where the body of a B-17 was found containing 12 B-17s, where the crew were. They were held prisoner, questioned, and taken to a small house nearby for further questioning.

B-17 Nickname ..... "BONNIE DONNIE"  
 Squadron ..... 612th.  
 Code Letters ..... SC-G  
 Serial Number ..... 42-31034

Crew .....	Lt.	G.E. West	K.I.A.	Pilot
	Lt.	D.H. McKinnon		Co-pilot
	Lt.	L.A. Nutter		Navigator
	Lt.	T.B. Montgomery		Bombardier
	S/Sgt.	R.L. Andrus		Radio
	T/Sgt.	F.L. Russell		Eng/Top T.
	S/Sgt.	J.L. Womble		Ball Turret
	S/Sgt.	M. Lefkin	K.I.A.	Tail Gunner
	S/Sgt.	H.D. Russell	K.I.A.	Waist Gunner
	S/Sgt.	A.J. Morini		Waist Gunner

#### Missions:

Only the following two are known.

11 Kiel                77 Dessau

Obviously many more missions were flown between No. 11 and No. 77.

#### Notes:

This crew went down on 28th. May, 1944, on the mission to Dessau after being hit by fighters about 25 miles from Leipzig.

In the fighter attack S/Sgt. Lefkin and S/Sgt. H.D. Russell had both shot down an enemy aircraft, but S/Sgt. H.D. Russell had been seriously wounded in the head. The oxygen system and the intercom had both been shot out, and the gunners were in the radio room breathing from some of the oxygen bottles. The tail section was badly damaged with no rudder control and very little aileron control. Lt. West asked for a heading home and explained that they would have to bail out over England if they made it.

Unknown to them, the fighter attack had set fire to the wing. It suddenly burst into flames, and the order was given to bail out. As Lt. West fought to control the plane the crew began to leave the ship, Lt. Nutter jumped first followed by Lt. Montgomery, and T/Sgt. F.L. Russell, the Engineer, bailed out of the bomb bay. An instant later the plane blew up, blowing clear four other members of the crew and killing Lt. West, S/Sgt. Lefkin and S/Sgt. H.D. Russell. These three were buried by the Luftwaffe with full military honors in the Otterwisch Cemetery near Grimm.

As Lt. Nutter floated to the ground he watched the remains of "Bonnie Donnie" strike the middle of a Luftwaffe base containing FW 190's, where the crew were eventually held prisoner, questioned, and taken to a local beer parlor for supper.

B-17 Nickname ..... "ALSO RAN - STILL RUNNING"  
 Squadron ..... 614th.  
 Code Letters ..... IW-J  
 Serial Number ..... 42-39820

Crew .....	Lt.	S.P. Wilson	Pilot
	Lt.	E.V. Gattis	Co-pilot
	Lt.	L.H. Sudakov	Navigator
	Lt.	J.J. Daly Jr.	Bombardier
	T/Sgt.	J.C. Corley	Eng/Top T.
	S/Sgt.	B.A. Cornassel	Ball Turret
	S/Sgt.	L.E. Sokol	Tail Gunner
	S/Sgt.	W.G. Wolf	Waist Gunner R.
	Cpl.	J.E. Morrissey	Waist Gunner L.
	T/Sgt.	H.C. Kelley	Radio

Missions:

Unknown.

Notes:

This crew went down on 11th. April, 1944, on the mission to Politz.

The only person, other than the crew, who saw them go down was S/Sgt. A. LeSage, who himself went missing in action shortly afterwards. He reported :-

"Aircraft was hit by flak. It pulled out of formation and was seen to salvo its bombs. Its inboard engine was feathered. It was under control when it turned away."

Shortly after this the crew bailed out and all parachuted safely to the ground. This might have been luck, but a number of other points seem to indicate that this was a well above average crew in many ways.

Two of the crew, Lt. E.V. Gattis and S/Sgt. B.A. Cornassel, evaded capture until 21st. April, 10 days after bailing out, and this was not in France where the French Underground could have hidden them, this was in the heavily populated area in north-west Germany. They moved through about 200 miles of Germany into Holland, where they were betrayed to the Dutch Police at the town of Winterswijk by a civilian. They were handed on to the police at Arnheim and then on to the Luftwaffe at Deelen. Deelen in fact was a fighter base that often sent its aircraft up against the 401st. as they passed over north Holland.

S/Sgt. W.G. Wolf also made a run for it, and for a full week evaded the search parties that were looking for him. On the 18th. April the Luftwaffe reported that a civilian captured him and handed him over to the Luftwaffe base at Stoermede.

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Major W.B. Fry and his staff had evidently done a good job on this crew of making them security conscious. The Luftwaffe Interrogation Officers were expert at extracting information from prisoners, but even after being chased over the German countryside for a week Sgt. Wolf proved to be a "tough cookie".

On Sgt. Wolf's Luftwaffe interrogation report was written: "He refuses to give information about the time of his jump".

He was not the only one. On Lt. S.P. Wilson's Luftwaffe file is the remark: "Refuses to give information".

Somehow the name of their B-17 fitted the spirit of this crew, "Also Ran - Still Running".