

## Officers

George W Starks-President  
407-695-2295  
Perry H Burnham-Vice President  
512-342-1864  
Sheldon W Kirsner-Sec-Tres.  
314-487-8171

## Representatives

R A Juengermann-325th  
Maurice L Page-326th  
Elvin Hendrickson-327th  
William McIntosh-407th  
Ray Zapalac-HQ  
Roscoe Murry-CCRC  
John Shorrock-446th  
Frank M Sylvester-347th

## Editor

Paul Simms  
2460 Nunnelee  
Memphis, Tn 38127  
901-357-0603

## Archivist

Robert Elliot  
805-498-4144

## 1990 Reunion Chairman

John H. Kleinsorg -407th

# 92nd Bombardment Group NEWS



## Happy Holidays



## Reunion in England - 1989 and Sacramento - 1990

DECEMBER 1988

### SCHWEINFURT

October 14, 1943

It was 2:30 am October 14, 1943 when that nemesis of all combat flying personnel, the alert officer, in a loud resounding voice called out "Wolfe, Sanders, Corbin, Greenberg" you will fly in plane #171, "Mr Fly By Fly", #3 position lead squadron. In a very provocative manner he informed us that breakfast was at 3:00 am, briefing at 4:00 am and stations at 07:00. Little did anyone of us imagine that today we were going to make aerial history.

On entering the briefing room, all the boys glanced at the hugh map on the wall. The courses indicated a target deep in the heart of Germany. On closer scrutiny, we discovered that we were going back to Schweinfurt. Our bombing of last August did not completely destroy it. Today we were going out to really wipe out the remaining ball bearing plants. Our intelligence officers informed us that the complete destruction of this vital target would greatly impede the Nazi war effort, and aid considerably in shortening the war. It was a grand prize, complete demolition of this target was absolutely essential. Briefing was over, we knew the target and all the pertinent facts. Now it was important that all necessary preparations to take-off be made. The pilots were told what sort of formation to fly and were given their positions in the formation, radio procedure and other pertinent data. The navigators drew in their courses, the bombardiers are briefed on how to absolutely identify the target. The gunners had checked the guns, ammunition,

Continued on page 2

### Shoo Shoo Baby

Reborn bomber rises above years of neglect.

The Shoo Shoo Baby ran 23 bombing missions against the Nazis and served as an airliner for Sweden and Denmark. But for all its troubles, the flying legend met an ungracious end in 1959 when it was cannibalized for parts at a French airfield.

Today Shoo Shoo Baby, the last surviving B-17G to fly combat missions in World War II, is being restored to its original condition. Its engines are almost ready to be fired up once again.

A team of six Air Force reservists at Dover Air Force Base have been working on the survivor of the famous line of bombers known as the Flying Fortress since 1978. "We've had a ball," said Ray McCloskey, a reserve airplane mechanic who has devoted most of his free time over the last 10 years to the project. "Everybody grumbles sometime and at times it gets a bit much and you have to get away from it. But its something I wanted to do in the beginning and I've never looked back," he said.

The plane is being restored with all systems working except for the bombing mechanism. When completed in October, the airplane will be flown to the U.S. Air Force Museum at Wright-Patterson Air Force Base near Dayton, Ohio, to replace the B-17 on exhibit there, which was not in combat. Some 13,000 of the four engine bombers were produced during World War II.

Unlike today's flying weaponry, the bomber was expected to provide it's own defense-hence the name

Continued on page 2

## Schweinfurt

Continued from page 1

and equipment. The engineer checked the oxygen system, electrical system and engines. Each of us had been very occupied with our respective job. No one could afford to make any mistakes, everything had to be in tip-top shape if we were to hit the target and get back home safely.

Unfortunately, our old faithful "Dottie #3" proud possessor of nine sorties in Germany and occupied territory, was in for an engine change. "Dottie #3" had always come thru for us in fine style. We would of preferred her to any other Fortress, but she just wasn't flying today. We had to be content with "Mr Fly By Fly", one of our squadrons most reliable planes.

It was station time and everybody was in their respective position. We taxied to the runway and took off in the usual manner and formed in our combat group. We flew to various check points in England where we had a rendezvous with other groups of our task force. It was 10:00 o'clock, zero hour and we were departing from the coast of England. We flew about 15 minutes over the North Sea and sighted enemy territory ahead of us. All the gunners test fired their guns and then put on their flack suits. We reached the enemy shore and the sky was full of Forts and their escorting Thunderbolts.

With P-47's all about us, Jerry didn't dare venture out to attack the B-17 formations. Things were progressing in the usual manner. This raid seemed no different from others we had been on. The formation of Forts was a beautiful sight, with Thunderbolts hovering overhead, it was made even more impressive. The Luffwaffe had not as yet put in an appearance.

We had been over enemy territory for about an hour. Our escort departed because they had reached their maximum range. A strange tranquility pervaded the sky for about 5 minutes (It was the lull before the storm). Lt. Greenburg-Atlanta, Ga. called the crew on the interphone for an oxygen check - we were now at 23,500 feet, Sgt. Hays-Pa. tailgunner, reported everything O.K., Sgt. Baker, waistgunner, replied everything O.K. in the waist. Sgt. Miskavesky-Brooklyn, N.Y. replied roger-dodger. Sgt. Zigmunt reported everything fine and dandy. Sgt. Bonassi replied O.K. over here. The strange silence now terminated. The Luffwaffe was out in force. Our interphone was a veritable Bell Telephone system. The Co-Pilot Lt. Saunders-Calif. called out the first enemy fighters "Fighters at 2 o'clock high". Lets get on the ball. Keep your eyes wide open and shoot to kill. Hostile aircraft were on every side. From tail to nose the interphone was abuzz. Fighters at 3 o'clock low, fighters at 6 o'clock high, fighters at 12 o'clock level, fighters at 7 o'clock, they're peeling off and coming in, They're Focke Wolfe 190's. The tailgunner gave him a few short bursts of 50 calibers and shouted "I've got him, he's smoking, he's aflame, there's a chute, the plane's going down". "Thataboy, Hayes." barked Sgt. Miskousky-ball turret operator. Lt. Wolfe, first pilot remarked "good work". The German Air Force was coming in from all sides. They were as the English would say-queuing up on us. Fighters at 8 o'clock low heading straight for us. Sgt. Miskousky opened fire for a few seconds. "I hit him, it's a JU-88, he's smoking, there he goes down, blown to bits". "Good deal" remarked the tailgunner. Keep up the good work boys and we'll all get back O.K., stated our pilot Lt.

Wolfe.

The enemy attacked us in force from every side. From nose, tail and waist they came at us with concentrated fury. The assault was on, but we were equal to the task. Our gunners had accounted for two enemy planes.

Never in all my raids had I seen the Luffwaffe up in such force. Every conceivable type of Jerry plane was in the air. The JU-88's were shooting their sinister rockets at us. We had a rough time.

Written by 1st. Lt. Melton Cohen,  
Nav.s,92nd Bomb Group

Part 2 will appear in the next issue. See related letter to the editor on page 9.

## Shoo Shoo Baby

continued from page 1

"Flying Fortress". It came equipped with multiple gun ports, including one in the tail, the nose and one suspended underneath in a ball turret and two chillingly exposed positions in the fuselage. It's arsenal of 50-caliber machine guns made it the most heavily armed bomber of it's time.

The pilot was in charge of a ten man crew, who were squirreled into cramped quarters for their jobs as Co-Pilot, Navigator, Bombardier, Radio man, and gunners.



"The hallmark of this airplane was its ability to come back," McCloskey said. "A lot of crews owe their lives to this airplane." The B-17 was a prime target for German fighter planes and although it was a rugged aircraft, the average Flying Fortress lasted only 13 missions. "These airplanes were expected to take hits," said Col. Emmett Venett, deputy commander of maintenance for the reserve unit. "They were like aerial tanks. These planes were shot up, repaired, and sent out again."

Named after a poplar song by the Andrews Sisters, the Shoo Shoo Baby rolled off the Boeing assembly line in Seattle early in 1944. Before six months were up it had flown 23 missions against the Third Reich, including five raids over Berlin.

The airplane was disabled while returning from a raid over Poland on May 24, 1944 and was forced to land in Sweden with only one of its four engines running. The

Continued on page 4

B.G. from Aug. 1948 to March 1951, on B-29's. I flew 27 combat missions in Korea with the 327th. We were located at Fairchild AFB Spokane, Wash. as I'm sure you know. I am retired Col.-USAFRES, and have been flying civilian for the past 32 years.

Sincerely,  
Harry A. Anderson  
4704 N W 77  
Oklahoma City, Ok 73132

---

Dear Sheldon,

I am having the local Chamber of Commerce send you all the data available about Newport, RI. We have so much to keep everyone here for weeks if they wanted to have a reunion here. There are numerous places to visit. The Battleship Cove includes the USS Mass., P.T. Boat J.P. Kennedy, Submarine and museum. This area is a summer resort, with the most beautiful estates, all open to the public. Golf, swimming, boating, sightseeing tours as far away as New York can be arranged. Name it and we'll do it, or get it done.

Sincerely,  
William Nimmo, Jr  
99 Third St.  
Newport, RI 02840

---

Dear Editor,

For over four years I have been researching the USAAF 8th Air Force mission number 182 on January 11th 1944. I am intending to publish the entire story about that day's missions, dedicated to the perished crewman for their supreme sacrifice in fighting for freedom.

I'm compiling a complete list of all bombers lost that day, there is still some missing information regarding the losses of some bomb groups. The 92nd bomb group lost two B-17's that day:

S/N 42-31175 Type G 326th Bomb Squad Piloted by Lock  
S/N 42-39758 Type G 325th Bomb Squad Piloted by Tryens

I would be most grateful if you could provide some additional information regarding those lost B-17's, like nicknames, crash locations, and the fate of the crew.

Your kind help to complete the list of lost bombers on Jan 11th, 1944 will be greatly appreciated. Perhaps you might also have photographs taken during that particular mission, photos of lost planes or mission reports, etc. Any information or items will be most welcome.

Yours Sincerely,  
Jaap Van der Kuylen  
Rietgorslaan 8  
3181 SN Rozenburg, Holland

Dear Sheldon,

Working in the 326th Sq. Operations handling personal possessions is probably the way I came to acquire the enclosed copy of the flight to Schweinfurt, written by Lt. Milt Cohen, one of the 326th Navigators.

Briefly, while at Tampa, MacDill Field, I was in the 97th Bomb Gp. then transferred to the 92nd. Worked on B-18A as a mechanic. Having had previous experience in ops. was pulled into ops for a while with the 407th and finally with the 326th.

Worked under some very fine officers, Maj. M. Word, Capt. Art Stone who completed his missions and transferred to another 17 Group and was M.I.A. on his 2nd 25. Finally worked under the affable Maj. "Moose" Hardin.

Am retired since '83. Joined a group of golfers all 60 and above - called "The Dirty Dozen". We have flown to Scotland, Ireland, West Coast, Bermuda and a few other places to play golf.

Best wishes for good health and hope to see you at Reunion.

Sincerely,  
M.J.Kulick  
477 Reed Ave.  
Akron, Ohio 44301

---

Dear Paul,

Just a note about the story on page one of your October 1988 newsletter regarding "Only Man in World to hold Caterpillar, Boot, and Fish Awards".

First of all this may have been only one of many 8th Air Force personnel that it applies to. Without going into more of our records, I will state one that I know personally from the same 561st Squadron that I was in.

Lt. Al D. Porter's crew was shot up and had to ditch in the North Sea returning from Hanover on July 26, 1943 and were picked up by British Air Sea Rescue, (Fish). Then on September 9th, 1943, they were shot down over Paris, (Caterpillar). Five of the crew evaded, Co-Pilot, Navigator, both Waist gunners and the Tail gunner and came back by way of Spain, (Boot). So you see David Besbris is only one of many and not ONLY.

Memphis is one of three cities we are looking into for our 1990 Reunion. Sent the Chamber of Commerce a letter today.

Very good newsletter and keep up the good work.

Sincerely,

Ed. Huntzinger  
1925 S.E. 37th Street  
Cape Coral, Fl. 33904  
Secretary-Treasurer

---

### General Arnold Honored

Next to the Wright brothers, Gen. Henry Harley 'Hap' Arnold is one of the biggest contributors to manned flight. Almost singlehandedly he created the Army Air Corps, the largest and most powerful air force in the world. This