

# Lt. Winter's Crew

Paul Joseph Frank Misera was born February 25<sup>th</sup>, 1922, in Brackenridge, Allegheny, Pennsylvania to Paul Kisko (b.1889) and Agnes Misik (b.1893) Misera. Paul had six sisters, Mary (b.1911), Anna (b.1923), Agnes (b.1924), Louise (b.1928), Emily (b.1934), Joan (b.1937) and three brothers, Stephen (b.1921), John (b.1926), and Edward J. (b.1931).



(Togetherweserved.com)

Both Paul Sr. and Agnes were born in Czechoslovakia. They got married before Paul Sr. immigrated to the U.S on 5<sup>th</sup> August 1912 from Bremen aboard the 'George Washington'. Agnes followed him 9 years later, on May 7<sup>th</sup>, 1921, with their daughter, Mary, aboard the New Rochelle. On February 23<sup>rd</sup>, 1923, Paul Sr. made a petition for naturalization. Agnes was naturalized on the February 3<sup>rd</sup>, 1943, in Pittsburgh.

In the 1930's the family was living in Frazer Township, Allegheny, Pennsylvania and Paul Sr. was working as a butcher. His eldest daughter, Mary, was working as a capper in an aluminium works. In 1934 the family brought 61 acres of farm land.

In the 1940 census, the whole family was still living in Frazer Township, Allegheny, Pennsylvania. Agnes' mother Barbara was also living with them as well as Mary's husband and children and a lodger (Andy Predaina). Paul Sr. was still working as a butcher.

*[Mary was born September 9<sup>th</sup>, 1911 in Czechoslovakia. She married Stephen Lisko and they had a daughter Gloria (b.1939). Stephen passed away September 25<sup>th</sup>, 1950. Mary passed away December 19<sup>th</sup>, 1989.]*

*[Stephen C. Misera was born November 1<sup>st</sup>, 1921 in Frazer Township. He graduated from East Deer High School and attended two years of college at Penn State University, New Kensington. He fought in the Korean War, serving with the Air Force. After the war, he worked as a machinist with the PPG Research facility in Harmarville. He married Sandra Gearhart (b.1936) and had two sons Stephen and David and a daughter, Sharon. After he retired he raised Angus beef cattle. He passed away October 8th, 2005.]*

*[Anna M. Misera was born October 12<sup>th</sup>, 1923 in Frazer Township. She graduated from East Deer-Frazer High School. She worked as a bookkeeper and secretary. She passed away October 29<sup>th</sup>, 2006.]*

*[Agnes Misera was born December 1<sup>st</sup>, 1924. She passed away June 9<sup>th</sup>, 1992.]*

*[John G. Misera was born February 1<sup>st</sup>, 1926. He enlisted on April 3<sup>rd</sup>, 1945 and was given service number 33993676. He married Arlene R. Wolfe (b.1928) on May 31<sup>st</sup> 1950. He passed away September 5<sup>th</sup>, 1987.]*

*[Louise Misera was born March 14<sup>th</sup>, 1928. She married Eugene Anthony Elish (b.1925) and had three daughters. She passed away October 10<sup>th</sup>, 1988.]*

*[Edward J Misera married a Marilyn]*

*[Emily M. Misera was born August 9<sup>th</sup>, 1934, in Tarentum, Allegheny County, Pennsylvania. She graduated from East Deer Frazer High School in 1952. She married Bernard A. Obusek (b.1929) April 30<sup>th</sup>, 1955 and moved to Niagara Falls in 1960. They had three daughters Diane, Patricia and Mary. She worked as a homecare assistance and companion to the elderly as well as a wildlife rehabilitation assistant. She passed away on June 11<sup>th</sup>, 2008 in Williamsville, Erie County, New York.]*

[Joan Misera married and became Joan Brzozowski]

Paul was drafted June 30<sup>th</sup>, 1942. At the time he was working for Alleghenef Ludumn Stell Co. Paul enlisted February 13<sup>th</sup>, 1944, at Ft. George G Meade Maryland and was given the service number 33919908. He was sent to Fort George Meade and then Miami Beach, Florida. He was then crewed up and trained at Walla Walla.

He arrived at Seething November 17<sup>th</sup>, 1944, with his crew and assigned to the 714<sup>th</sup> Bomb Squadron. His crew included:-

2<sup>nd</sup> Lt Stanley L. Winter – Pilot

2<sup>nd</sup> Lt. Howard A. Courtney – Co-Pilot

F/O Roland T. Hauver – Navigator

F/O Leo J. Dymerski – Bombardier

Cpl. Robert D. Bosworth

Cpl. Walden L. Gibbs

Cpl. Gomber D. Hass

Cpl. Linwood H. Peaslee

Cpl. George J. Weinberger



## 2<sup>nd</sup> Lt. Stanley Leon Winter – Pilot - (0776175)

Stanley Leon Winter was born April 21st, 1923, in Visalia, California to Arthur Leafland (b.1887) and Leona Gertrude Haile (b.1887) Winter. He had a brother, Daniel Leafland (b.1925) and a sister Polly Ann (b.1920).

Both of Stanley's parents, Arthur and Leona, came from California and were married in 1918. Arthur's parents were originally from Germany, emigrating to the U.S in 1867.

In the 1930 census the family was living in San Diego and renting their home. Both Arthur and Leona were working. Arthur was listed as a music teacher in a school and Leona was a piano teacher.

In 1938 the family moved to Oregon and Stanley attended the Medford High School. The 1940 census shows that the family owned a farm in Oregon and Arthur was working on it. Stanley's sister, Polly, was a typist, working in a school office and Stanley was working as a Physical Instructor at a school.

In 1942 Stanley was at Oregon State College and was part of the Alpha Chi Rho – a hiking group.

On June 30<sup>th</sup>, 1942, Stanley was drafted. At the time he was residing in Vancouver, Washington. On the draft form he noted that his Employer was Kaiser – could this have been the Kaiser Shipyard which was building ships for the American Navy? On April 6<sup>th</sup>, 1943, Stanley enlisted at Sheppard Field, Wichita Falls, Texas and was given the service number 19170713.

Stanley graduated from Douglas Army Air Field at Douglas, Arizona April 15<sup>th</sup>, 1944, and was commissioned as Second Lieutenant. In August 1944, 2<sup>nd</sup> Lt. Stanley was assigned to duty at the Walla Walla Army Air Field, Washington.



After the war Stanley studied Industrial Engineering at Oregon State University and when graduated, he moved to Tacoma, Washington, where he met Dorothy Elizabeth Clawson (b.1926). They married in 1950 and had five daughters, Sharon, Linda, Diane (b.1956), Cindy and Karin.

Stanley reenlisted for the Korean War and was promoted to Captain during his service. When he was discharged, he went to work for Washington Natural Gas in Tacoma. In 1957 his family moved to Everett where he managed the Everett office. In 1972 he was named Vice President and the family moved to Bothell.

Dorothy passed away in 2001. Stanley met Norma Strachan who was an old college flame and they married in 2002. Stanley passed away on February 6<sup>th</sup>, 2010, and is buried with Dorothy in Tahoma National Cemetery in Washington.



## 2nd Lt. Howard Alexander Courtney – Co-pilot - (0719572)

Howard Alexander Courtney was born March 30<sup>th</sup>, 1924, in Birmingham, Alabama, and was the only child to Carl Clem (b.1900) and Hilda Samantha Waddey (b.1905) Courtney.

Carl and Hilda married May 28<sup>th</sup>, 1923, in Alabama. However the marriage did not last and the by the 1930 census, Howard was living with his mother Hilda (noted as divorced) and grandparents James Henry and Martha Richard Magnes (b.1863) Waddy in Alabama. Although 64 years old at the time, Howard's grandfather, James was working as a mechanic on the steam railway. Howard's mother, Hilda was working as a clerical worker in a bank.

In the 1940 census, Howard was still living with his mother Hilda – who had a new surname, Poole, but it was also noted that she was divorced again– and his grandparents James and Martha. Hilda was listed as working as a Stenographer in Law and Howard, who was 16, was listed as working as a handyman in a college, while he attended Birmingham- Southern College.



Howard A. Courtney  
1900 Lamont Street, N.  
Washington, D. C.  
University of Alabama



In 1941 Hilda moved to Washington and entered the Government service. She rose to the position of administrative aide to the special agent in charge of the White House detail of the U.S Secret Service. President Eisenhower presented her with a Distinguished Award Medal for outstanding service. She retired after 25 years, having served five presidents.

On February 16<sup>th</sup>, 1942, Howard's father Carl received his draft papers, as part of the 'old mans draft'. He was living in Parelant, Oregon at the time and working for P F Collier and Son.

Howard received his draft papers June 30<sup>th</sup>, 1942, whilst he was living in Birmingham, Alabama. At the time he was a civilian worker with the Army Air Corps Intelligence Department Maps and Charts Division. He enlisted February 21<sup>st</sup>, 1943, in Miami Beach, Florida. His occupation was noted as draftsman and he was given the service number 13142425.

Before coming over to Seething, England, he received his wings and commission at Ellington Field, Houston, Texas.

After the war, Howard was stationed at St. Louis and in September 1946 he married Dorothy Helen Cochrane in Washington. Dorothy was born in Warsaw, Poland where her father was an American Trade Diplomat. He later helped found the Social Security System. Dorothy's mother Irene offered assistance to thousands of Polish refugees. Dorothy attended George Washington University and worked for Look Magazine. Dorothy and Howard had a son, Howard "Sandy" (b.1950).

However, the marriage didn't last and Dorothy married George Love, an English Professor at the American University in Washington in 1962. Howard married Carol Johnson (b.1938) and had three children Jeannette (b.1955), Suzanne and Laurence.

Howard was promoted to 1<sup>st</sup> Lieutenant in 1948 and through the Air Force gained his Degree (1951) and a Masters Degree in Physics and Engineering from the University of Maryland and Boston University.



After the war, work on guided bombs stopped. However, with the start of the Korean War, the Air Force expedited the development of these weapons. The Air Force used two guided bombs in Korea, the VB-3 Razon and VB-13 Tarzon, primarily against bridges.

The Razon and Tarzon worked using the same method. A bombardier dropped and visually guided the weapon by radio control. The Razon and Tarzon bombs' flight control surfaces allowed them to be controlled in two axis (range, or up and down, and azimuth, left or right). They also carried a flare to assist visual tracking after release.

Howard received the Bronze Star for his major contribution in the developing of this electronically coordinated guided bombardment system.

In 1952 Howard was promoted to Captain.



In July 1955 Howard was stationed 110 miles off Cape Cod, Massachusetts, on the first Air Force "Texas Tower" Radar Station which extended the Radar Warning Network 100 miles offshore.

Howard served in the Air force for 25 years and retired as a Lieutenant Colonel.

He is recorded as receiving 11 medals as a Bomber Pilot during World War 2 and the Korean War.

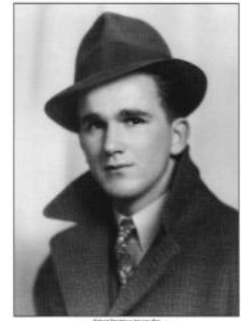
Howard worked for Hughes Aircraft Co, Electro-Optical and Data Systems Group as a Physicist and Engineer for 17 years. His daughter Jeannette also worked for Hughes Aircraft as a Financial Analyst.

Howard passed away December 24<sup>th</sup>, 1992, and is buried at the Forest Lawn Memorial Park in California. Carol passed away February 16<sup>th</sup>, 2014, and is buried in the same Memorial Park.



## F/O Roland Thaddeus Hauver “Bo” – Navigator - (T-129678)

Roland Thaddeus “Bo” Hauver was born March 24<sup>th</sup>, 1918, in Frederick County, Maryland to William Eugene (b.1886) and Effie Catharine Deter (b.1888) Hauver. Bo had two sisters Catherine (b.1912) and Joanna M (b.1926) and a brother William Eugene (b.1913)



Bo's parents were both born in Maryland and married on August 19<sup>th</sup>, 1910.



In the 1920 census, Bo's family owned a farm and his father William worked on it. In 1926, Bo's younger sister Joanna was born. However, sadly in 1929, Bo's mother Effie passed away.

In the 1930 census, the family was still living on their farm but William was now an athletic coach for Middletown high school. William's brother, Charles was living with the family and working on the farm.

*[Catherine married Bruce Foster Ahalt and had two children, Sarah and Christopher. Catherine was a teacher for 37 years in History, Latin P.E, and Government. During the war, she was the Postmistress of the Myersville Post Office. She passed away in 2012.]*



*[William Jr gained his degree and master's degree in Agricultural Economics at the University of Maryland. He began his career with the Department of Agriculture in 1938 as a grader and market news service reporter for poultry, eggs, and dairy products. He married Nona Eloise Dahn June 22<sup>nd</sup>, 1940, at her home in Chevy Chase MD and had three children, James H, Mark W, and Mary Lee. During the war, William served as a Lt. Sgt. with the U.S Navy on an aircraft carrier in the Pacific Theatre.*

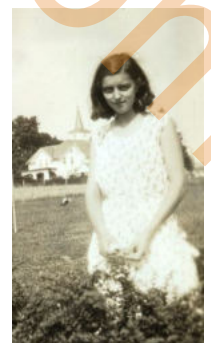
*After the war, he returned to the Poultry Division of Agriculture and became the chief of the standardisation and marketing practices branch in 1956. He was named deputy director of the Poultry Division in 1962 and received the Presidential Citation in 1965. He became director in 1968 until he retired in 1973. William passed away in 1984.]*

*[Joanna married Rev. Herbert Doggett and had four sons, William, Richard, and Lawrence. Joanna passed away in 1988.]*

Growing up, Bo was prominent in athletics. He was a star fielder on the Frederick Hustler baseball club and was one of the mainsprings in basketball for the Middletown clubs of the Frederick County and Tri-County Leagues. He also played soccer. He completed two years at University before he was signed to a Dover contract by Baltimore Orioles in August 1938. By April 1940 Bo was contracted into the Sharpsburg baseball team.

Bo married Hilda Mae Bittle (b.1918) on August 26<sup>th</sup>, 1940. Hilda graduated from Middletown High School in 1936 and received a Bachelor of Science degree from Western Maryland College in 1938. She became a teacher at Liberty High School teaching French and English.

On October 16<sup>th</sup>, 1940, Bo was drafted. He was working for Potomac Edison Co. However, on May 24<sup>th</sup>, 1942, Hilda sadly passed away from a short illness. From my



understanding, Hilda passed away from complications of child birth. It seems the infant also passed away. She was only 23 years old and Bo became a widower at such a young age.

In July 1943, Bo enlisted for the Marines but then transferred to the Army Air Corps.

In August 1944 "Bo" received his wings and graduated as a navigator from the Army Air Forces Training Command School at Selman Field, Monroe. After he received his wings he stopped off home as part of an "en route stop-over" on his way to Le Mar Field near Fresno, California for active duty assignment. This would be the last time his family would see him.

While serving at Seething Bo became a 2<sup>nd</sup> Lt and was given the service number 02008958. He also met a nurse and a relationship was blossoming.

On 25<sup>th</sup> March 1945, Bo was the Radar Navigator for his new crew. This was his second mission with them. His crew consisted of:-

1<sup>st</sup> Lt. Knute P Stalland – P

1<sup>st</sup> Lt. Theodore Warner Jr – CP

1<sup>st</sup> Lt. John M Heard – DR N

2<sup>nd</sup> Lt. William C Whitson – Pilotage N

1<sup>st</sup> Lt. John S McHugh – B

T/Sgt Frank E Grogan - E

S/Sgt Bobbie C Glass - RO

Sgt. John M Kropp – G

Sgt. Oryn M Blashe – G

Sgt. Dale W Overy – G

Sgt. Joseph Parks – G

The target was an underground oil facility at Buchen, Germany. Bo's was in aircraft #42-50646 which was the lead aircraft.

At 10:20 Bo's aircraft was attacked by ME-262 jet fighters of the Luftwaffe. They hit the flight deck area. Within seconds the plane was engulfed in flames and began a tight spiral towards the ground. The right-wing broke off and the plane exploded. Only Lt. McHugh, the Bombardier in the nose of the plane had time to parachute before the plane exploded. The explosion threw S/Sgt Bobbie Glass, the Radio Operator and 2<sup>nd</sup> Lt. William Whitson, the Navigator and maybe others clear from the plane. Lt. Whitson was preparing to jump through the nose wheel hatch when the explosion blew him clear. Sgt Glass, regained consciousness to find himself free falling. He saw his parachute dangling by one clip so he attached the remaining clip and pulled the ripcord. Only these three men survived and all were captured. Their aircraft struck a shoe factory in Schneverdingen.

Lt. McHugh believed that Bo "was one who was blown out and couldn't open his chute – due to unconsciousness".

On April 28<sup>th</sup>, 1945, the War Department notified Bo's father that he had been missing in action since the 25<sup>th</sup> of March 1945. It was not until October 20<sup>th</sup>, 1945, that the War Department confirmed Bo's death. The last letter Bo's father received from him was dated March 23<sup>rd</sup>, 1945, – the day before his 27<sup>th</sup> birthday and two days before he died.

Bo was buried in the Zachary Taylor National Cemetery, Louisville on January 31<sup>st</sup>, 1950 alongside Lt. Heard and Lt. Knute Stalland. As the bodies of the three men could not be identified they were buried together at Louisville as it was about equal distance from each of their homes.

## F/O Leo Joseph Dymerski – Bombardier – (T-5395)

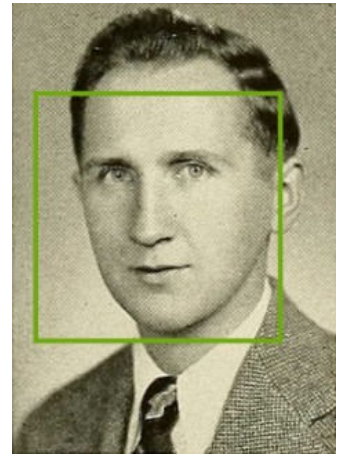
Leo Joseph Dymerski was born March 18<sup>th</sup>, 1924, in Haydensville, Massachusetts to Joseph (b.1904) and Esther Mary Kulash (b.1906) Dymerski. Leo had two sisters Doris (b.1925) and Barbara (b.1931) and a brother John (b.1938).

Leo's father, Joseph, was born in Poland and immigrated to the U.S in 1907. Leo's mother, Esther, was born in Massachusetts but her parents were from Poland. Joseph and Esther married April 16<sup>th</sup>, 1923.

In 1930 Leo's family was living in Williamsburgh, Hampshire, Massachusetts. According to the census, Leo's father, Joseph, was working in a silver plating shop.

In the 1940's census the family was still living in Williamsburg, Hampshire, Massachusetts and Joseph was now working as a mechanic.

On June 30<sup>th</sup>, 1942, Leo was drafted. At the time he was working for Springfield Armoury in Springfield, Hamden, Massachusetts. He enlisted December 15<sup>th</sup>, 1942, in Springfield, Massachusetts. His occupation was noted as production of cement, concrete, gypsum and plaster products. Leo was given the service number 11107074.



After the war, Leo married to Clarice Ruth Groves (b.1927) on November 10<sup>th</sup>, 1945, in Williamsburgh, Massachusetts. They had a son Daniel Leo in 1946 and by 1948 they were living in Amherst, Massachusetts.

Leo went back to college and studied Bacteriology and graduated in 1949. He then re-enlisted on July 5<sup>th</sup>, 1949.

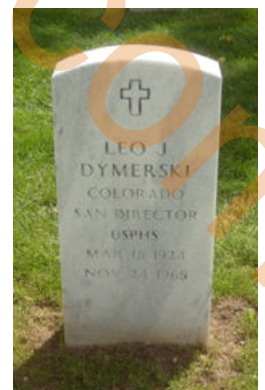
In 1950, he was living in Topeka, Shawnee Kansas. Leo's occupation was with the Government in the Public Health Institute. Clarice was working as a secretary for a radio station.

In 1955, Leo was in charge of the Rocky Mountain field training station of the U.S public health service for Milk and Food Sanitarians.

He then worked in the Public Health sector as a Radiology Health Program Director in Denver, Colorado. One such study he was working on was to look at the air radioactivity problem in the uranium mill cities of Grand Junction and Durango.

Leo was discharged October 3<sup>rd</sup>, 1968, and passed away November 24<sup>th</sup>, 1968. He was just 44 years old. However he did see his son, Daniel marry Sharon Judith Whitcomb (b.1947) on June 15<sup>th</sup>, 1968.

Clarice passed away July 19<sup>th</sup>, 1993. Both Leo and Clarice are buried in Fort Logan National Cemetery, Denver, Colorado.



## Cpl. Robert Devere Bosworth - (32936851)



Robert Devere Bosworth was born October 10<sup>th</sup>, 1921, in Madison, New York to Dalas DeVere (b.1890) and Mildred M (b.1896) Bosworth. He had a sister, Helen M (b.1920).

Both Dalas and Mildred came from New York and were married June 10<sup>th</sup>, 1916, in Oneida, New York.

In the 1920 census Dallas and Mildred were living with Dallas' mother, Lellavene along with his half sister Ethel and her two sons. A boarder was also living with them. Dallas was working as a silver soldier in a silverware factory.

By 1925 Dallas and Mildred had moved to Oneida Ward O2, Madison, New York with their children, Robert and Helen. In the 1930 census the family were still living in Oneida and Dallas was a labourer in Burial Cacket Co.

In the 1940 census Dallas was **not** on the census with Mildred, who was now the head of the household. Next to Mildred's martial status the M initial has been crossed out so she didn't see herself as married. Mildred's occupation was a saleswoman in retail grocery and Robert's sister, Helen, was working as a housekeeper in a private house.

Dallas was actually living with his half sister Ethel L Ruby who was a teacher in Onondaga, Syracuse, New York. He was working with hand craft silverware.

Robert was drafted on February 14<sup>th</sup>, 1942. At the time he was working for Bell Aircraft Manufacturing Corp in Buffalo, New York and was staying at the Genesee Hotel in Buffalo. Robert then enlisted on June 4<sup>th</sup>, 1943, in Syracuse, New York. His occupation was noted as Machine shop and related occupations.

[Helen married Paul Bryden (b.1916) in 1943. Paul had enlisted on May 8<sup>th</sup>, 1941, in Albany New York. His service number was 32048186. His occupation was Paymaster, payroll clerk and timekeepers. He became a Sergeant in the US Army. Helen passed away 2013.]

During his time at Seething Robert was promoted from Corporal to Sergeant.

On May 3<sup>rd</sup>, 1947, Robert married Rhea J nee Vogt (b.1928) in Buffalo, New York. They went on to have 6 children Gary, Dale, Linda, Karen, Gregory and Brian.

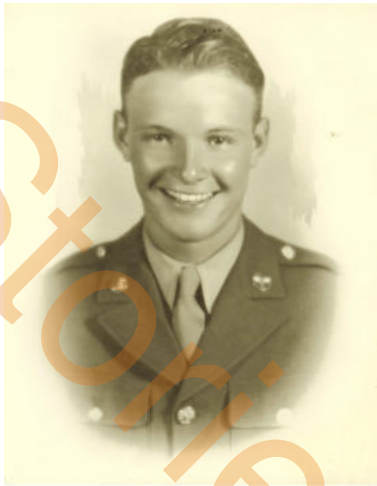
In 1950 Robert, Rhea and their son Gary were living in Buffalo, Erie, New York. Robert was working as an engine tester in an automobile factory.

In 1957 Robert's father Dallas passed away.

Sadly on May 15<sup>th</sup>, 1988, Rhea passed away. Robert passed away on November 11<sup>th</sup>, 2008. They are buried in Clarence Centre Cemetery.



## Cpl. Walden L. Gibbs - (38350835)



Walden Lewis “Lewie” Gibbs was born August 3<sup>rd</sup>, 1923, in Gladstone, Union County, New Mexico to Arthur Kirk (b.1887) and Eula Blanche Scofield (b.1895) Gibbs. Lewie had 3 brothers, Herbert Glenn (b.1917), Leonard Chester (b.1919) and William Kirk (b.1930) and 3 sisters Flora (b.1921), Eula Lee (b.1925) and Betty Jean (b.1928).

In the 1930 census the family was living in Clayton, Union County, New Mexico. Arthur was working as a labourer in a Lumber yard.

In the 1940 census the family were still living in Clayton, Union County, New Mexico. Arthur was working as a clerk in the lumbar yard, and Herbert was working as a truck driver for a wholesale grocer. Lewie at the age of 16 was working as an attendant for a gasoline filling station.

*[Herbert Glenn Gibbs was born December 6<sup>th</sup>, 1917, in Clayton, Union County, New Mexico. He graduated from Clayton High School and attended Barnes Business College in Denver. He was President and Chief Executive Officer of HWB Grocery in Dalhart, where he worked since 1938. He married Agnes Marcille Wood (b.1919) and had a son, Presnall. He passed away 29<sup>th</sup> March 29<sup>th</sup>, 1987, in Clayton, Union County, New Mexico and is buried in Amarillo, Randall County, Texas.]*

*[Leonard Chester “Chet” Gibbs was born October 20<sup>th</sup>, 1919, in Clayton, Union County, New Mexico. During the war he was with the US Marine Corps. He married Jean E Faber (b.1922). He retired from the U.S. Department of Agriculture. He passed away May 6<sup>th</sup>, 1991, and is buried in Lake Havasu City, Mohave County, Arizona.]*

*[Flora Gibbs was born August 15<sup>th</sup>, 1921, in Clayton, union County, New Mexico. She graduated from high school in 1940 and attended New Mexico A&M for two years. On March 6<sup>th</sup>, 1944, she married Earl S. Carter in Clayton. They lived in Amarillo and had two children, Sandy and Debbie. In 1967, they moved to Lubbock and Flora worked as a secretary for Pioneer Natural Gas. She passed away August 9<sup>th</sup>, 2007, and is buried in Lubbock, Lubbock County, Texas.]*

*[Eula Lee “Squeak” Gibbs was born April 22<sup>nd</sup>, 1925, in Clayton, Union County, New Mexico. She married James Bern “Parky” Parkinson (b.1922) June 14<sup>th</sup>, 1942, in Arizona. During the war, Parky served in the Navy on the USS Seal submarine. After the war they moved to Lubbock and had 3 daughters, Bunny, Pat and Peggy. She passed away May 17<sup>th</sup>, 2005, and is buried in Lubbock, Lubbock County, Texas.]*

*[William Kirk Gibbs was born August 26<sup>th</sup>, 1930, in Clayton, Union County, New Mexico. He graduated from high school in Clayton and served with the U.S Navy. He married Geraldine “Gerry” Fettas in 1954 and set up home in Albuquerque. They had 3 sons, Chris, Bill and Scott (b.1960). Scott passed away in 1982. In 1971, they moved to Steamboat Springs, Colorado and worked for Salida Gas and Vince Wise Chevrolet. In 1974 William and Jerry had a real estate company, First Colorado Land Office. He worked as a broker until 1993 when he sold the company. He retired to Coeur d’Alene in 1996. He passed away on September 26<sup>th</sup>, 2001 in Coeur d’Alene, Kootenai County, Idaho. He is buried in Salida, Chaffe County, Colorado.]*

Lewie was drafted June 30<sup>th</sup>, 1942. At the time he was living in Clayton, Union County, New Mexico and working for Brown and Root based at Etter Moore Texas.

After the war Lewie worked at the Farmers and Stockmans Bank in Clayton. He later became President of the bank and retired in 1994.



Lewie's mother passed away in 1948. His father Arthur passed away in 1960.

Lewie married Donnie Louise Spinelli (b.1929) January 7<sup>th</sup>, 1949, in Clayton, New Mexico. They had two sons Lewie Jr and Jeff and a daughter, Toni.



Tragedy was to befall Toni, who was a nurse at the hospital in Wichita Falls, Texas, in 1985. Sadly she was murdered by Faryion Wardrip, an orderly at the same hospital. It was not until 1999 that he was convicted of her murder and that of three other women.

Donnie passed away June 29<sup>th</sup>, 1992, in Amarillo and is buried in Clayton, Union County, New Mexico. She never got to see justice for her daughter.



Lewie later married Elizabeth (Roberts) Phipps Gibbs September 14<sup>th</sup>, 2008, in Clayton, New Mexico.

Lewie passed away January 30<sup>th</sup>, 2013, in Clayton, Union County, New Mexico and is buried with Donnie and their daughter Toni.

## Cpl. Gomer David Hess - (33919766)

Gomer David Hess was born January 4<sup>th</sup>, 1919, in Pennsylvania to John (b.1888) and Myrtle Elizabeth Thomas (b.1888) Hess. Gomer had two sisters, Catherine (b.1909 – 1914), and Irene Sarah (b.1913) and a brother John Thomas (b.1911).

Both John Sr. and Myrtle were born in Pennsylvania and married in 1908. In 1909 they had a daughter, Catherine and were living with Myrtle's mother and sister. Unfortunately, on October 12<sup>th</sup>, 1914, Catherine became very ill and died from kidney failure. She was just 5 years old.

In 1920 the family was renting their home in Carrick, Pittsburgh, Allegheny, Pennsylvania and John Sr was working as a labourer in a steel mill. By 1930 the family owned their home. John Sr was still working as a labourer in the steel mill and John Jr was working at the same mill as a messenger boy.

Gomer married Katherine Elizabeth Maierhofer (b.1921) in 1939. They had 7 children Donna K (b.1939), Nancy Jene (b.1942), David R (b.1945), Gary A (b.1951), Irene "Renie" S, Cathie J, and Gregory P.

In 1940, only Irene was still living at home with John Sr. and Myrtle. She was working as a sales lady in an apartment store. John Sr was now a shipper in the steel mill.

*[John Thomas Hess was born October 11<sup>th</sup>, 1911, in Pittsburgh, Allegheny, Pennsylvania. He married Virginia Mae Coates on December 5<sup>th</sup>, 1933, in Washington, Pennsylvania. They had two sons Ronald (b.1935), and Robert W (b.1938). On October 16<sup>th</sup>, 1940, John was drafted. At the time he was working for J&L steel Corp. On April 18<sup>th</sup>, 1944, John enlisted in New Cumberland, Pennsylvania. He was given service number 33934574. In 1950 John was working as a clerk for the steel mill and Virginia was working as a bookkeeper in a bank. On May 25<sup>th</sup>, 1958, their son Robert died from meningitis. He was only 20 years old.]*



*[Irene Sarah Hess was born October 24<sup>th</sup>, 1913. She attended Carrick High school in Pittsburgh, Pennsylvania. Irene got engaged to John Charles Prekopie in January 1934 for a February wedding. Whether it went ahead or not, I do not know. However in April 1942 she got engaged again to Pvt. Charles B. Hamsher.]*

Gomer was drafted October 16<sup>th</sup>, 1940. At the time he was working for Service Parking Corp. On February 13<sup>th</sup>, 1944, he enlisted in Ft. George G Meade, Maryland. His occupation was noted as Attendants, filling stations and parking lots.

By September 1944 Pfc Gomer was at Walla Walla under going training with his crew. By April 1945 Gomer was promoted to S/Sgt and had received his third Oak Leaf Cluster.

After the war, Gomer was sent to Miami Beach, Florida and was discharged October 6<sup>th</sup>, 1945.

Gomer and Katherine suffered a lot of tragedy during their marriage and how they got through it, I simply don't know. Their son, David, passed away at the age of 14, on May 30<sup>th</sup>, 1959.





(Donna Schiffhauer)

Gomer's daughter, Donna married Neil Schiffhauer and had 3 children Steven N (b.1959), Denise Ann (b.1961) and Mark H (b.1962). On October 17<sup>th</sup>, 1964 Donna, Neil and their 3 children were involved in a car accident near their home in Poughkeepsie, New York. Neil was seriously injured but Donna and their children died that night.

On October 13<sup>th</sup>, 1969, they lost their son Gary at the age of 18.

The tragedy of losing 3 children and 3 grandchildren in such a short space of time must have had an effect on Gomer as only two years later he passed away on December 29<sup>th</sup>, 1971, and is buried in Pleasant Hills, Pennsylvania. He was only 52 years old. What Katherine did after Gomer passed away I do not know. She passed away January 21<sup>st</sup>, 2017, aged 96.

## Cpl. Linwood Harrison Peaslee - (31323568)

Linwood Peaslee was a difficult person to piece together as his information was dotted about and no two pieces of information actually matched. His young life was complicated as you will read but it looks like he had a better life in adulthood.



Linwood Harrison Peaslee was born in 1924 to Carl Foster (b.1901) and Evelyn May Crocker (b.1906) Peaslee. Carl was from Pittston, Kennebec, Maine and Evelyn was from Whitefield, Lincoln, Maine. Carl and Evelyn were married on November 24<sup>th</sup>, 1923.

In the 1930 census Evelyn and Linwood were living with Evelyn's parents in Whitefield, Lincoln. Evelyn had divorced Carl. In fact Carl had gone on and married Florence Edith "Flossie" McDonald (b.1911) on September 7<sup>th</sup>, 1929, in Maine. They lived in Pittston, Kennebec, Maine. Carl was working as an odd job labourer.

Meanwhile living in the house with Evelyn and Linwood were 3 brothers of Evelyn, a young nephew and niece, and a boarder called Ambrose Grady. On May 25<sup>th</sup>, 1930, Evelyn married Ambrose E Grady (b.1888) in Maine and they continued to live with Evelyn's parents. At some point after the wedding Linwood was fostered by Lester J (b.1891) and Marion E Moulton (b.1896) Brown who lived in Pittston, Kennebec, Marine. The first newspaper clipping I have found that show Linwood was living with Lester and Marion was on April 7<sup>th</sup>, 1937.

In the 1940 census Evelyn and Ambrose were still living in Evelyn's parents' home. Ambrose was working in a mill while Evelyn was working in a boarding house. Meanwhile Linwood was still living with Lester and Marion Brown in Pittston, Kennebec, Marine. Lester was working as a Fireman in the paper mill and Marion was working in a shoe shop.



In September 1942, tragedy struck when Linwood's father, Carl Peaslee, was involved in a car accident which killed his own father, called Linwood, and a Richard Glidden. Carl was found guilty of manslaughter..

Linwood attended Gardiner High School and was involved in the Dramatic club where he performed in several plays. He graduated in June 1943.

On June 24<sup>th</sup>, 1943, Linwood enlisted at Portland Maine. It was noted that he had 4 years of High School Education and he was given the service number 31323568.

Linwood trained at Greensboro, North Carolina and attended radio school at Scott Field, Illinois. He went on to gunnery school at Yuma, Arizona. In June 1944 Linwood had a few days furlough from training and went to stay with his foster parents Lester and Marion. His foster parents also had another guest staying with them at that time – Miss Pauline Land of Greensboro, North Carolina..... After his stay, Pauline went back home and Linwood went back to where he was stationed - the 461<sup>st</sup> AAF Base Unit at Lemoore Army Flying School, Lemoore, California. By August 23<sup>rd</sup>, 1944, Linwood was stationed at Walla Walla in Washington.

By the end of the war Linwood had been promoted to Tech Sergeant

On June 30<sup>th</sup>, 1945, Linwood married Pauline Tressie Land (b.1915) in Jamestown, Guilford, North Carolina. After their Honeymoon, Linwood had to report back to Fort Devens in Massachusetts while Pauline went to live with her parents.



(Pauline Land)

On February 17<sup>th</sup>, 1946, at the age of 40, Linwood's mother, Evelyn, passed away. In the same year Linwood's father, Carl, had a son, David F.

On January 4<sup>th</sup>, 1947, Linwood and Pauline had a son Linwood Harrison Jr.

In the 1950 census Linwood was living in Gilmer, Guilford, North Carolina and was working as a brick layer. Pauline was working in retail.

On April 10<sup>th</sup>, 1952, Linwood's father, Carl and Flossie had a daughter Esther R "Essie". However, Carl Peaslee passed away in August 1958.

Linwood's foster parent Marion passed away in 1964 and Lester passed away in 1969. Linwood was still close to them and would often visit them with his family.

Linwood's stepfather, Ambrose passed away in 1978.

Linwood passed away on April 23<sup>rd</sup>, 1984, in Florida. Pauline passed away on April 1<sup>st</sup>, 2004. They are buried in Green Hill Cemetery, Greensboro, North Carolina.

## Cpl. George John Weinberger - (39206663)

George John Weinberger was born on December 27<sup>th</sup>, 1924, in Tacoma, Washington to Andrew (b.1892) and Barbara Eckroth (b.1901) Weinberger. He had 3 brothers Joseph (b.1919), William A (b.1929), and Richard P (b.1934) and 4 sisters Magdalena (b.1920), Katherine Ida (b.1923-1924), Lois Mary (b.1927) and Lorretta Ann (b.1935).



Both Andrew and Barbara were born in Odessa, Russia. Barbara emigrated to the U.S in 1901 and Andrew emigrated in 1914. They met and married in 1917 when Andrew was 25 and Barbara was 16 years old. George's siblings, Joseph and Magdalena were born in Canada. On December 28<sup>th</sup>, 1921, Andrew, Barbara, Joseph and Magdalena left Alberta, Canada by the Great Northern Railway and arrived at Gateway, Montana, United States. They lived in Gateway, Idaho, until they settled in Tacoma, Pierce, Washington.

By 1930, Andrew and Barbara had welcomed the arrivals of Katherine who sadly passed away on April 4<sup>th</sup>, 1924, George, and Lois. The family was still living in Tacoma, Pierce, Washington and Andrew was working as a pipe fitter on the railroads.

By 1940, the family had welcomed the arrivals of Richard and Loretta and were still living in Tacoma, Pierce, Washington. Andrew was working as a builder, and carpenter for a school project. Joseph was an attendant. George graduated from Stadium High School in Tacoma.



*[Joseph was born on January 30<sup>th</sup>, 1919, in Madioine, Canada. During the war he served in the infantry and was based in Italy. In June 1951 Joseph was sentenced to jail for a month for trying to smuggle 107 gold rings worth \$11,000 at the time, into India by hiding them inside his shirt. Joseph passed away in 2015.]*

*[William was born on February 24<sup>th</sup>, 1929. He married Doris Jean Hukill (b.1930). They had two daughters, Lenette (b.1950) and Janet and a son David. The marriage didn't work out and on August 25<sup>th</sup>, 1969, Doris married Larry Jensen. On February 24<sup>th</sup>, 1970, William married Chirley L Cronkite (b.1940). He worked as a fireman for the Northern Pacific Railroad. William passed away on November 30<sup>th</sup>, 1988, in Tacoma, Washington.]*

*[Magdalen was born on November 1<sup>st</sup>, 1920, in Winnifred, Canada. She passed away on September 11<sup>th</sup>, 2000, in Tacoma, Washington.]*

*[Lois was born on March 15<sup>th</sup>, 1927, in Tacoma, Washington. On May 29<sup>th</sup>, 1948, Lois married William Brady.]*

*[Loretta Ann graduated from St Leos High school. She married Robert King Fotheringham on August 1<sup>st</sup>, 1953.]*

On December 28<sup>th</sup>, 1942, George was drafted. At the time he was working for Tacoma Boat Co.

During his time in the war George was promoted to Sergeant and on December 19<sup>th</sup>, 1944, he became a member of the "Caterpillar Club" for parachuting out when his plane was shot down during the Battle of the Bulge.

George married Francis Louise Marsh (b.1927) on January 1<sup>st</sup>, 1946, and had a daughter Gayle L. (b.1949).

In February 1949 George's father, Andrew passed away age 56. Barbara remarried John P Heinz who sadly passed away in September 1964.

By 1950 George had become a glassblower and electrician and did most of the neon work in the Tacoma area. His most notable work is the cross at the top of St Joseph Hospital. He also became a private pilot. He was one of the founders and first president of the Pierce County Chapter of the Washington Pilot Association.

Francis passed away on February 23<sup>rd</sup>, 2005. George met Dorothy Coffey and they became companions for 9 years before he passed away on November 14<sup>th</sup>, 2014. George is buried with Francis in Calvary Cemetery, Tacoma, Pierce, Washington.



# The Missions

To find the possible missions the crew were assigned to, we used the crew’s pilot, Lt. Winter, as a guide as his name is recorded on formation sheets etc. We can’t say for certain if all crew members were flying with Lt. Winter on every mission unless we have stated so.

## 27<sup>th</sup> November 1944 - Aircraft #44-40224 [SKY LARK] – (Group mission 181)

The target of the day was the marshalling yards at Offenburg, Germany. Thirty-five aircraft left Seething, Lt. Winter’s crew took-off at 08:53. On board were listed - S Broadfoot (Co-pilot), Hauver (Navigator), Dymersk (Bombardier), Peaslee (Radio operator), Bosworth (Top turret gunner), Gibbs (Ball turret gunner), Weinberger (Right waist gunner), Misera (Left waist gunner), and Hess (Tail gunner). The most likely reason why Lt. Broadfoot was flying along Lt. Winter on this mission, and not Howard A. Courtney, would be due to the fact that he was a more experience pilot and would show Lt. Winter how the 448<sup>th</sup> worked together.

Winter

INTERROGATION FORM

GROUP 448

ACFT 44-40224 (A/C NO.)      MESSAGES 224 (NO.)      SORTAL COUNT F (LTS.)      DATE 27-11-44 (MM DD)

POSITION IN FORMATION 1st (LTS. OF SQUADRON)      TIME LANDING 0853 (LTS.)

PILOT	<u>Bosworth, P.D.</u>	TOP TURRET
CO-PILOT	<u>Gibbs, W.</u>	BALL TUN
NAVIGATOR	<u>Hauver, B.</u>	R. WAIST
BOMBARDIER	<u>Dymersk, W.</u>	L. WAIST
RADIO	<u>Peaslee, P.D.</u>	TAIL GUNNER

MISSION STATISTICS

REMARKS:

1. NAME OF TARGET ATTACHED Primary      NAME OF TARGET 8x500
2. TIME OF ATTACK 1236      TIME OF TARGET 2x217
3. ALTITUDE 28000
4. HEADING 60°
5. REASON TO ATTACK:
  - A. MECHANICAL
  - B. WEATHER
  - C. W/A ACTION

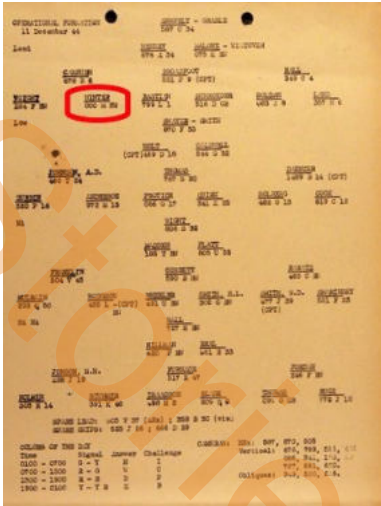
(taken from Taracopp.com)

MAIL CALL lost an engine over the target and another engine started acting erratic. The crew thought they would have to land in Lyon, France but after closer inspection it was found to be only minor damage so they continued to England and were escorted by P-51s.

TARFU received flak damage and was forced to land in France. The gunners were returned to Seething the next day while the rest of the crew stayed with the aircraft until it was repaired.

Lt. Winter and his crew arrived back at Seething at 15:45.

## 11<sup>th</sup> December 1944 – Aircraft #42-100000 [BTO] – (Group mission 186)



(taken from Taracopp.com)

The target of the day was the marshalling yard at Hanau, Germany. Forty-six aircraft took-off from Seething after 08:15, but five aircraft suffered mechanical malfunctions and returned home. Lt. Winter's crew were in the Lead squadron. The weather was bad and there was complete cloud cover. PFF aircraft had to be used to bomb. Just after 12:00 "Bombs Away" was called and they dropped their bombs over the marshalling yard.

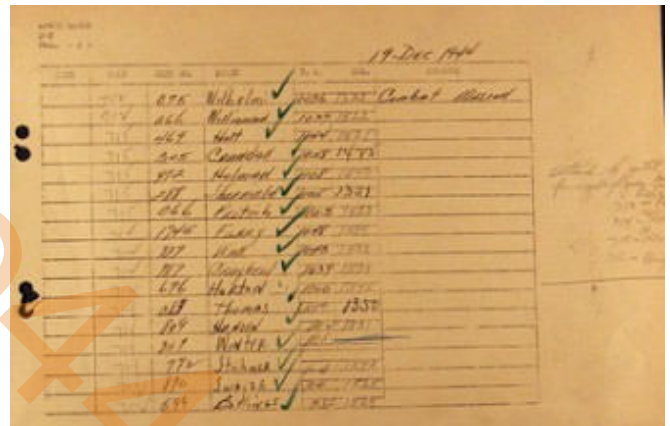
Flak hit Lt. Snavely's aircraft (Aircraft 42-50587) and they had to land on the continent. Salvage crews decided it was more feasible to salvage the aircraft for parts rather than try to repair it.

Lt Winter and crew arrived back at Seething after 16:00.

## 19<sup>th</sup> December 1944 – Aircraft #42-50357 – (Group mission 188)

On December 19<sup>th</sup>, 1944, the target of the day was the town of Ehrang, Germany. Winter's crew were flying Aircraft 42-50357. Thick fog covered Seething making visibility poor. Although two aircraft crashed at the end of the runway when trying to take off, 20 aircraft did successfully take-off - Lt. Winter's being one of them. Lt. Winter's take off time was 11:15.

Complete cloud covered the target and they were met with heavy flak. Although several aircraft were hit, all managed to release their bombs using H2X.



Winter's aircraft was heavily damaged and the crew were ordered to bail out. "Shrapnel shot us down, shot the engines out," Paul Misera recalled in an interview with Pittsburgh news. "We only had two engines, and the third one was gone, and we had to bail out, couldn't make it back." According to family, Paul Misera bailed out but as he came to land his parachute got caught in a tree. Paul had to cut himself out. He found a place to dig a hole and stayed there for days until he heard voices and confirmed they were allied forces. Luckily the crew had bailed out over the front lines in Belgium and troops helped them back to Seething. No-one was hurt. Their aircraft, however, was a complete loss.



(family source)

The fog was still thick when the other aircraft returned so they were diverted to bases in the West where the weather was clearer. It was not until Christmas Eve when all the crews returned to Seething.

Because of the efforts on this mission the crews received a commendation from 2<sup>nd</sup> Bomb Division Commander General William Kepner "I desire to commend all participating units on the mission of 19 December for their outstanding display of determination, courage and skill. The importance of hitting the assigned target and aiding our ground forces at a crucial period justifies the hazards involved, and has earned a vote of thanks from them. My heartiest congratulations."

## 7<sup>th</sup> January 1945 – Aircraft #42-51247 [FEUDEN REBEL] – (Group Mission 198)

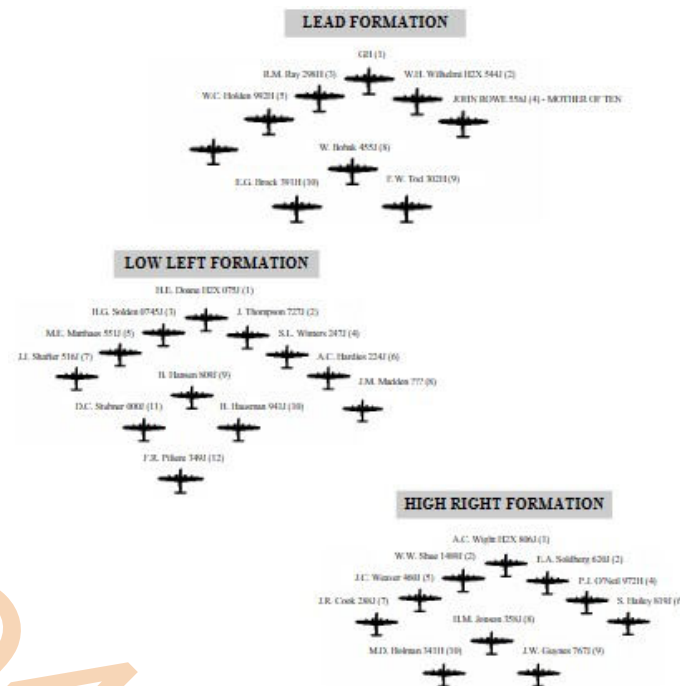
The target of the day was the rail yard at Aehern, Germany. Lt. Winter's crew were now part of the 715<sup>th</sup> squadron and were flying Aircraft 42-51247 [FEUDEN REBEL] in the low left formation. They took off at 09:13.

On board were:- Countney – (Co-pilot), Hauver – (Navigator), Bosworth – (Radio operator), Peaslee – (Top turret), Gibbs – (Ball turret), Misera – (Right waist), Weinbergen – (left waist), and Hass – (Tail gunner).

Thirty-one aircraft took off and made their way to Aehern. No flak was present when they arrived at the target and they dropped their bombs at about 12:40. The mission was a success. As they left the area they were met with heavy flak and several aircraft were damaged. DAISY MAE with Lt. Paul O'Neil as the pilot was seriously damaged and went down over France. All 9 crew members were killed.

Aircraft 42-51349 with Lt. Francis Piliere as pilot was severely damaged by flak and they were forced to find a nearby airfield. They managed to land in France and hitched a lift back to Seething while their aircraft was salvaged.

As for Lt. Winter's crew, they had to leave the low left formation due to being low on fuel. They landed at B-58 (Brussels) and brought the aircraft back on the evening of the 8<sup>th</sup> January at 23:30. The aircraft needed a few minor mechanical adjustments but was okay.



(taken from Rowe)

## 13<sup>th</sup> January 1945 – Aircraft #41-28941 [LITTLE IODINE] – (Group Mission 200)



(Briefing for the 200<sup>th</sup> mission)

The target of the day was a railroad bridge over the river Rhine at Worms, Germany. As this was the 448<sup>th</sup>'s 200<sup>th</sup> mission, Lt Col Heber Thompson led the flight as Commander and Col Charles Westover was Deputy Commander.

Thirty-two aircraft took off from Seething and Lt Winter's crew were in the low left formation. The 448<sup>th</sup> took off at 09:41 and made their way to the target. Lt. Albert Broadfoot, who was piloting Aircraft #42-51551 [BUGS BUNNY], left the formation before reaching the target as his number 1 engine failed. Lt Hammer piloting Aircraft #42-50455 [WAG'S WAGON] had a supercharger surge and turned back at Ostend, Belgium then landed at Rye, England.

As the group reached their target they were met with moderate flak but the clouds cleared and they managed to drop their bombs and destroy the bridge. All was going well.

However, on the journey back, a navigation error was made by the lead Squadron and the 448<sup>th</sup> formation ended up north of Saarbrucken, which was a known heavy flak area, instead of south. Ten aircraft were badly damaged.

Captain Edward Wall, piloting Aircraft #42-50661, and his crew had to bail out. Sadly, one crew member died and the rest became POWs. Lt Harold Solden, piloting Aircraft #42-50745 [FLEXIBLE FLYER], and his crew had to bail out over Stowmarket, England as they deemed the aircraft unlandable due to the amount of damage caused. The aircraft crashed near Sarratt, a small village in Hertfordshire.

Lt Harley Schroeder piloting Aircraft #44-10536 [JUNIOR], Lt. Harry Mulrain piloting Aircraft #42-50302 [OUR HONEY] and Lt. Raymond Bunday piloting Aircraft #42-50348 [QUEENIE] landed in France and Belgium.

Lt Smarinsky piloting Aircraft #44-10517 [EAGER ONE], Lt. Thomas piloting Aircraft #42-50525 [DON'T FENCE ME IN], and Lt. Poeschke piloting Aircraft #41-28819 [ROSIE RIVETS], landed at Hardwick, Woodbridge and Bungay.

#### 24<sup>th</sup> January 1945 – Assigned to Aircraft #42-52083 [OUTHOUSE MOUSE]

Lt. Winter was assigned to high squadron but the mission was called off due to the weather.

#### 27<sup>th</sup> January 1945 – Assigned to Aircraft #44-10498 [GUNG HO]

Lt. Winter was assigned to high squadron left but the mission was called off.

#### 28<sup>th</sup> January 1945 – Aircraft #44-10498 [BUFFALO GAL] – (Group Mission 204)

WINTER

11888 Bomb Group (G)  
24th Squadron

Pilot: WINTER  
A/C No: 44-10498  
This aircraft: 44-10498  
Date: 28 Jan 45  
Time: 08:46  
Altitude: 12,000 ft  
Position in formation: 1st of 26  
Remarks: Flak burst over main target area  
Have several.

The target of the day was the rail yard and utility plants at Dortmund, Germany or “Flak Valley” as crews referred to it due to the highly concentration of anti-aircraft artillery situated there. Twenty-six aircraft left Seething. Lt Winter’s aircraft was in the right high squadron and took off at 08:46.

As they approached the target they were met with intense flak but the scattered cloud gave the group an excellent view of the city. The right and left squadrons managed to release their bombs over the target but the lead squadron was unable to drop. Instead they dropped their bombs on Lippstadt, which was a target of opportunity just beyond Dortmund.

Lt. Robert Paeschke piloting Aircraft #44-10599 [WINDY WINNIE] was hit by flak and crash-landed in Luxembourg. Lt. Swayze piloting Aircraft #42-51075 [LINDA MAE] was also damaged and landed on the continent. Lt. Carl Holt was piloting Aircraft #42-50470 [OUR BABY]. The aircraft was hit by flak which destroyed their hydraulic system and blew all three tires. Despite this, they managed to land at

an airfield near Malmedy, Belgium. None of the crew was seriously injured but as you can guess, the aircraft was destroyed.

Making it through the flak, the rest of the group had the weather in England to contend with. Lt Blank, piloting Aircraft #42-50676 made it back to Seething but was injured while trying to land. Eight of the aircraft including Lt. Winter's aircraft, landed at Hardwick after being unable to land at Seething. Lt. Winter and his crew landed at 15:30 in Hardwick and were transported back to Seething by truck at 20:30. No one was wounded but the aircraft had 3 small holes.

**31<sup>st</sup> January 1945 – Aircraft #44-40099 [TARFU II] – (Group Mission 206)**

The original target of the day was supposed to be a tank plant in Berlin. However by take off the target had changed to Brunswick, Germany. Thirty-three aircraft took off at 08:00 and Lt. Winter's aircraft was assigned to the lead squadron. As they headed towards their target, bad weather hit England so none of the designated fighter escorts were able to takeoff. As a result, at 10:44, the 448<sup>th</sup> received a recall message. They were over Drummer Lake – just 16 minutes from "bombs away".

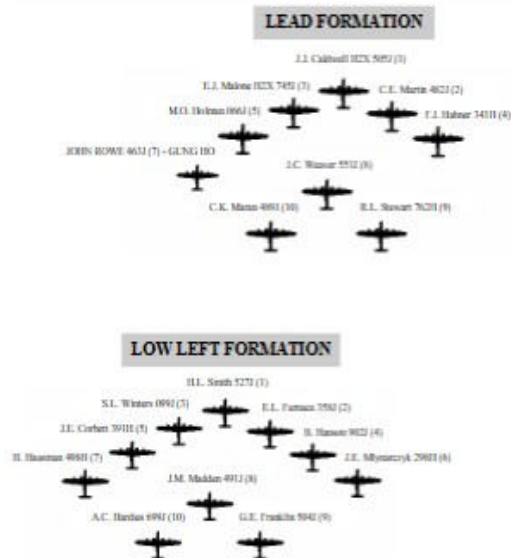
As the weather was so bad in England the group was diverted to an airfield in the north of England. It was not until February 2<sup>nd</sup> that all crews returned back to Seething.



(taken from Rowe)

**15<sup>th</sup> February 1945 – Aircraft #44-40099 [TARFU II] - (Group Mission 212)**

ROWE MISSION #24 - Operational formation - 15 February, 1945  
GROUP MISSION #212  
MAGDEBURG, GERMANY



The target of the day was the oil refinery at Magdeburg, Germany. Lt. Winter's aircraft was assigned to the low left squadron. Twenty-one aircraft took off at round 08:14 but trouble occurred quickly.

As they took off, aircraft #42-50678 [UMBREOGO] which was piloted by Lt. Harlyn Schroeder, lost an exterior panel which held the life raft. The life raft hit the tail of the aircraft and the rope of the raft tangled itself around the horizontal stabiliser. Lt. Schroeder entered the plane into a steep climb then a dive. He managed to gain control temporary.

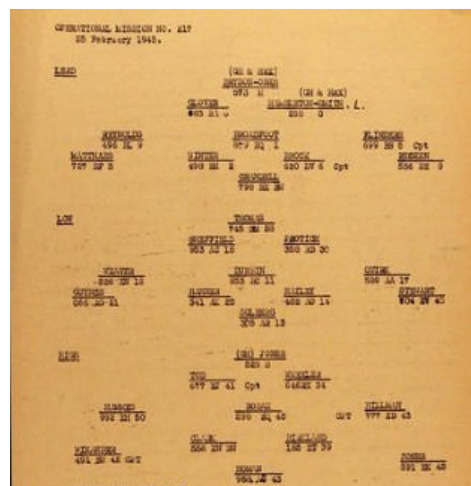
UMBEREOGO headed for the North Sea to jettison its bombs. As they headed back towards the coast Lt. Schroeder ordered everyone to bail out. The crew except the two pilots managed to bail out. The plane tail broke sending the fuselage into a spin. It crashed at Elsing near Attlebridge. Both pilots died at the controls.

Meanwhile the rest of the 448<sup>th</sup> continued with their mission, unaware of what had happened to UMBEREAGO. Aircraft #41-29521 [EL KORAB] suffered engine failure and aircraft #42-51489 [SWEET ROSE MARIE] developed a fuel leak. They turned back to Seething.

Cloud covered the target so the group had to use H2X to identify the secondary target. However, this cloud cover also made it hard for the Germans to aim their flak at the group accurately. The bombs hit the synthetic oil plant and the group returned back to Seething at around 14:30.

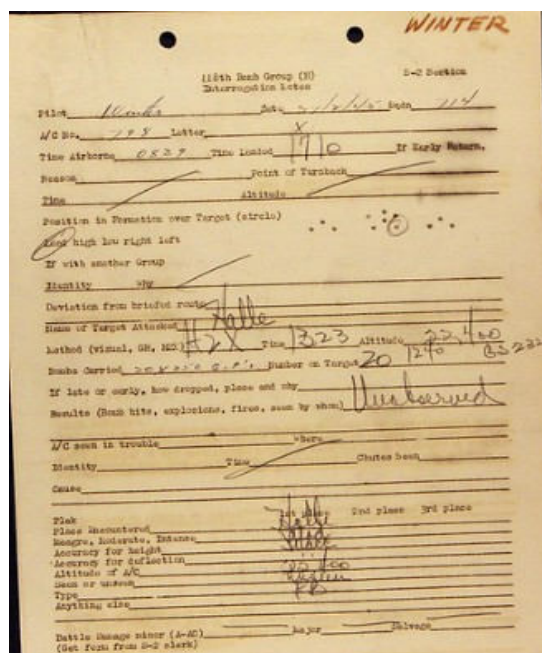
### 25<sup>th</sup> February 1945 – Aircraft #44-10498 [BUFFALO GAL] – (Group mission 219)

The target of the day was a tank repair facility and ordnance depot at Aschaffenburg, Germany. Thirty-one aircraft took off from Seething. Lt. Winter's aircraft was in the lead squadron. The weather was good and the formation experienced no flak on the way to their target. Just after 12:00 "bombs away" was called and the formation dropped their loads with excellent results. On the way back, the group flew in the vicinity of Strasbourg, France and experienced a couple of flak patches but it was inaccurate and no damaged was done.



(taken from Taracopp.com)

### 27<sup>th</sup> February 1945 – Aircraft #42-94798 [MISS MINOOKIE (BOTTLE BOYS)] – (Group mission 221)



(taken from Taracopp.com)

The target of the day was a marshalling yard at Halle in eastern Germany. Lt Winter's aircraft was in the lead squadron and he took off 08:39. The journey over was easy and the group attacked their target using H2X. As the group left the target, aircraft #42-110066 [VIRGIN SURGEON] piloted by Lt. James Guynes, lost an engine over the target. They pushed to stay in formation until they were clear of enemy territory. They left the formation in search of an airfield and landed in Belgium. Lt. Ed Anderson piloting aircraft #41-28925 [LITTLE JO] also got into trouble as he ran low on fuel. He managed to land in a small farm field in Belgium. The crew returned to Seething the next day while salvage crews dealt with LITTLE JO. Lt Winter landed at 17:10.

**1<sup>st</sup> March 1945 – Aircraft #42-94798 [MISS MINOOKIE (BOTTLE BOYS)] – (Group Mission 223)**

The target of the day was the Me-262 components factory at Augsburg, Germany. At 08:57 twenty-eight aircraft took off from Seething. Lt Winter's aircraft was in the low left formation.

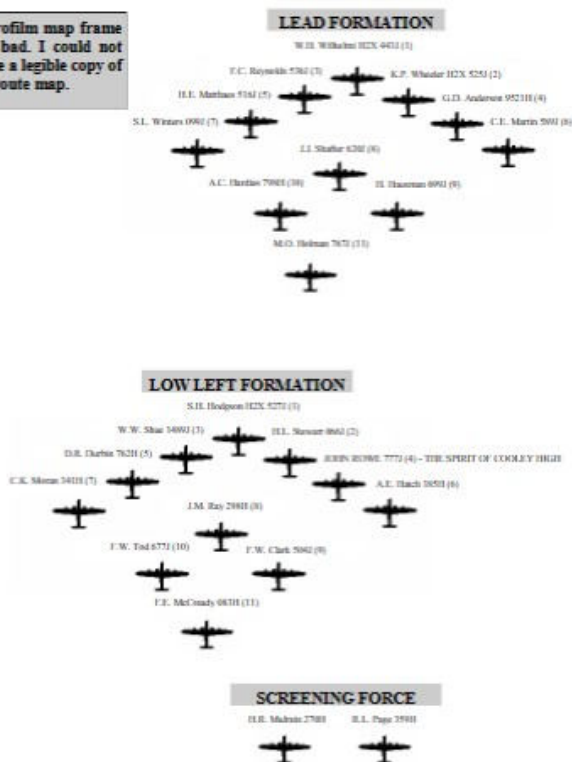
They were met with sporadic, inaccurate flak as they reached the target. The weather prevented them bombing the primary target so they had to use their H2X secondary target, the marshalling yards at Augsburg. On the way back to Seething, the group had to fight the headwinds and as a result they were using their fuel quickly. Aircraft #42-51551 [REDDY TEDDY], #42-50391 [OLD POP] and #41-29521 [EL KORAB] had to land on airfields on the continent to re-fuel so they didn't have to risk ditching in the North Sea.

**ROWE MISSION #29 - Operational formation - 1 March, 1945  
GROUP MISSION #223  
AUGSBURG, GERMANY**



**5<sup>th</sup> March 1945 – Aircraft #44-40099 [TARFU II] – (Group Mission 227)**

Microfilm map frame was bad. I could not make a legible copy of the route map.



The target of the day was an oil refinery in Harburg, Germany. Twenty-two aircraft took off at 06:34. Lt Winter's aircraft was to the lead formation. Lt. F. McCready and Lt. D. Anderson had to abort due to engine and supercharger problems. As the rest of the group reached their target, they found it was obscured so they had to use the H2X equipment. They were also met with inaccurate flak but no fighters opposed them. All aircraft returned to Seething around midday.

**17th March 1945 – Aircraft #44-40099 [TARFU II] - (Group Mission 235)**

17 MAR. 45

DATE	GROUP	PILOT NO.	REPORT	T. O.	ETA.	REMARKS
		620	Shaffer	1029	1630	
		536	Winters	1126	1630	
		498	Flinders	1226	1630	
		099	Mains	1329	1630	
		7521	Mains	1429	1630	
		870	Winters	1529	1630	
		579	Constable	1629	1630	
		767	Winters	1729	1630	
		489	Winters	1829	1630	
		472	Winters	1929	1630	# of group fuelled
		341	Winters	2029	1630	
		368	Winters	2129	1630	
		348	Winters	2229	1630	
		782	Winters	2329	1630	to Prop. Fuelled
		587	Winters	2429	1630	
		387	Winters	2529	1630	
		42	Winters	2629	1630	

The target of the day was industrial works in Hannover, Germany. Lt. Winters was assigned to the low left squadron and took off at 10:29. Thick cloud hampered the group's departure and complicated assembly. The bad weather extended over the continent forcing the crews to use H2X to identify the target. They were met with ineffective flak and bombs away were called at 14:00. Immediately after "bombs away" the group headed home. Lt. Winters landed at 16:42. No aircraft from Seething was damaged.

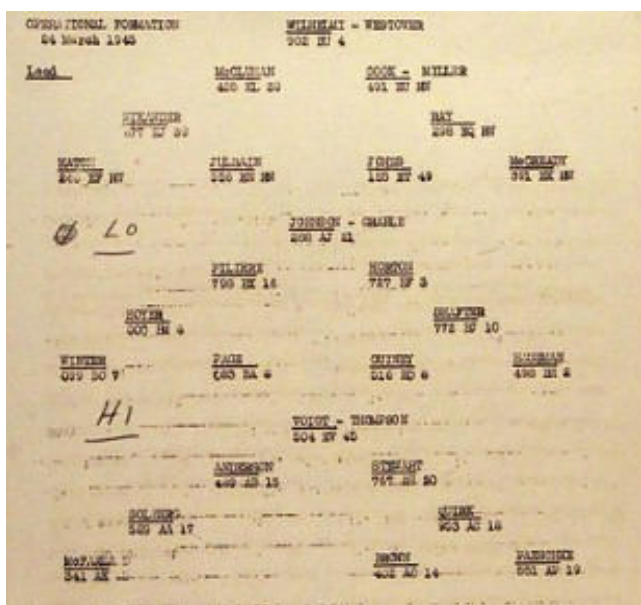
**19th March 1945 – Aircraft #44-40099 [TARFU II] – (Group Mission 237)**

The target was a power plant for a jet component factory at Baumenheim, Germany. Col. Westover flew as command pilot and led the 448<sup>th</sup> as well as the entire 20<sup>th</sup> CBW. Lt. Winter took off at 10:59. The weather was good and the only opposition encountered was contrails. There was no flak as the crews successfully released their bombs on the target. They returned to Seething at 18:54

Operational Mission  
Mar. 19, 1945  
Sub 2 of 2

DATE	GROUP	PILOT NO.	REPORT	T. O.	ETA.	REMARKS
		992	Birkhead	1102	1855	
		302	Winters	1102	1855	Landed at A-44 Camp. 1 Eng. Out
		000	Shaffer	1102	1855	
		797	Grindell	1102	1855	
		7521	Winters	1102	1855	
		305	Winters	1102	1855	
		227	Winters	1102	1855	
		209	Winters	1102	1855	
		620	Ruse	1102	1855	
		253	Duce	1102	1855	
		697	Constable	1102	1855	
		762	Flinders	1102	1855	
		536	Mains	1102	1855	
		099	Winters	1102	1855	
		083	Davis	1102	1855	
		489	Winters	1102	1855	

**24th March 1945 – Aircraft #44-40099 [TARFU II] – (Group Mission 243)**



Twenty-six aircraft from Seething were assigned to drop re-supply bundles on drop zones located near Wesel, Germany to support the airborne troops situated there. To ensure the accuracy of the drops, the bombers were to drop from a low level. The formation was to fly at 500 feet until the drop zone was acquired, then descend to 300 feet and drop their bundles which were stowed in the bomb bays. Army engineers were scheduled to fly with each crew to oversee the drops and coordinate Army requirements.

After a 05:30 briefing, the twenty-six aircraft, split in three formations, left Seething. Lt. Winters was in the Low left squadron and took off at 09:42. The formation left England and took a circuitous route across France, Belgium and Holland. As they prepared to cross into enemy territory the formation

dropped lower and lower and crossed the Rhine River below 500 feet. Small arms fire immediately erupted around the formation. Despite the smoke and haze the formation crossed the Rhine near the American sector. They made a 270 degree turn and found the British forces 3 miles north of Wesel. Two hundred and twenty-eight bundles of supplies fell from the bombers but they were flying very low and very slow. German soldiers fired all available guns at them.

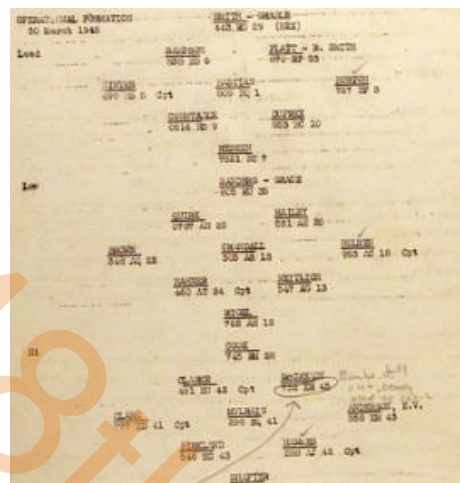
Aircraft #42-50341 [PICADILLY LILLY] suffered damage with the control cables shot out. They crashed into a hill near Wesel. Eight of the crew were killed. Aircraft #42-50902 [MISS MUFF] also suffered damage. Its landing gears were damaged. They made it back to England and crash landed at Manston. Aircraft #42-51504 was also damaged. They arrived at Manston but circled for 30 minutes checking out the damage. The damage was serve that they had to bail out. Other aircraft that suffered damage included aircraft #42-50455 [WAG'S WAGON], #42-50772 [JOKER'S WILD], #42-94798 [MISS MINOOKIE], #44-10556 [MOTHER OF TEN] and #44-50678 [BTO].

Lt Winter managed to land back at Seething at 15:21.

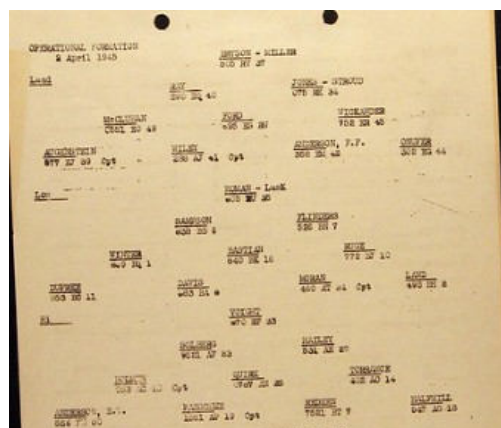
**25<sup>th</sup> March 1945 – Navigator Bo Hauver lost his life while on a mission with Lt. Knute P Stalland's crew**

**30<sup>th</sup> March 1945 – Aircraft #42-50699 [FEARLESS FOSDICK] – (Group Mission 246)**

The target was the docks at Wilhelmshaven, Germany. Lt Winter was on the left side of the Lead squadron. Five bombers aborted during assembly and returned to Seething. The rest of the formation crossed the North Sea and attacked the target. Clouds over the target complicated the bombing as did the heavy flak. Using a combination of H2X and visual cues, the bombers released their bombs at 13:41 with excellent results. Although they experienced heavy flak, everyone returned safely to Seething.



**2<sup>nd</sup> April 1945 – Aircraft #42-50809 [BROWNIE]**



The target was the airdrome in Alborg, Denmark. Lt Winter was in the left side of the Lead squadron and took off at 13:01. High clouds and unfavourable weather conditions along the Danish coast forced the formation to abort the mission and return to Seething. They landed at 18:46.

#### 4<sup>th</sup> April 1945 – Aircraft #42-50699 [FEARLESS FOSDICK] - (Group Mission 248)

At 05:53 forty-five aircraft left Seething and headed for their target of Parchim Airfield - a jet airfield, north of Berlin, Germany. Lt. Winter was in the low bucket squadron which is at the lowest level of formation flight so they would have a view of most of the planes in the Group. Bad weather meant the target was changed and the new target was a jet field at Wesendorf. As the group approached the initial point the “bandits” call came over the radio and half-dozen ME-262 jets, armed with 20mm Cannons, attacked. Two of the Me-262s swooped down on the bombers.

BUCKET SQDN																
PILOT	NO	A/OB	TIME S.O.	TIME L.AIN	A/C TYPE	POS ACT	TIME ACT	ALT ACT	DESCRIPTION OF WOUND IN HEAD WING TAIL				CLASS NO	STATUS OF PILOT	STATUS OF PLANE	
COOK	712	890	0554	1200	✓	P	1826	192	4	500	4					
FLINDERS	714	853	0552	1200	✓	P	1825	19	10	500	10				5289-1481	
GUINNEY	714	498	0554	1200	✓	?	1825	17	10	500	10				5288-1065	
HARDIES	714	526	0557	1200	✓	?	1826	19	5	500	10				5287-1122	
HUMAN	712	870	0558	1200	✓	?	1826	19	4	500	4				5284-1102	
PRESCHE	715	851	0601	1205	✓	?	1826	19	10	500	10				5285-1150	✓
RUGE	714	496	0602	1205	✓	?	1826	19	10	500	10				5286-1150	
SAMPSON	714	000	0606	1205	✓	?	1826	19	10	500	10				5283-1010	
WINTER	714	699	0602	1205	✓	?	1826	185	10	500	10				5282-1000	✓

“They were going in a direction opposite to us and then turned toward our squadron. At extreme range, possibly 2,000 yards – at five o’clock low, I recognized them as Me-262s and opened fired at the nearest one. I continued firing to point blank range, and could see my tracers going into him. He then dipped below the tail and broke away to ten o’clock low. As he was coming in, I could see the flashes of his cannon firing from the nose. He was so close that I could see the white of the pilot’s face and his flying helmet when he looked up at us as he was passing under our tail. Deane in the waist told me he saw pieces of the fuselage flying off the jet’s wing as he flew by. He also opened fire on the same jet. Later, we talked about it, and he thought I may have him. Two P-51s were also pursuing the same jet at the same time. A moment later I saw a piece of B-24 fuselage with the tail section intact and attached, falling and twisting slowly down below my turret. I watched it fall until it was quite a ways down beneath our formation. At first, my mind wouldn’t register what it was, and then it hit home. The plane flying left element, in Purple Heart Corner, directly off our left wing, broke in half when it was apparently hit by the jet I’d just been firing at” recalled Sgt. Ed Chu gunner on aircraft #42-95083 [MY BUDDIE].

The aircraft Ed saw break in half was Aircraft #44-50838 [RED BOW] piloted by Lt. Robert Mains. The only survivor was Sgt. Charles Cupp.

Aircraft #42-95620 [MISS B-HAVIN], piloted by Lt. James Shafter, suffered serious damaged. They peeled out of formation after feathering both engines on the left side. The number two engine spouted flames and debris started falling from the aircraft. Canon fire started a fire in the wheel well, below the flight deck. Lt Neal Pettit, the navigator tried to make contact via interphone with the rest of the crew but was unable to do so. The fire quickly spread and Lt. Shafter ordered the crew to bail out. Lt. Pettit burnt his face and hands trying to open the escape hatch. He finally kicked the door open. The nose gunner jumped out the hatch, while the bombardier. Lt. Calvin Ellis, scrambled up to the flight deck to retrieve a fire extinguisher. Unfortunately, he left his parachute and upon returning, found the fire had completely consumed the nose of the B-24 then erupting in a giant fireball. Only seven of the crew survived.

Aircraft #42-95298 [TROUBLE N’ MIND] piloted by Capt. John Ray was also damaged. A flak round burst in the cockpit severing oxygen lines and communications cables. Fire, fed by the oxygen lines, consumed the cockpit. The aircraft started a shallow dive that gradually increased until it entered a spin. Only six of the crew survived and became POWs.

To be filled out in the air 20 min before landing, or 15 min before, if the weather is so good that the landing is not a problem.

UNIT: 44-50540 (10) - 42 Division  
 DATE: 4 APRIL 1945  
 TIME: 12:00  
 ALT: 6000  
 (If made return) Name of location: \_\_\_\_\_

Position in formation over target (approx)  
 Lead: 1st (10) 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
 If with weather check: \_\_\_\_\_  
 Direction: \_\_\_\_\_  
 Type of target: \_\_\_\_\_  
 Name of target: \_\_\_\_\_  
 Details (Name, location, etc.): \_\_\_\_\_  
 If not as above, but as to, where a map: \_\_\_\_\_  
 Remarks (Time, location, etc.): \_\_\_\_\_  
 Altitude of aircraft: \_\_\_\_\_  
 Type: \_\_\_\_\_  
 Remarks: \_\_\_\_\_  
 Fighter Report Reference: \_\_\_\_\_

NOT TO BE FILLED OUT BEFORE 260 ALTITUDE

Flak increased just as the fighters ceased their attack but cloud hid the target and the formation was unable to drop their bombs. The formation turned and prepare for a second pass, but as they did, the fighters came for another attack. An Me-262 dove on the formation firing at them. Suddenly P-51s appeared and started chasing while the bombers crossed over the target for a second pass. Once again cloud hid the target. Unable to drop their bombs, the formation departed the target area. Two of the squadrons managed to bomb an airfield at Wesendorf, Germany but the others carried their bombs back to Seething.

Lt. Winter landed back at Seething at 13:25.

**5<sup>th</sup> April 1945 - Aircraft #44-50540 [ACHTUNG NOON BALLOON] - (Group Mission 249)**

Thirty-nine aircraft took off from Seething and headed for an ordnance depot at Bayreuth, Germany. Lt. Winter was assigned to the high right squadron and took off at 06:21 amid heavy cloud and rain for the assembly area over Merville, France. Due to the poor weather, some of the bombers never located the formation and returned to Seething. Only twenty-two of the thirty-nine bombers made it to the target. They faced no flak or fighters. However, cloud obscured the target and the bombers had to use H2X to identify the target. Lt. Winters crew landed back at Seething at 14:15.

OPERATIONAL RECORD  
 5 April 1945

UNIT: 44-50540 (10) - 42 Division  
 DATE: 5 APRIL 1945  
 TIME: 12:00  
 ALT: 6000  
 (If made return) Name of location: \_\_\_\_\_

Position in formation over target (approx)  
 Lead: 1st (10) 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
 If with weather check: \_\_\_\_\_  
 Direction: \_\_\_\_\_  
 Type of target: \_\_\_\_\_  
 Name of target: \_\_\_\_\_  
 Details (Name, location, etc.): \_\_\_\_\_  
 If not as above, but as to, where a map: \_\_\_\_\_  
 Remarks (Time, location, etc.): \_\_\_\_\_  
 Altitude of aircraft: \_\_\_\_\_  
 Type: \_\_\_\_\_  
 Remarks: \_\_\_\_\_  
 Fighter Report Reference: \_\_\_\_\_

NOT TO BE FILLED OUT BEFORE 260 ALTITUDE

OPERATIONAL RECORD  
 5 APRIL 1945  
 UNIT: 44-50540 (10) - 42 Division  
 DATE: 5 APRIL 1945  
 TIME: 12:00  
 ALT: 6000  
 (If made return) Name of location: \_\_\_\_\_

Position in formation over target (approx)  
 Lead: 1st (10) 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
 If with weather check: \_\_\_\_\_  
 Direction: \_\_\_\_\_  
 Type of target: \_\_\_\_\_  
 Name of target: \_\_\_\_\_  
 Details (Name, location, etc.): \_\_\_\_\_  
 If not as above, but as to, where a map: \_\_\_\_\_  
 Remarks (Time, location, etc.): \_\_\_\_\_  
 Altitude of aircraft: \_\_\_\_\_  
 Type: \_\_\_\_\_  
 Remarks: \_\_\_\_\_  
 Fighter Report Reference: \_\_\_\_\_

NOT TO BE FILLED OUT BEFORE 260 ALTITUDE

Operational Mission  
 April 5, 1945  
 Sheet 2 of 3

NO.	NAME	TYPE	REMARKS
1	187	Heister	Could not find
2	289	Heister	14:15
3	294	Heister	Continued on - Seething
4	295	Heister	14:15
5	296	Heister	B-53 crew here
6	297	Heister	14:15
7	298	Heister	Continued till no range
8	299	Heister	14:15
9	300	Heister	14:15
10	301	Heister	14:15
11	302	Heister	14:15
12	303	Heister	14:15
13	304	Heister	14:15
14	305	Heister	14:15
15	306	Heister	14:15
16	307	Heister	14:15
17	308	Heister	14:15
18	309	Heister	14:15
19	310	Heister	14:15
20	311	Heister	14:15
21	312	Heister	14:15
22	313	Heister	14:15
23	314	Heister	14:15
24	315	Heister	14:15
25	316	Heister	14:15
26	317	Heister	14:15
27	318	Heister	14:15
28	319	Heister	14:15
29	320	Heister	14:15
30	321	Heister	14:15
31	322	Heister	14:15
32	323	Heister	14:15
33	324	Heister	14:15
34	325	Heister	14:15
35	326	Heister	14:15
36	327	Heister	14:15
37	328	Heister	14:15
38	329	Heister	14:15
39	330	Heister	14:15

## 17<sup>th</sup> April 1945 – Aircraft #42-94853 [WINDHAVEN]

Lt Winter's crew were scheduled to fly in the left side of the high squadron. However a tragic event occurred which stopped the 448<sup>th</sup> from taking off for this mission. Lt. Torrance's crew were in Aircraft #44-50572. As they started to lift off from the runway there was a sudden power loss which brought the aircraft crashing down to earth. As there was insufficient runway remaining to stop their aircraft, it hurtled off the end of the runway and the nose gear sank into the mud twisting it ninety degrees. The crew was tossed about but Sgt. Paretti and Sgt. Larry Caruso managed to escape through the hatch. Lt Torrance and his co-pilot Lt. Donald DiFrancisco climbed out of the pilot's window and ran to safety.



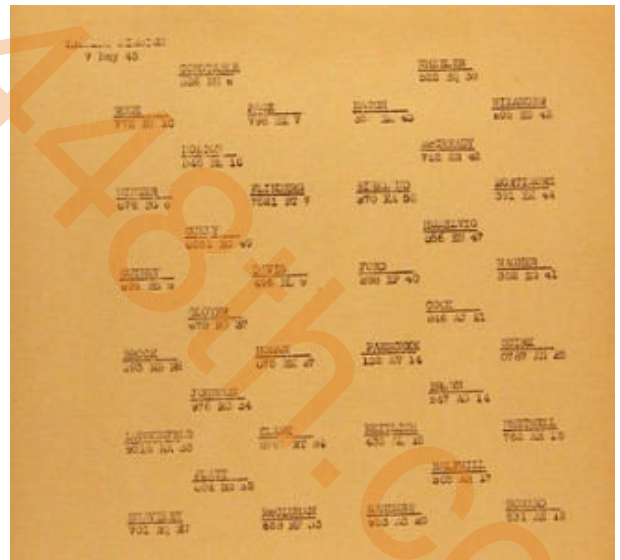
(Site of crash - David Foster)



However the other four crew members were trapped in the front of the bomber and there was a fire in the bomb bay. People tried to free them but the fire spread to the number three and four engines which were full of fuel. Those trying to help had to leave the area for their own safety. The aircraft exploded and the four trapped crew members perished. They were Lt. Fredrick McKinley, Lt. Harold Beanland, Sgt. Hairman Merrill and Sgt. James Gleason.

## 7<sup>th</sup> May 1945 – Aircraft #44-50676

From the 1<sup>st</sup> May 1945, the 448<sup>th</sup> Bomb Group were flying "Trolley" missions. The aircraft would have a minimal crew of Pilot, Co-Pilot, Engineer and Radio Operator. These missions allowed non-flying personnel to observe the destruction on the German cities and countryside. They would take approximately ten ground personnel.



# After the war



(family source)

During his time at Seething, Paul was promoted to Sergeant and on November 21<sup>st</sup> 1945, Paul was honourably discharged at Patterson Field, Ohio.

On 25<sup>th</sup> June 1949 Paul married Helen Patricia Fink (b.1924) in Allegheny, Pennsylvania. They were both glass workers. Helens parents both came from Poland.

They had two daughters Lorraine and Linda, and a son, Duane

Paul worked at PPG, Creighton, in the maintenance department for 32 years and retired in 1984. He was a member of Holy Family R.C. Church, Creighton and the American Legion Post 48, Natrona. He was an avid reader, liked gardening, fishing, hunting, bird watching and going to his camp in Potter County.

Helen passed away on January 11<sup>th</sup>, 2009 and Paul passed away January 1<sup>st</sup>, 2020, and is buried at Our Lady of Hope Cemetery, Tarentum, Allegheny, Pennsylvania



As a side note, in 2023, about six months after this story was written, the family of Bo contacted us asking for any information on him. It was an honour to be able to share with them his story, as well as his crew. On Veteran Days some of the family gathered to open his trunk that was sent back after his death. Inside the trunk were his officer's cap, the flag from his coffin, and a woefully thin cotton blanket presumably from his cot in Seething. Photographs of the items are attached below.

