

Henry J. "Hank" Larwig - Military Record Summary

Researched & compiled in January 2009 by Lillian Larwig, wife.

Walter "Walt" Keilt pilot 368th Sqdr, a/c B-17G # 42-37943 "Weary Bones", crew: Rene C Fix co-pilot, Shelby L Tanner navigator, Howard L Harmston bombardier, Henry J "Hank" Larwig engineer/top turret gunner, George J "Shorty" Allen radio, Phillip Vaught ball turret gunner, William "Bill" Wiersma waist gunner, James P "Smitty" Smith waist gunner, Raymond D "Mike" Kemp tail gunner

Enlisted: U.S. Army Air Force, September 16, 1942, rank Pvt

Basic Training: Sheppard Field, Wichita Falls, TX, 3 months

Airplane Mechanical School: Amarillo, TX, completed March 7, 1943

B-17 Specialist School: Boeing Plant, Seattle, WA, completed April 23, 1943, rank Cpl

Gunnery School: Kingman, AZ, completed June 21, 1943, rank Sgt

Flight Training: San Angelo & Dalhart, TX, completed September 1, 1943, rank S/Sgt

Crew Formation: B-17 Crew for overseas duty, Grand Island, NE, Oct, 1943, rank T/Sgt

Depart for Overseas Duty: Refuel in Maine, Oct, 1943

Continue Travel for Overseas Duty: Refuel in Iceland, Oct 1943

Arrived in England, October 27, 1943

Combat Assignment: European Theater of Operations (ETO), Station 111, Thurleigh, England, November 15, 1943 to August 13, 1944

Combat: completed 30th Mission flown May 26, 1944, total 251 hours

Non-combat: 35 Missions flown, total 84 hours

Flying Experience: One year, 3 months

Returned to Continental U.S.: Lowery Field, CO, 1944

Rest & Recuperation: Santa Monica, CA, September 18, 1944

Start as Aircraft Instructor: Chanute Field, Rantoul, IL, September 24, 1944

Married: Lillian Intemann, December 28, 1944

(Lived off base in Urbana, IL, then Champaign, IL while serving at Chanute Field. Also went to Philadelphia, PA for six weeks of schooling. Lil took the train with Hank, lived in one room in a two-story house. Ate meals at a cafeteria two blocks from rooming house. Two other soldiers from Chanute Field also went on the training mission)

Honorable Discharge: Sheppard Field, September 29, 1945, rank T/Sgt

The following poem was preserved in a journal kept by former prisoner of war, Corman Bean, during his internment at Stalag Luft 1 in Barth, Germany. The author remains anonymous, but the best we can find out is that "LIGHTNINGS IN THE SKY" was written in 1943 by a B-17 gunner in North Africa.

LIGHTNINGS IN THE SKY

**Oh, Hedy Lamarr is a beautiful gal,
And Madeleine Carroll is, too.
But you'll find if you'll query, a much different theory
Among the men of a bomber crew.
For the loveliest thing of which one could sing
(This side of the Heavenly Gates)
Is no blonde or brunette of the Hollywood set -
But an escort of P-38s.**

**Yes, in days that have passed, when the tables were massed
With glasses of Scotch or champagne,
It's quite true that the sight was a thing to delight
Us, intent upon feeling no pain.
But no longer the same, nowadays, in this game,
When we head north from Messina Straits,
Take your sparkling wine - every time just make mine
An escort of P-38s.**

**Byron, Shelley or Keats ran a dozen dead heats,
Describing the view from the hills,
Of the valleys in May when the winds gently sway
an army of bright daffodils.
Take the daffodils, Byron - the wild flowers, Shelly -
Yours is the myrtle, Friend Keats;
Just reserve me those cuties - American Beauties -
An escort of P-38s.**

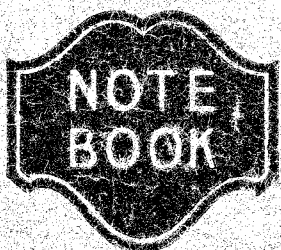
**Sure, we're braver than hell; on the ground all is swell -
In the air it's a different story:
As we sweat out our track through the fighters and flak;
We're willing to split up the glory.
Well, they wouldn't reject us, so Heaven protect us
And, until all this shooting abates,
Give us courage to fight 'em and - one other item -
An escort of P-38s.**

(T/Sgt Robert H. Bryson, B-17 Radio Operator)

Contents - Henry Larwig training spiral notebook

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THE SPIRAL



No. 309



Made Under One or More of The Following
U. S. Patents 2,199,480 2,247,487 2,035,778
and Other U. S. Patents Issued.

Inspections.

J. O. 01-20EF-2

J. O. 00-20A-2

Maintenance Instruction Forms.

A.R.F. 15-1, March 15, 1943

Flight Report, Forms 1+1A

J. O. 00-20A

Visual inspection of the
airplane. Form 41B, 60A,
60B + 61.

J. O. 00-1, Index

J. O. 00-5, Information

pre-flight

Daily

25 hour

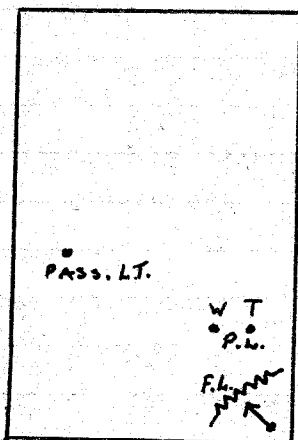
50 hour

Engine Run-up

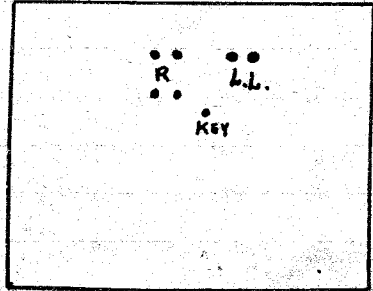
1. Check chocks and all clearances around plane.
2. Place fuel Bottle. Unlock Flight Control
3. Check switches + pull props. through.
4. Set parking brakes. turn on hydraulic pressure.
5. Turn on Bat. sv. + inverter.
6. open fuel shut-off valves + turn on boost pumps with mix control in Auto-Rich. check for flow in blower drain + move to idle cut-off.
7. Supdgy. - no boost. props. - low. Pitch
8. open cowl flaps. next page.

Light switches.

R - recognition
L.L. - landing lights
F.L. - Form. lights
P.L. - position lts.



Pilots control PANEL.



CENTRAL CONTROL PANEL.

Intercooler in "Cold position"

9. open throttle, $\frac{1}{4}$. Carb. air. "on"

10. Set primer pump.

11. Energize and mesh.

12. Cut in Magns and prime as necessary

13. Mix Control in "Auto Rich"

14. adjust throttle. BE SURE to CHECK OIL PRESSURE IMMEDIATELY.

70 to 80[#]" 75[#]" DESIRED, also check fuel pressure 14 to 16[#]" 15[#]" desired.

Lock primer

Check cyl. head. Temp (160°-205°)

Check oil temp. 60-80°.

Run to 1800 R.P.M. then check mag. Check prop pitch.

Turn in generators at 1800 R.P.M.

Check mags for "off" at 800 R.P.M.

Check R.P.M. at "Full Boost"

(46" @ 2500 R.P.M.).

Check vacuum to about 4" hg.

Oil pressure. 8th P.S.I.

Check inverter voltage (26-32 volts).

Check idling 550 R.P.M.

For stopping full mixture control to idle cut off, then slowly advance throttle.

Turn "off" all switches.

Lock controls.

(Then hope and pray everything goes alright).

- Crew 35 -

- 18- LT. WALTER, H. KEILT - 677767
- 18- LT. RENE C. FIX - 0-682841
- 01- LT. HOWARD L. HARMSTON - 0679194
- 38- SGT. HENRY J. LARWIG - 18132093
- 38- SGT. JEFF. E. CRAM - 15116636
- 38- SGT. WILLIAM, WIERSMA - 32605706
- 38- SGT ALLEN, GEORGE J - 36202412
- 38 - SGT. RUDGE, HARRY W - 33423244

2500	R.P.M.	- 40"	TAKE OFF
2300	R.P.M.	- 34"	CLIMB
1950	R.P.M.	- 29"	CRUISE

Aircraft Recognition

U. S. Pursuits

P38	P51
P39	P70
P40	WILDCAT
P43	CORSAIR
P47	

BRITISH

SPITFIRE

HURRICANE

BEAU FIGHTER

RUSSIAN

I-16

I-18

IL-2

<u>German</u>	<u>W + F</u>
FW 190	34' - 29'
Me 110	53' - 40'
Me 109 E	32' - 29'
Me 109 F	33' - 30'

<u>Japanese</u>	<u>W + F</u>
SENTO	37' - 25'
NAGOYA	40' - 30'
NAKA 97	37' - 24'

<u>ITALIAN</u>	<u>W + F</u>
MC 200	35' - 27'
MC 202	35' - 30'
RE 2000	37' - 26'
RE 2001	36' - 27'

600 yds. effective range of a
hand held flex gun.

1000 yds. effective range of a
sperry turret gun.

Planes with 37' wingspan
or less; add 100 to get $\frac{3}{4}$
of radius. With 38' wing
span or more add 150 to
get $\frac{3}{4}$ radius. Use correct size.

Angle firing

Angle of 30° or less subtract 5'

" " 30° - 60° subtract 10'

" " 60° - 90° subtract 5'

Machine guns

M.R. Caliber 50 Browning
belt fed, air cooled.

3 recoiling groups

1. bolt

2. Barrel

3. barrel extension.

gun operates on short recoil.

1. Chamber pressure - 52,000 P.S.I.

2. Muzzle velocity - 2,750 ft per sec.

3. Barrel has 8 lands and 8
grooves turning to the right.
make 1 turn every 15"

4. recoil of barrel and extension
is 1 1/8"

steps in firing

1. Recognize the aircraft
2. use wing span or fuselage
3. determine angle if any.
4. determine part of sight filled + estimate range

6. recoil of bolt $7/8$ "

6. recoil of parts before unlocking
 $5/8$ "

7. fire control is your cocking lever. fire control is effective
 $3/8$ " of battery.

Battery position - when bolt is locked to your barrel extension and your barrel extension is against your trunion block.

fire control - is any part or parts that prevent premature release of the firing pin before the action is closed and locked.

Recoil - is the rearward movement of the recoiling parts.

Counter Recoil - is the forward movement of the recoiling parts.

Ballistics are the forces that act on the bullet after it leaves the gun.

Sperry Upper Local.

turret turns 0-360° azimuth
85° zenith.

Sperry K-3 computing sight
on upper turret.

turret operated electric-hydraulic.
A thrust bearing supports
the entire weight of turret.

8 rings in collector ring assembly.
6 in use. 2 spares. in terminal box.

Push to talk switch located
by sight foot.

8 fuses in turret, 4 used and
4 spares. In junction box on
upper left side. 170A - power
20A - firing circuit, 15A sight and

5A for trouble light.

1. sight switch
2. main power switch
3. gun selector switches
4. safety switch
5. firing switch

800 rounds for turret, 400 rounds for each gun. 3 cans for each gun (125 rounds in each can).

(Centralizing springs).

turret weight 1,015 lbs

45° per second speed of azimuth

30° per second elevation

40 3/4" diameter of turret

Terminal box provides a means of supplying electricity to the turret and for its communication.

50 Cal. M2

Nomenclature of Groups

1. Back Plate
2. Cover
3. Oil Puffer
4. Barrel
5. Casing
6. Bolt.

5 forces affecting the bullet.

1. Air resistance
2. Mount Velocity
3. Bullet Rotation
4. Propellant charge
5. Gravity.



LOW WING



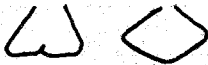
HIGH MID WING



MID-WING



LOW-MID WING



Nomenclature

I. Cover group.

1. Cover Extractor Cam.
2. Cover Extractor Spring
3. Belt feed lever
4. Belt feed lever plunger spring
5. Belt feed slide
6. Belt feed pawl
7. Belt feed pawl arm
8. Cover Latch and spring.

II Back Plate Group

1. latch and latch lock.
2. Buffer Plate.
3. Buffer Disc.
4. Buffer adjusting screw.

III Bolt Group

1. Bolt stud
2. Driving Spring
3. Extractor Assembly
 - A. Ejector
 - B. Lug
 - C. Hook
4. Extractor stop pin
5. Bolt switch
6. Grooves
7. T-Slot
8. Recoil Plate
9. Firing Pin Port
10. Lower Projection
11. Middle Projection
12. Bolt Recess

13. Cocking lever Pin
14. Cocking lever
15. Sear stop
16. Sear side
17. Sear-sear notch + sear spring
18. Firing Pin assembly.
 - A. Striker
 - a. Extension
 - c. notch
 - d. Spring

III Oil Buffer Group.

1. Oil Buffer Body.
 - A. oil Buffer Body lock spring
 - B. oil Buffer tube lock spring
 - c. accelerator
 - d. accelerator Pin
 - C. Breach lock depressors

F. Guide keys

H. Shoulders

2. Oil Buffer Unit.

IV. Barrel Group

1. Barrel, muzzle end, breech end chamber, rifling.

2. Barrel extension.

3. Barrel extension shank

4. Barrel locking spring

5. Breech lock

6. Breech lock pin

7. Inner recess

V. Receiver Group

1. Emission Block

2. Receiver

3. Top plate bracket

4. Breich lock cam
5. Extractor cam
6. Extractor switch
7. Trigger Bar
8. Feedway.
9. Belt holding pawl
10. Belt holding pawl spring
11. Belt holding pawl pin
12. Front cartridge stop
Rear cartridge stop
link stripped.
13. Front barrel bearing
14. Barrel Jacket
15. Front & rear mounts
16. Charging handle
17. slide
18. bracket
19. cover detent

R. W. GUN - VERTICAL DEFLECTION

200 YDS.	400 YDS.	600 YDS.
2 FT.	5 FT.	10 FT.

BULLET TRAIL

200 YDS	400 YDS	600 YDS
5 MPH	15 MPH	20 MPH

L. W. GUN - VERTICAL DEFLECTION

200 YDS.	400 YDS	600 YDS
0 FT.	2 FT.	5 FT.

BULLET TRAIL ABOUT SAME AS

R. W. GUN.

FRONT GUN - VERTICAL DEFLECTION

200 YDS.	400 YDS.	600 YDS.
1 FT.	3 FT.	8 FT.

AT 45° - BULLET TRAIL

200 YDS.	400 YDS.	600 YDS.
0	5 MPH	10 MPH

Limit stop adjustment

1. Loosen the three retained screws on vertical worm gear.
2. Place guns at zero elevation.
3. Rotate the vertical worm gear (the top towards the front of the turret) until the two dogs meet.
4. Tighten up the three screws.
5. Tighten pinion nut and replace housing.

Fire cut-off adjustment

1. Remove fire cut-off housing.
2. Place turret at 0° azimuth, and 90° elevation.
3. Place setting fixture in

hole of profile cam.

4. Loosen three screws on profile cam and three screws on horizontal worm gear.
5. Place cam pin in hole of setting fixture.
6. Tighten all screws and check cam pin height.
7. Move turret to one side in azimuth.
8. Turn main switch "on" and close safety switch.
9. Relay will close.
10. Rotate turret slowly back - relay should open when cam pin reaches junction of slope and flat top of setting fixture.

take out fixture setting.

11. Replace housing.

Elevation Creep Adjustment

1. Remove fix cut-off and eccentric gear box housings.
2. Loosen pinion nut in eccentric gear box.
3. Loosen screw on zero detent.
4. Bump vertical worm gear, rotate it back and forth until a neutral spot is found.
5. Tighten on screw of zero detent being careful not to displace the rate shaft and that there is equal tension on projection of zero detent.

G-4A - G-11 solenoids
G-4A on top, G-11 on back.

Nomenclature and Part function
of the oil Buffer Tube.

1. oil Buffer Piston rod shank
engages with barrel extension shank.
2. spring guide
3. guide key - right hand side
4. oil buffer tube spring
5. Tube cap.
 - A. cap plug.
 - B. spring.
 - C. ring.
 - D. packing gland.
 - E. relief valve. (12-15" \square ")

{ 40 to 50 thousand clearance between
valve and head.

6. oil buffer piston rod.

7. A. shank

8. Head.

9. valve.

A. two flat stock keys

10. oil buffer piston rod nut.

11. oil buffer tube

A. 2 filled plugs

B. Index slot

12. oil Buffer piston rod head

A. 6 throttling ports, helps
form restricted openings.

13. Valve

A. valve has oversized opening

AXS-777 oil used in oil
buffer piston.

3 flexible shafts

A. azimuth

B. elevation

C. range

2 deflection dials

2 position dials

deflection dial thumb screws
optical head.

range dial

azimuth dimension dial

lamp housing

lamp

Use 3580 in hydraulic
units.


Grease ANG 3 or Beacon MR85

3 position stoppages

- 1st. When action is in battery position, bolt stud forward.
- 2nd. When bolt is one half the way back to all way forward.
- 3rd. From half way back to all the way back.

Boresighting

1. Remove bolts and back plates.
2. Remove all flexible cables from sight.
3. Center left gun adjustments.
4. Boresight left gun on a target 1000 yds or more away.
5. Adjust right gun to boresight on the same target.
6. Turn target dimension to 20 and range dial to 1000 yds.
7. Remove lamp and lamp housing.
8. Turn deflection dials to read zero. (alternating adjusting with shafts in inputs) (Ag. + Eg.).

- 
9. Place Reticules on same
boresight target (by use of
thumb screws).
 10. Turn turret to 0° Az. and
 0° elevation.
 11. Replace lamp and lamp
housing and turn sight "out".
 12. Turn position dials to 0.
(use same method as
adjusting deflection dials).
 13. Connect all flexible shafts,
meshing with closest tooth.
 14. Replace bolts and back plates.



ROUND



OVAL



RECTANGLE

1. square wing tips
2. round wing tips

Wing position

1. Low wing
2. Low mid wing
3. mid wing
4. high mid wing
5. High wing
6. Parasol wing

Wing types

1. dihedral.
2. Straight center section, outer dihedral.
3. negative dihedral.

Landing gears

1. fully retractable gear
2. semi-retractable gear
3. fixed landing gear

Engines

- | | |
|-----------|----------------|
| 1. inline | No. of engines |
| 2. radial | |

Air scoops - size and position



TAPERED



SWEPT BACK



SWEPT BACK
TAPERED



ELLIPTICAL WING



ROUNDED TRAILING
EDGE

D-11 solenoids

Sperry Lower Bell

1290[#] weight without gun
and ammunition

(It has no safety switch).
suit heater and trouble
lamp

It has some armor plating.

It is the safest turret.

(675 in left gun and 500
in right gun. (ammunition)

turret moves 0-360° azimuth,
elevation is from 0 to a
minus 90°.

0-45° per second in azimuth

0-30° per second in zenith
turret mounted to a trunion

which is on a eye beam
self aligning bearing
Centerizing column.

Azimuth ring gear is mounted
by twenty load shock absorbing
mounts.

everything for elevation is
on left. azimuth is on
right.

Elevation power rack moves
turret in elevation (segment
gear).

Elevation hand rack moves
turret in elevation by
hand. (on left hand end
bell).

hand control and limit stop
unit

4 flexible shafts.

* { Fixed segment gear (elevation)
Mounted on left hand tension
support bracket.

Fixed segment takes care of
input to limit stop
takes care of elevation
prediction to H. 4

left foot - range dial

right foot - push to talk sw.

5 clutches

1. elevation hand clutch
2. Exterior elev. power clutch
3. interior elev. power clutch
4. azimuth power clutch.
5. interior elevation hand. clutch

Caliber 30 Browning M2

Muzzle velocity 2800 ft per second
Chamber pressure 50,000 P. S. I.

MAX. Range 3,500 yds.

Rate of fire 1000 to 1200 rounds
per minute.

Bolt recoil 4.4"

Barrel + Barrel ext. $5\frac{1}{8}$ "

Recoil before unlocking $3\frac{3}{8}$ "

Fire control effective up to $7\frac{1}{2}$ "
from battery.

Firing pin released in out.

fire $\frac{1}{4}$ " from battery.

barrel length 24"

4 lands, 4 grooves, turn right

1 complete turn every 12"

gun weight 36th

Cover group same as 50 cal.

Back plate group has horizontal latch lock.

Bolt group.

single driving spring.

bolt stud collar offset, long end goes in bolt.

Extractor assembly.

extractor cam plunger takes place of extractor lug.

Extractor ejects very sound and must be changed when changing feed.

sear holder and plunger and spring, push up to remove.

sear runs horizontal, sear
plunger and spring.

sear notch vertical.

Firing pin all one piece. two
firing pin notches.

Lack frame group. (takes place
of oil buffer group).

accelerator and depressors.

Trigger bar on top of lack
frame. spring in back.

Accelerator stop stud. inner
left side.

Barrel plunger spring - inner
left side. (absorbs recoil of
barrel + barrel extension).

guide keys).

Lock frame retained - right
rear side.

Barrel group.

barrell lock spring - left side
barrell extension has 4 inner
recesses.

same type breech lock (sliding
wedge).

{ breech lock pin and accelerator
pin are interchangeable

T-lug. (Barrell extension shank).
barrell plunger stud - left side
of T-lug.

Receiver group

Charging handle assembly

Bracket and slide, and charging handle.

breach lock cam, bottom of receiver.

Top plate bracket.

2 cartridge stops, one acts as link stripper.

extractor cam

extractor feed cam.

Barrell jacket

muzzle attachment, aids in recoil of barrell + barrel extension (300#).

Procedure in entering turret


1. Remove ^① elevation hand crank from its clip and attach to shaft.
2. Move ^② elevation hand clutch to "in" position
3. Move ^③ elevation power clutch to "out" position, using clutch handle, then replace handle in clip.
4. Loosen ^④ elevation brake slowly, holding ^⑤ elevation hand crank firmly.
5. Crank turret down to ^⑥ -90°
6. While holding ^⑦ elevation hand crank, open ^⑧ turret door.

- reach inside and move ⁽¹⁰⁾ slav.
power clutch to "in" position
7. Move ⁽¹¹⁾ slav. hand clutch to
"at" position, and remove ^{(12) slav.} hand
crank and place in ⁽¹³⁾ slip.
8. Enter turret, close door
securely, ⁽¹⁴⁾ handles all way up
and ⁽¹⁵⁾ door is lock, before turning
⁽¹⁶⁾ sight and main power switches
on.

Chanel and roller cones give
variable rate to lower turret.

3580 fluid + A.M.S. 3 grease
A end yoke.

Units operated 800 to 900 P.S.I.

- 
1. A end - Constant speed + variable displacement
 2. B end - variable speed + constant displacement.
 3. A end or hydraulic pump driven by constant speed motor (4000 RPM).
 4. B end - hydraulic motor driven by A end.
 5. Both azimuth + elev. wipers units are identical + interchangeable.

Replenishing pump maintains constant pressure of 85 P.S.I. Boosted piston + cylinder - it moves or displaces the A end yoke.

relief valve. - relieves abnormal
pressure (set at 1250 P.S.I.).

fluid flows through high pressure
from A end to B end.

Ammunition for 30 + 50 caliber.

1. Ball type - used against personal and light vehicles or unprotected shelters (projectile is copper filled with lead).
no marking on projectile.
2. Armor piercing - used against armored vehicles, concrete shelters or any protect shelter of any kind. (copper jacket, with armor piercing projectile inside, lead in tip of copper jacket). tip from $\frac{3}{16}$ " is painted black.
3. Tracer - used to tell the gunner the trajectory of his shells. (tracer slightly longer

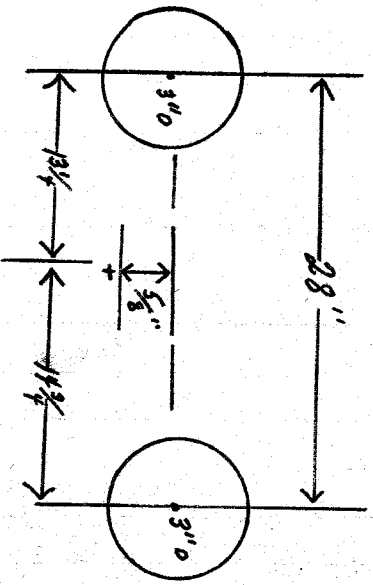
then normal shells). also use
for incendiary purposes. tip
to $7/16$ " painted red.

4. Incendiary - used to set fires.
tip painted light blue.

Belts usually loaded 4 to 1
4 armor piercing and 1 tracer.

100 rounds - $30\frac{1}{4}$ lbs.

Divide by 10 to get size of disc in "



$$\frac{3''}{10} = 30 \text{ mm}$$

Bore sight disc for launch Ball

LEFT SIDE

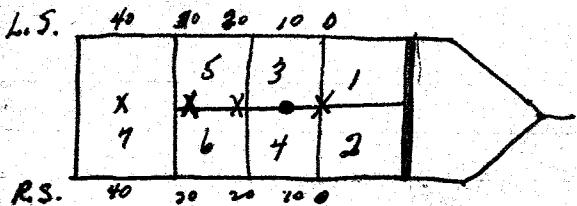
0-M.P.H. $2\frac{1}{2}$ ' FT. LEAD

10-M.P.H. NO LEAD

20-M.P.H. $2\frac{1}{2}$ ' BEHIND

30-M.P.H. 5' BEHIND.

40-M.P.H. 10 FT. BEHIND CENTER.



Aim along target top on right side

P-70

Beam fighter 1 Rad. engine

Beam fighter 2 Inline engine

P-38

Sento (zero)

M. C. 200 - Coy. Cowl.

Sumner Wildcat

Spitfire

Hurricane

P-40

P-39

Nagaya (zero)

Naka 97 - FIXED, L.G.

Russian I-12

Russian I-16

Russian I-18

M.E. 110

M.E. 109E

M.E. 109F

F.W. 190

Beaufighter (anline + radial
engines,
Hurricane

T.O. Read.

01-20 EE 1

02-35 BG 1

03-20 CC 1

03-10 DA 2

03-5-42

01-1-61 Par 22 in
particular.

United States Army



Army Air Forces Technical School

Be it known that

PRIVATE HENRY J. LARWIG, ASN 18132073

has satisfactorily completed the course for

Airplane Mechanics

as prescribed by the Commanding General Army Air Forces

Technical Training Command and Given at

Amarillo Army Air Field

Amarillo, Texas

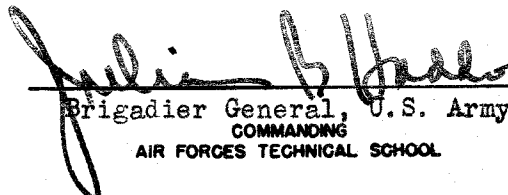
In testimony whereof and by virtue of vested authority I

do confer upon him this

=====**DIPLOMA**=====

Given on this SEVENTH *day of* MARCH

in the year of our Lord one thousand nine hundred and forty-three


Brigadier General, U.S. Army
COMMANDING
AIR FORCES TECHNICAL SCHOOL



24 SRT

24 87 - plated

24 HT.

Longerons -
Bulkheads -

.016 } Thickness of skin
.032 }
.051 }

Copper - magnesium cover
with aluminum - clad
Steel taper fit - cadmium
plated or stainless steel

Structure of ~~air~~ ^{air} ~~monocoque~~
construction.

Station 3, first bulkhead,
forward compartment. - 1-3

Cockpit. - 3-4

Bomb bay. 4-5

Radio comp.

Waste comp.

Fuel tank comp.

Ailerons have 1 actuating push pull rod.

Outer panel .032 skin, truss type ribs with corrugated skin for strength. .016 skin for trailing edge. 4 terminals with 10 taper pins and bolts in abutting edge of angle. accessories splice angle plates. outer panel 500th leading edge held on by pins with keeper and screws.

Mounts interchangeable made of steel, mounted by four bolts. never weld engine mounts. accessory compartment closed by walls of steel, no gap clearance required. $\frac{1}{16}$ in. wall thickness

quadrant operating mechanism (11)

8 taper pins in 4 terminals hold vertical fins. Tail 19 ft high. order of assembling the sponage (vertical fin, rudder, rudder trim tab, horizontal stabilizer elevators and elevator trim tab).

400th torque on rudder mechanism.

Secure all cables before disconnecting cables to rudder and elevators.

Trim tabs must be down to adjust tensions of cables. (color code forward wall of accessories section.

bulkhead 8, ensuring gaps.)

automatic pilot has 3 servo units on elevator, rudder, ailerons.

90th tension on servo units.

6 wires to inch broken, replace cable.
to replace cable loosen turnbuckle
remove spars, take out pulley
wheel, attach feed line.

Remaining elevators

1. Loosen boot and fin fairing
around torque tube.
2. Streamline elevator with a
wooden clamp.
3. Lock control column $10\frac{1}{2}^{\circ}$
in level flight.
4. Release tensions on main
elevator cables, 2 turnbuckles
at bulkhead 6+2 at bulkhead
no. 9.
5. Put tab in down position.

b. Clamp elevator tab cables behind fairleads, ahead of turnbuckle in waste comp.

7. Tape drums + elevators.

8. Tie lead line to cables for reassembly.

12 gear boxes on flap system

12 flap rods, 45° down position motor located in left wing between 1 and 2 rods.

With rods closed turn 48 turns out, then adjust stops 45 turns = 45° angle. always free gear boxes by disconnecting gear box and turn gears $\frac{1}{2}$ to $\frac{3}{4}$ turn in desired direction

Bus cables - 2 into 1 - with
short and long turnbuckle

Compass

Variation - angle of difference.

agonic line - no variation

Isogonic lines - equal magnetic
variation at all points

Deviation - difference between
compass heading and heading
of the ship.

Navigator's compass is master
compass. all good compasses
are really master compasses.
100 yds is fairly safe distance from
magnetic disturbances.

Rubber line - stationing mark

card or spider: part that always
points north, (azimuth is always
marked of in degrees, rotates.)

(Compensating Compass. Swing
compass N, E, S, W. taking out
all error in 1st two directions,
 $\frac{1}{2}$ error in last two directions.)

{ 5° tolerance in Navigator's compass
{ 10° tolerance in Pilot's compass.

R.P.M. should be at least 1250
to 1450 so that generator will
cut in before compensating.

(Type D-12 compensating magnets)

(acid free water white kerosene
Compass fluid)

(Pitot Static Instruments.) -

air speed indicator - Impact and static.
rate of climb - static pressure
altimeter -

Impact pressure - static pressure

(Setting altimeter for cross-country)

1. Learn field elevation.
2. Learn Barometric pressure reduced to sea level for that field at that time.
3. Set Barometric scale on the altimeter to agree with the tower reading.
4. Then hands should agree with field elevation \pm 50 ft.

Electricity

Electrical Symbols

1. (P) D.C. Power circuits.
2. (I) Ignition
3. (PF) Propeller Feathering
4. (S) Starter
5. (A) Autogen instruments
6. (M) instruments.
7. (R) Retraction motors
8. (W) Warning signals
9. (D) De-ice and oil dilution
10. (IB) instrument lighting
11. (IL) interior lighting
12. (E) exterior lighting
13. (B) bomb control
14. (FL) flight controls

24 volt D.C. single wire, grd
returns.

Power sources

1. 3-24V @ 94 A.H.

2. 4-24V @ 200 A.

3. External power.

1. 275 specific gravity at $80^{\circ} \pm 0$, with 4 subtracted
at each 10° or added at each 10° .

1st battery (W.S.) will
freeze 10° above 0° F. Full
battery (W. 275) will freeze
 80° below 0° F.

Disconnect grounded lead
first after removing the
battery fuses. (Battery

solenoid switch in nacelle
next to battery and also
fuse). (Letters indicate circuit,
number is the serial number
of wire. Letter and number
indicate wire no.).

- Sheet 1 from Nose to 3.
- Sheet 2 from 3 to 4.
- Sheet 3 from 4 to tail.
- Sheet 4. Left wing.
- Sheet 5. Right wing.
- Sheet 6. Fabrication.

(12 diagrams in each plane).

26V for motorized instruments.

(Power circuits having fuses
located aft of sta. 5, will

be fused in # 305, all other
power circuits and control
circuits will be fused in
146. Except those fused
in nacelle and shield (# 43).

(Oxygen warning, sub-cool,
and windshield wiper motor
fuses are in # 243) (Battery
cut-out fuses and landing
lights are fuse boxes in
nacelles). (4 starters, 4 D.F.
motors, 2 main landing
gear motors, bomb bay
door motor has no fuse
for them). $\frac{E}{I \times R} = \text{volts}$,
 $I = \text{amps}$, $R = \text{ohms} (\frac{E}{I \times R})$.

flash field leads, from B
to A lead (power to field).

Rectifier prevents the generator
with reverse polarity from
flowing on the line.

Generator output controlled
by the field strength.

When adjusting voltage regulator
never turn on generator.

26.6 \pm 0 Rev. Cur. R. cuts in.
10 amperes reverse current
cuts generator off.

Reverse polarity causes voltmeter
to read backwards,
no reading on ammeter.

Fuselage

Stressed skin semi-monocoque
design with longitudinal

and bulkheads for bracing.
74' 9" long - 19' 1" high
103' 9" wing span.

31,000 Empty weight.

48,226 gross weight.

1. Forward comp. - sta 1-3.

2. Pilot and necessary comp. -
between sta. 3-4.

3. Bombay - sta. 4-5.

4. Radio comp. - sta. 5-6.

5. Waste comp. - sta. 6-7.

6. Tail Gunner's comp. sta. 7.

Bulkheads 3, 4, 5, 6 are
solid bulkheads. Tail
gear attached to bulkhead

7. Bulkheads 7, 8, 9, 10, 11 are

reinforced bulkheads, due
to place of attachment
of stabilizer and rudder.

Longitudinal stiffeners are
made by extrusion (part
that is pressed out and forms
bulk angles). (longeons,
also called off beams but
not on ship). The skin
and supports the fore-edge.
Always use the ship as a
pattern for making repairs.
Bombay truss beams are made
of steel, bracing are made
of aluminum alloy.

Forward
Comp.

Equipment

1. 2-50 flap gun mounts
- 2- upholstered chairs
- 1- C.O² hand fire extinguisher
- 1- blinker signal light
- 8- ammunition boxes
- 1- first aid kit
- 1- Navigator's table
- Navigator's astrodome
- Bomb doors control panel.

2. Lower accessory comp.
Bomb doors and bomb
release hinge mechanism
3. Elevated cockpit
two bucket seats

- life preserver machines
- 2- thermos bottles
- 1- drinking cup dispenser
- 1- Co², 1- CCo⁴ hand fire extinguishers.
- 1- Lewis Top gun turret
- 1- first aid kit.
- 1- hatchet

4. Bombay -

- Bomb door extracting mech.
- Cook sacks and Hoisting mech.
- relief tubes.
- 2 life rafts over Bombay.

5. Radio Comp. 5-6

1-50 flex gun mount
1-ammunition box with
flexible feed.

1-table

1-20" hand fire extinguisher

3- bucket seats with life
preserver cushions.

2- cranks and extensions

1- first aid kit.

1- safety belt holder.

Camera pit under floor.

tool kit, mooring bits,

canvas covers for engine

motor, seat pit and life preserver

Ball turret and tail gun
comp.

6. Waist Comp. 6-11

1- first aid kit

1- ladder

1- ball power gun turret.

2- small canvas curtains.

2- 50 flexible side gun
mounts.

2- ammunition boxes, flexible

1- power generator

1- 50 lb fire extinguisher

Tail gun comp. 11- aft

2- 50 lb mounts.

- 2 - flex. ammunition boxes
- 1 - saddle seat adjustable.

Emergency equipment

- 6 - hand fire extinguishers
- 3 - CO₂, 2 CC 2" bottles
- releasable surge panels and entrance doors for bombadier and main ^{entrance} and tail gunner.

First aid kits

bomb door and bomb release

10 - life preservers

2 - life rafts

Armor plated on bulkhead

3", felt, 2" felt, radium cans
and dunnets.

Turkmen Bearings
Mildieum steel -

Landing and tail gears.

Single oleo, cantilever type.
(oleo - means oil and air).

oleo strut, drag strut, retracting
strut. Turnion pin holds
strut to structure.

.005 to .010 clearance on pins.

Release filler plug only
one turn for letting out
the air.

pressure in hydraulic system
800 lbs ψ .

138 turns on retracting screw,
screw made of steel.

retracting nut made of bronze
(13 threads). 25 to 50 lbs pull
to release neoprene bumpers.

To set limit switches fully retract land. Wear them back off one turn. To set lower limit turn landing gear full down then back off four turns.

(6 switches on landing gears.)

.040 \pm .005 brake clearance (new)

.015 to .025 older brake clearance

$\frac{3}{16}$ " wear on brakes

Tail Gear assembly
Single oleo, treadle bracing.
Yoke connects piston with
bulkhead no. 11.

$2\frac{5}{8}$ " strut showing.

420' lbs torque setting of
anti-skidding brake.

50# tension on locking pin
cable. (Containing switch breaks
in circuit if wheel is not centered.)
(5 switches on Tail gear).

$3\frac{1}{2}$ " length, allowed $\frac{1}{8}$ wear.
(.008 clearance allowed
between knuckle of axle
and cylinder).

— Pitot Static System —

Bank and Turn — 8,000 R.P.M.

Flight indicator — 15,000 R.P.M.

Magnitude of Turn — 12,000 R.P.M.

Pumps has 10 inches Hg. on
suction line, approx case 4

checked by adjustments made
in maillles.

Vacuum - green & white.
Pump and turn operates at 1.9
inches Hg.

Auto - black.

Static - black and green.

(Autogy Instrument).

The autogy instrument is the
transmission of a mechanical
function from one place
to another by means of
electrical action.

Always match colors at
connecting ends.

Inverter turns out 2 1/2 volts
for autograph instrument, 115
Volts also for fluorescent lamps,
drift meter - radio compass.

De-Lee system

Pump turns turn 1 1/2
times at normal speed.
Turns out 9 lbs 11" pressure.
Make sure that oil bowl
line up properly when
pump is changed during
engine change.

Pump 1/2" out of round.
(distributor valve and oil
separator and relief valve
in R.H. wing gap).

(Use of vacuum in camera)

operation of gyro camera
operation of shutter, keep
film tight, use on lens.

(25 hrs inspection of screens
on suction Rel. valve, inspect
restricted fittings in lines,
flush oil separator at 150
hour inspections.)

- Oxygen -

Always be careful
when working on the
oxygen system.

18 - Bottles. + 2 F-1 bottles
later models have not
F-1 bottles.

A9A and A12 systems.

7 Bottles in accuracy set.

8 in pilots comp.

3 in Radio comp.

1 in each turret.

Dual check valves is to prevent loss of oxygen if one bottle is not okay.

350 P.S.I. - A9A.

095250 - 5/16" tubing.

Use modified sleeves, turn finger tight, 1/3 turn with wrench.

{ Use glydag lubricant -
(glycerine + graphite) }

Color code - green - suit for

Enter suit - green - suit for

tubing supported and bonded every 16 inches, and with in 4 inches on each side of a fitting.

Bottles are stainless steel. Oxygen is dehydrated before it goes into the system. Never bottle out of fitting never screw fittings off of bottles.

H. P. A. indicators, bottom needle shows cylinder pressure, top needle shows oxygen flow. Service regulator needle valve with castile soap. Clean

screen and clean office
in adapter.

A-12-Demand Regulator, in action
you breath oxygen ^{and air} as you
need it. on the "on" position
you breath all oxygen.

18- Auxiliary emergency bottles
they last 8 to 12 minutes
(carry around bottles).

50 Hour Test - build pressure
up to 500 P.S.I., allow to
stand one hour. Loss can
be allowed (1st - 1^o F. or 1st -
1^o C.). Then allow to stand
11 hours. Allow 5% loss
for 11 hours. or 18 to 20.

Blood pressure down to 375
P.S.F. for the 16 hour test.
Blood pressure to 50 P.S.F.,
check regulators for flow.
Blood pressure down and
fill system with antifreeze

Anti-freeze system

81% ethyl alcohol
15% glycerine } fluid
4% methyl alcohol

20 gal cap. - supply tank.
color code - red and white.

(Water solution - glycol
55% diethylene glycol
45% Ethylene glycol.

$\frac{1}{2}$ " tubing 24 S.T. $\frac{1}{8}$ hard.

$\frac{3}{8}$ " stainless steel tubing
around exhaust.

Radiator is $\frac{1}{2}$ " continuous
copper coil.

Oldag is thread lubricant
used (oil and graphite).

Lines covered with asbestos
painted over with neoprene
paint.

Sliding Vane type pump
with positive displacement.

Pump on No. 2 engine

Code color - White, black, white.

Pumps 50 to 100 P.S.F. pump
55 to 60 gals. per hour.

pumps geared to 1 1/2 engine speed.

Be sure that cover plates are put on when pump or heaters are removed.

Low relief valve set at 300 P.S.I. valve as safety factor.

Filter located at rear exhaust (vacuum filter).

Spring loaded valves set to open at 28 to 30 P.S.I.

Turn filter after every flight while glycol is still warm (about 3 turns). Flush filter every 15 hours.

Flushing Heating system.

Remove filter, plug inlet port and flush through outlet port with steam or hot water, blow it out with air, then flush with fluid.

Drain filter every 25 hours.

Heaters are stainless steel with high nickel content.

System operates between 200 to 300° F.

Heater put out 30,000

B.T.U. per hour.

remove heaters every 150
hours to brush outside
of heaters, clean and

and inside of heater every
75 hours.

If outside air temp. is
 70° or more, remove the
center heater.


Safetying done with stainless
steel wire. Radiator in
left hand wing gap.


Temp. of 50° or above

ignition temp. control
in cold or off position.

Duct work covered with $\frac{1}{4}$ "
felt except by radiator.

Autosyn instruments

Rotor - 

Stator - 

Phase - 

Current transmitted to motor by small springs. In the indicator the current is induced by small gold spring slip rings.

(A - ground

B - power

C - phase (yellow)

D - phase (green)

Tachometer - flyball gov.

Full pressure - diaphragm (diff. pres.)

oil pressure - Bourdon tube

Manifold press. - aneroid

Autosyn leads

off

ground

{ flap for direct mech linkage.
at trailing edge of left wing
"A" prefix to all wires in
autogen system.

Hydraulic System

Fluid is non-compressible

(Pressure in a closed area
is transmitted equally
and undiminished in all
directions) - Pascal's Law.)

Pressure measure in lbs.
per square inch.

① Supply tank must be full
with system under pressure.

Use AN-VV-0-366A fluid
in system

Supply tank contains baffle plate to take out swirling and air bubbles.

Never remove panel with system under pressure.

② Pump relief valves adjusted to 1150 lbs. Pump electrical driven, gear type. Pump puts out 100 gal. against 800 lbs. pressure per minute.

(Pre-lubricate a new pump under 200⁺ pressure.)

③ Check valve follows pump in the line.

④ Oil filter - parallel type. Turn handle for flight or

Daily, drain every 100 hours
to remove sediment.

⑤ Accumulator service valve
used to release pressure
in system, bypassing fluid
back to the supply tanks.

⑥ Pressure cutout switch
cuts in at 575 ± 25 P.S.I.
and cuts out at 800 ± 25 P.S.I.

switch works on bellows
type mechanism, which
in turn works a lever
that makes contact for motor
and also warning lights.

.020 gap clearance between
contact points.

Windshield Wiper

Yellow and white - color code
tank on top of fuselage
behind top turret.

A saphram pump, alcohol
operated, 2 pumps. 5 gal
tank. alcohol is fluid.

Secondary circuits —

Booster coil about 20,000
volts to mag. for sparks
to engine plugs.

Not direct drive starter
energy in wheel turned

12,000 d. P.M.

Props feather at 400 P.S.I.

Holding coil also loaded for

400 P.S.I. Props unfeather

at 600 P.S.F.

Selector switches in series
in Fuel Transfer valve.

4 main tanks and
4 Booster pumps with
7th pressure. Booster pumps
on bottom of tank.

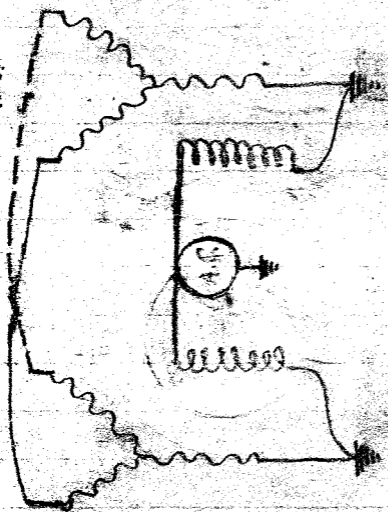
Liquidometer works as a
autonym. measure the
amount of gas in tanks.

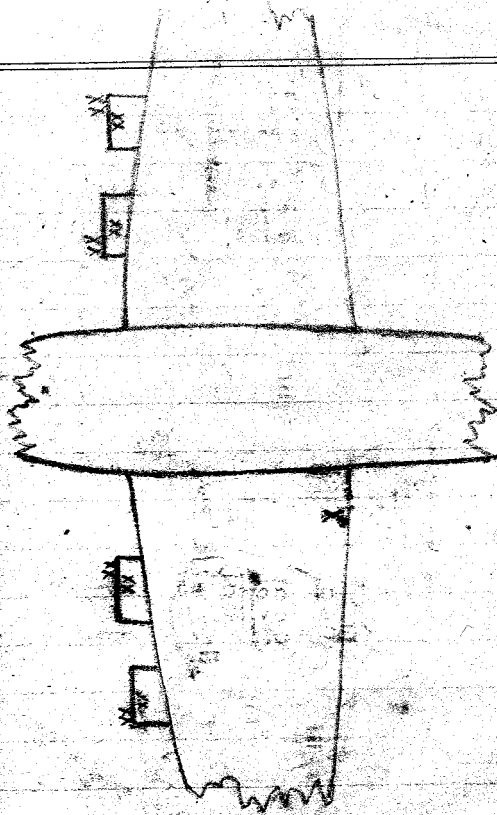
— Oil system —

Most Common Grade of
oil is 60 S.P.E. Oil pump
supplies 70 to 80 Pounds per
75 P.S.F. in Pressure.

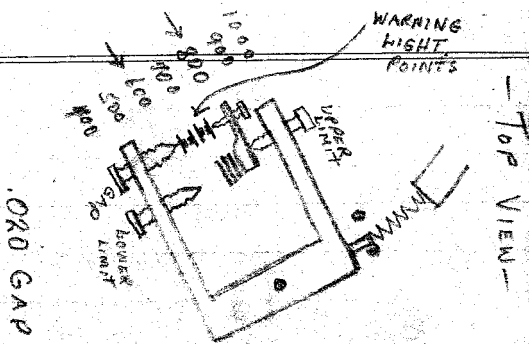
IND.

TRANS.

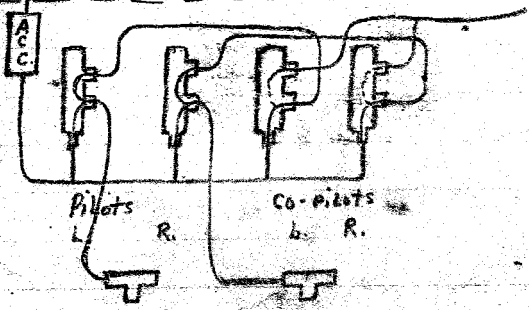


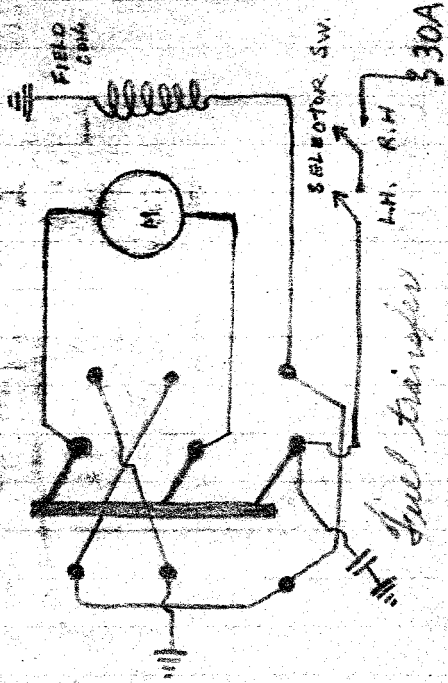


location of antenna transmitters



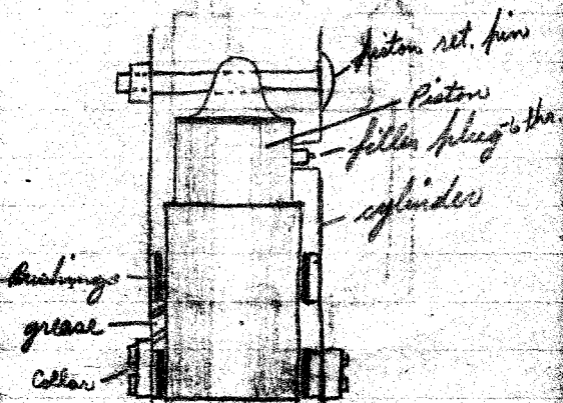
pressure cutout switch
for hydraulic system





Shader # 7039 - piston / leg

.011 to .125 clearance

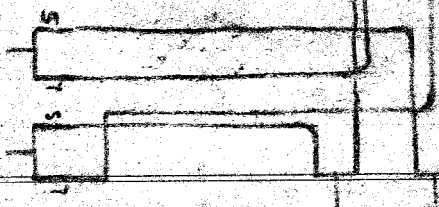


Lubricate with graphite base
grease.

oil - AN-WO-366A. Red-mineral based

1 1/2" of shut showing

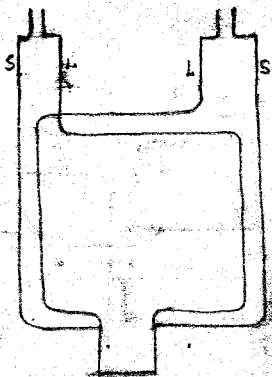
Alison Control System



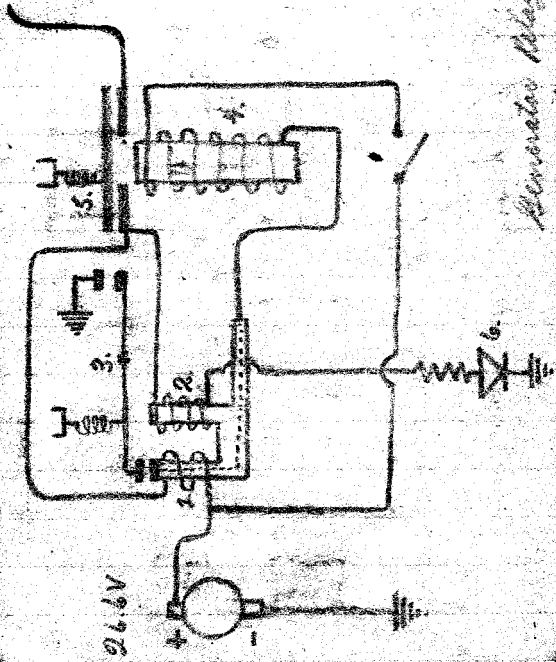
RUDDER CONTROL SYSTEM

Pilot

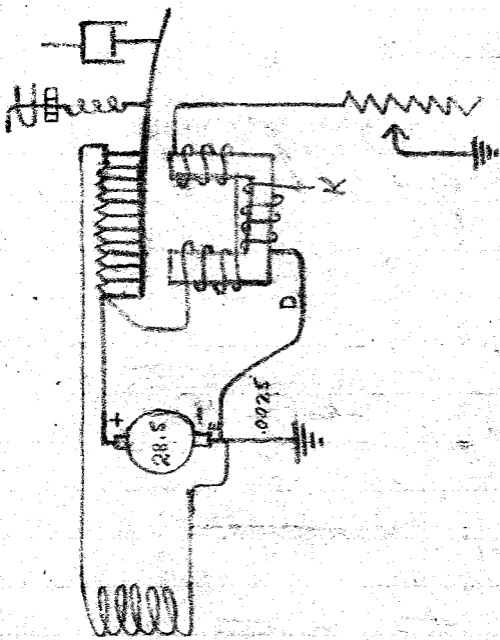
COPILOT



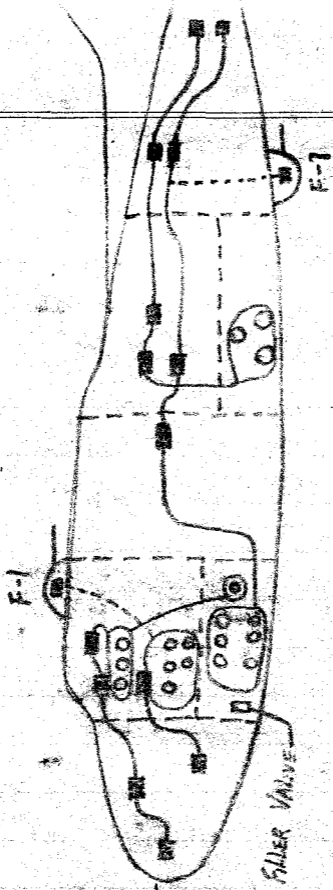
- 1- Series coil
- 2- Shunt coil
- 3- Pilot point
- 4- Main coil
- 5- Main point
- 6- C.W. Rectifier



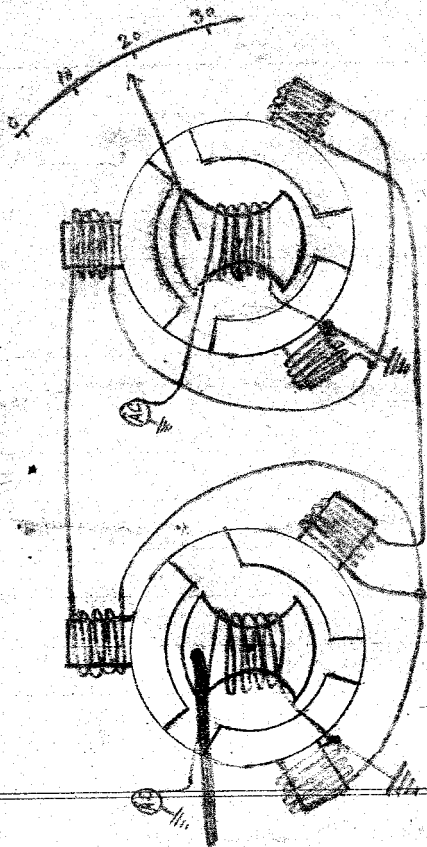
Generator Relay switch



Generator circuit

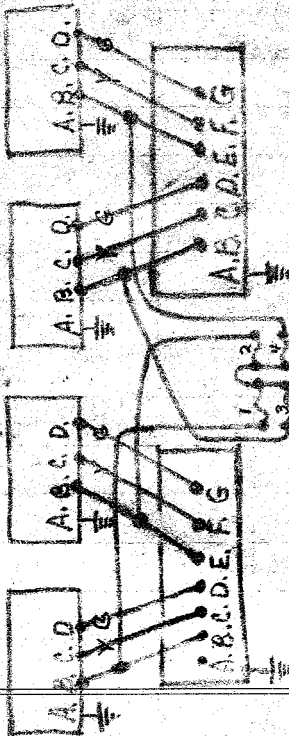


OXYGEN SYSTEM



IND.

TRANS.



DRUM IND.



SINGLE IND.



Standard A.M. Disconnection Diagram

Temperature regulator operates from 60°C to 88°C .

Drain 2 to 3 quarts from oil sump for a daily inspection.

1^{st} check valve in front of pump keeps oil from flowing into cylinders by gravity flow, when engine is idle.

Cooler shutters are operated by oil pressure which can be thermostatically controlled. One note in adjusting makes 2 to 3°C difference in temperature.

Use benzoin for flushing
the regulator core.

Use silver solder in
making repairs on cooler
jacket.

Low oil pressure may be
due to ^{A.} low oil supply.

^{B.} Leak in pressure line.

^{C.} Worn or broken pumps
or unprimed pumps. ^{D.} pressure
relief valve improperly adj.

^{E.} Low temperature in suction
line, also high
temperatures. ^{F.} Worn out
engine with worn bearings.

^{G.} High altitude causing
boiling. ^{H.} Air locks

Spring loaded switch on panel to pilot left is to build up pressure over 900 P.S.F. to open relief check valve and also for emergency to build up pressure.

① System relief valve picks out at 900 P.S.F. It can be connected on either side.

② Hand pump located to right of co-pilot. 2 check valves located in the pump.

③ Accumulator stores pressure, acts as shocking device.
To fill accumulator use
by air built to 850 P.S.F.

then build system pressure to 800 P.S.I. Then bleed slowly.

Neoprene rings should fit loosely around piston in accumulator.

- (10) Manual shut-off valve provides cut off between main and emergency accumulators.
- (11) Selective check valve allows fluid to flow to emergency systems in normal, in servicing it allows a flow both ways. Safety in normal flight.
- (12) Emergency gage and micro switch serve emergency.

warning light on when it drops to 400 P.S.I. Don't adjust with pressure in system.

- Brake system -

adjust valves for pilot and co pilot from $\frac{1}{8}$ " to 1 " from bottom of guide assembly to top of coating. To adjust emergency brake metering valve tighten the nut down until fluid starts to flow, then back off two turns.

Working brake pressure should be a min. of $150^{\#}$ to $170^{\#}$

Move serrated washer one notch forward.

Return boost valve reduces pressure $\frac{1}{3}$ and expedites release of brakes.

Coil flaps - always lock coil flaps. They should travel from open to closed in 2 to 5 seconds.

adjust without pressure in system.

at 12,000th check lines for leaks, check relief valve on coil flaps and check gages.

test relief valve and
gages at 400 P.S.I.

Test flow out-out at 600 #.

check air pressure in
both accumulators.

Four ways of bleeding
air out of system are,

- ① bleeding at accumulator
servicing valve.
- ② Loosen
nut on pressure side of
cowl flap cylinder with
selector handle in locked pos.
- ③ bleed system through
brake lead while hand
pump is being worked
and pedal compressed.

③ Work emergency metering
valve while bleed line
is attached.

oil system (cont.)

Causes for high temperatures and consumption of oil.

H. Lack of oil. B. oil cooler reg. improper adjustment. C. Clogged lines, strainers, and coolers.

D. Improper engine operations.

E. Clogged vent lines.

F. Consumption due to worn engines. G. Leakage. H. Worn piston rings (improper installation).

$$C = \frac{5}{9}(F - 32)$$

$$F = \frac{9}{5}(C + 32)$$

$$F - \frac{32}{1.8} = \frac{C}{1.8}$$

} formulas for changing F° to C° .

Clean oil tanks at engine change.

425
313
212
850

} 3 main tanks.

270 Gals IN EACH

Fuel System SECTION

6 Main Tanks - 1700 gals.

2 Purifiers - 220 gals

Tanks - 1,080 gals.

Fuel tanks are self sealing.

Use 100 octane gas or aromatic gas if the tanks have been shocked.

80 oct gas	65%	} aromatic fuel
Toluene	20%	
Xylene	15%	
Benzene	5%	

Shock tanks with zinc chromate to protect against aromatic fuel. Shock every 60 to 90 days.

Drain at Daily inspection. allowed ^{10 drops}.
Check brushes at 25 hours ^{1/2 hour}
_{7/16 wear}

Boost pump is electrical
driven. Centrifigical impeller
type pump.

Auto out 6" to open port.

8" to a closed port. at

1500 R. P. M.

Plans 42-5050 and on have self
sealing tanks with no
metal casing.

Drain Fuel strainer daily
and clean strainer every
25 hours.

Fuel pump engine driven,
sliding vane, positive
displacement. Fuel pressure
is 15# sq. inch.

Pump has a shear shaft.
Remove fuel solenoid and
drain every 100 hours.

Retracting motors are
series wound motors.
They will stand a heavy
torque and also gain
speed.

Carburetor air filter is
controlled by a retracting
motor. It has one switch
with 4 gang relays and
a warning light.

Superchargers

27,000 ft. is critical altitude for manifold pressure. For every 1000 ft. above 27,000 manifold pressure drops $1\frac{1}{2}$ " hg. (B2-1 Turbo). output is 230 horsepower. takes 20 horsepower to work superchargers.

Turbine wheel turns at 21,000 R. P. M. at critical altitude.

full boost - waste gate closed
no boost - waste gate open.
all engine control cables have a 40% tension $\pm 10\%$

except for Governor collar,
which is 20th.

Clearance between cooling
cap and buckets is $\frac{1}{8}$ "
(.095" to .160").

Nozzle top clearance to buckets
(.070" to .160").

Radial shake or side play
clearance is .012"

End play is .015"

Worn bearings cause end
play and side play.

— Loading —

Thrust

Drag

lift.

weight.

48,726 designed weight

64,500 gross weight

(Mean aerodynamic
chord - average line
on which c.g. will
fall.)

177.5" is length of m.a.c.

on which c.g. falls

(Average lift of a wing
section - m.a.c.)

(Always use basic combat
conditions to base

Take all guns + am. except
 side guns - sched. B' except
 Prof. anti-ice fluid
 200 gal. gas, 140 oil, 200 bag. 6-6D
 100 lbs. - ice. comp. #10,000 ambs

loads on (d).

Nav.

Bomb.

Co-P.

Pilot.

R. operator

Eng. S.

Item	Position	Weight	C. Shift
Basic load.		37,675	31.50
Nav.	nav. station	+ 200	-.55
T. S.	3H	- 200	+ .40
Side S.	6D-6H	- 200	-.80
Side S.	6D-6H	- 293	- 1.20
Fluid	Radio C.	- 125	-.15
Gas	Wings	+ 17,000	—

oil savings	+1050	—
logs 6-60	+200	+50
luck 3H	+100	-20
<u>London Bomb</u>	<u>+1000</u>	<u>—</u>

+ 61,225	32.40
----------	-------

- 818	2.90
-------	------

<u>60,407</u>	<u>29.50%</u>
---------------	---------------

29.5%

19% to 32% limits

Aluminium

24 S.R.T. Strain Hardened

No. 3 pure aluminium
No. 2450-ST 95% al. 5% copper
S - means wrought
aluminium. (worked out
while still hot).

T - tempered aluminium

O - annealed "

T and O differ only in
the cooling process.

(Copper in aluminium
makes it unfit for
welding and also causes
corrosion).

Alclad and anodizing are
two most common
forms of protective coating

Place rivets twice their diameter
from edge - $\frac{1}{4}$ " is min. distance
from edge. Lap joint 5" diameter
of rivets.

(Chromic acid and electrical
current (40 volts) - solution
used in anodizing
aluminum oxide is
the protective coating)

24 } stock aluminum } structural
14 }
A17 - rivets

non-heat treated {
25 Pure aluminum
33
45 } I - eye beam
31 1. dinging hammers
32 2. dolly bars
51 3. rawhide mallets
4. plastic hammer
5. scriber
6. easy cut

$\frac{3}{32}$ - 40 $\frac{1}{8}$ - 30 $\frac{1}{32}$ - 20
 $\frac{3}{16}$ - 10 $\frac{1}{4}$ - 5 $\frac{5}{16}$ - 0 $\frac{3}{8}$ - 4

7. snips or duck bills (straight)

8. right and left snips

9. key hole back saw

10. Tom thumb back saw

11. Files

second cut single cut double cut smooth rough	{ half round mill file croquet file knife 3 cornered ratchet mouse tail	rip saw file
---	---	--------------

12. Pencil divider.

13. Drills

14. Center punch

rivets sticks out $1\frac{1}{2}$ diameters
Bucked down to $\frac{1}{2}$ diameters
use die on rivet heads

Monel rivets used to rivet
steel on firewalls, etc. (SS)

A N 4 - 16 A

A. N. - Army Navy

4 - dia. in 16th's

length 16

{ 1 - inches 1st.

{ 6 - eights 2nd

A - no cotter hole

Handling

103' 9" wing span.

74' 9" length of fuselage

3 : 4 is ratio of L. + W.

19' 1" height

{ Prop clearance on inboard
is 1' 5"

{ Prop clearance on outboard
2' 5"

21' between wheels

Wing dihedral $4\frac{1}{2}^\circ$

M.A.C. 177.5

Sweep back of wing 8°

{ 1,277 sq. ft. area on
top of one wing.

1-7 cone 78" from grd.
wheel knuckle $19\frac{1}{2}''$

3-5 cones 68" from grd
Plane designed for
37,000 lbs empty.

48,726 lbs loaded.

65,000 lbs. have been
loaded on and taken
of with it.

—Taping—

1. Always unlock the tail wheel before taping.
2. Watch out for near by planes
4. Taxi at slow speed (10 to 20 M.P.H.)
5. Importance of level ground. Use 3 men

to maneuver a plane.

b. Be careful of scratches and dents on plane.

Towing

Towing lags designed to pull 10,000^{##}.

1. Always release parking brakes and remove the chocks first.
2. Towing line should be $3\frac{1}{2}$ times distance of tread. (at least 75 ft. long)
3. Tow plane slowly, be careful of holes, chocks, etc.
4. With gas tanks removed

never taxi over 5 MPH.

5. Don't help with a tractor if using engines for taxiing.

6. Don't taxi backwards.

Two towing lugs on tail wheel, 7,000# allowable pull straight, 4000# pull at 45° and 4000# pull at 90° with plane in motion. No 90° pull if plane is standing still. Always unlock tail wheel. Towing bar shears at 7,000#. One towing

bar comes with over
5 planes.

All engines should pull
evenly for taxing.

Have proper tire inflation.

- Deflating tires -

E - 16 ply.

F - 14 ply.

for E 21 $\frac{1}{16}$ "

for F 20 $\frac{3}{4}$ "

Pressure is from 65 to 70^{psi}
in tires.

For every 1000^{lb} weight
increase 1^{lb} of air in tire.

{ tail wheel inflated to
10 $\frac{1}{2}$ " , 55^{psi} press. average

- Mooring -

2 Wing wells on sta. 24
good for 10,000# pull.

2 mooring knobs on knuck
of landing gear at 10,000#
5000# pull on tail
wheel strut.

- Mooring kit -

{ anchor rod eye
anchor rod
driving rod
mooring anchor.

Leave 16" slack in
mooring ropes.

slack in rope } reason
tires deflate } for 16"
also deflate } slack

1. attach lines to mooring points.
2. Consider plane can stand 60 mile hour wind.
3. Place head to the wing.
4. Chock the wheels.
5. Lock rudder and elevator in neutral position.

Generator Brushes

1 1/6" brushes when new,
replace after 5/16" wear.

Generator operates 28.5 Volts.

^{field} A-lead is return to field.

^{new} B- goes to voltage regulator.

C. -

D. -

E. - ground

Starter brushes allowed 1/3
wear of brushes (3/16" new).

Never use solvent unless
at major overhaul.

• Auxiliary Generator puts
out 28.5 and 46 amperes.

20 exterior lights

{ 2 landing lights
3 fuses - 60 amp - (15 amp.) ^{controls}
2 relays

{ 4 identification lights.
white, red, green, amber.

1 passing light - Red (L.H. side)

6 running lights - white light
each side of tail, 2 red
lights on left wing tip
2 green lights on right
wing tip.

7 formation lights, 3 on
dorsal and 2 on each
side of stabilizer. (Blue)

Jacks and weight

No. 1-7 48,000 #

No. 2-6 20,000 #

No. 3-5 36,000 #

No. 4 7,000 #

No. 8 3,000 #

1. strength of structure.
2. strength of jacks.
3. Balance of plane.
4. Uniform lift while jacking.
5. Warm jacking foundation.
6. select proper jacking points
7. Importance of level plane
8. release parking brakes
9. release oleo pressure
10. tail wheel ^{will} extended when it is ^{put} under weight.

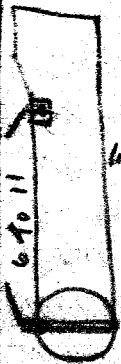
— shoring —

Use benches with sand bags on top or cradles with a thick felt.

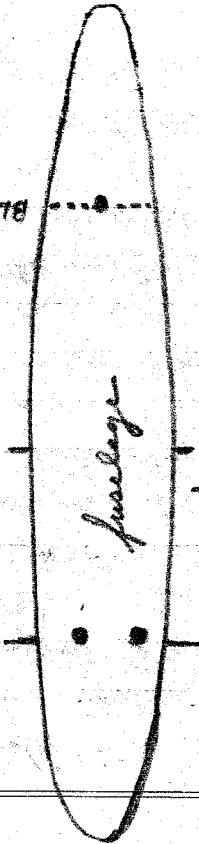
— Hoisting —

Hoist in vertical position only, except at wing connections.

1. head into wind for starting
2. Before starting engines examine record and report for C.M. and load.
3. Check oil & leakage, check fuel, check caps
4. drain fuel strainer, check



BLK 4



burner

safety wire.

5. Check bonbay tanks,
leakage were brush over de
sicc boots.

7. Ground plane before
refueling.

8. Test battery.

9. Inspect tires, wheels.

10. test brake metering valve
"5" clearing.

11. Check anti-ice fluid

12. Check props.

13. Examine windshields.

14. Examine landing gear
tail gear.

15. Test instruments.

16. Examine red C. 0² disks.

Certificate of Technical Aircraft Training

This is to certify that

Henry J. Larwig
Corporal Unassigned

has satisfactorily completed the United States Army Air Corps
Factory Training Course conducted by the Boeing Aircraft
Company at Seattle, Washington, under the direction and super-
vision of the United States Army Air Corps, and is hereby
presented with a Certificate of Graduation from the

Boeing Flying Fortress School

which recognizes his ability to accomplish service and mainten-
ance operations on Boeing Model B-17F Bombardment Airplanes
in accordance with Technical Orders issued by the United States
Army Air Corps.



Certificate issued

Apr. 23, 1943



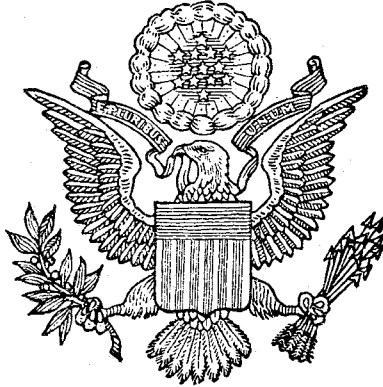
Wiley P. Wright Lt Col AC
FOR THE AIR CORPS

L. L. Egstrom
FOR BOEING AIRCRAFT COMPANY

United

States

Army



Air Forces Technical Command

AIRPLANE MECHANICS SCHOOL

Be it known that

Corporal Henry J. Larwig 18132073

*has satisfactorily completed the course
as prescribed by the Army Air Forces and given at the*

ARMY AIR FORCES TRAINING DETACHMENT

BOEING FLYING FORTRESS SCHOOL

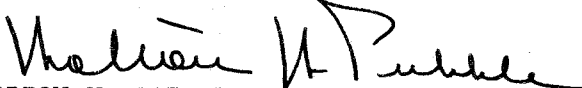
In testimony whereof and by virtue of vested authority

I do confer upon him this

—DIPLOMA—

Given on this 23rd *day of* April

in the year of our Lord one thousand nine hundred and forty-three.


HOLTON H. PRIBBLE, Captain, Air Corps.
COMMANDING OFFICER

FLYING FORTRESS SCHOOL

BOEING AIRCRAFT COMPANY
Seattle, Washington

CERTIFICATE OF TECHNICAL TRAINING

Date: April 23, 1943

This is to certify that:

Larwig Henry John
.....
(LAST) (FIRST) (MIDDLE)
18132073 PFC A.C. Unasgd.
.....
(SERIAL NO.) (RANK) (ORG. OR ARM)

Graduated from the

FACTORY TRAINING COURSE

April 23, 1943

on
(DATE)

with rating of

SATISFACTORY

Subjects covered and rating on same
are shown on reverse side.

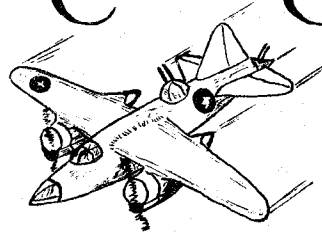
.....
HOLTON H. PRIBBLE
.....
Capt. A.C.
.....
Commanding
.....
.....

MODEL B-17F

SUBJECTS COVERED	HOURS	RATING
1.0 STRUCTURES	52	E (S) U I
Wing, Tail & Nacelle Flight & Engine Controls Landing & Tail Gear Fuselage & Equipment Handling Structural Repairs Loading Tools		
2.0 POWER PLANT "A"	36	E (S) U I
Preliminary Operation Induction System Fuel System Oil System		
2.0 POWER PLANT "B"	24	E (S) U I
Engine Change Engine Maintenance		
3.0 SYSTEMS	24	E (S) U I
Hydraulic Oxygen Heating & Ventilation Fire Extinguisher Vacuum & De-Icer Anti-Icer Tubing Repair		
4.0 ELECTRICAL EQUIPMENT	28	E (S) U I
5.0 INSTRUMENTS	20	E (S) U I
6.0 INSPECTIONS	32	E (S) U I
Preflight Daily 25 Hour 50 Hour Miscellaneous		
TOTAL HOURS	224	

E - Excellent S - Satisfactory
U - Unsatisfactory I - Incomplete

Army Air Forces



Flexible Gunnery School

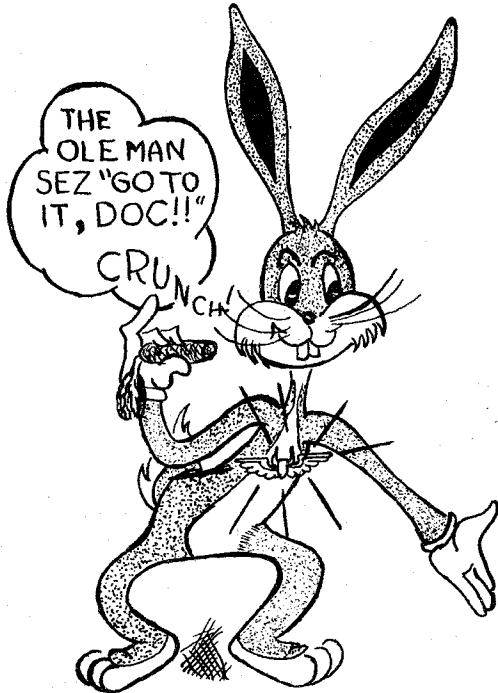
INCORPORATED
WITH

'Bugs' BUNNY



at KINGMAN, ARIZONA

HEREBY CERTIFIES THAT SGT HENRY J. LARWIG HAS ON
JUNE 21, 1943, FINALLY LEARNED
WHATS COOKIN ABOUT AERIAL
GUNNERY;



SO NOW



O. D. GOULD, 1st Lt., Air Corps, Commanding.

James D. Horst
JAMES D. HORST, 2nd Lt., Air Corps, Adjutant.

HEADQUARTERS
333RD BOMBARDMENT GROUP (H)
Army Air Base
Dalhart, Texas

SO # 203

1 September 1943

E X T R A C T

21. Under the provisions of Army Regulations 35-1480 and Army Air Force Regulation 35-29 the following named Enlisted Men SAUNDERS PROVISIONAL GROUP, are required to participate in regular and frequent aerial flights until such time as orders are issued by competent authority relieving them from flight status.

T/Sgt HATCHER, ROY.,	20228454	T/Sgt VITRANO, FRANK A.,	38172622
S/Sgt ACRIDGE, LEROY H.,	17060257	S/Sgt AKEN, EDMOND R.,	17160333
S/Sgt ALLEN, GEORGE J.,	36202412	S/Sgt ASHURST, ROGER D.,	14060465
S/Sgt BRIANT, ANATOLE A.,	38172299	S/Sgt CANNON, LEONARD L.,	37462013
S/Sgt CHICK, ARTHUR C.,	11024049	S/Sgt ELLIS, GUYEN T.,	14129347
S/Sgt EIDERS, ARTHUR K.,	19109225	S/Sgt GIORGIANI, ALEX	33472233
S/Sgt KARNOWSKI, ARTHUR L.,	16125654	S/Sgt KARPINSKI, VARDI	32634860
S/Sgt KEMPER, HAROLD C.,	35495091	S/Sgt KENNEDY, THOMAS D.,	19189754
S/Sgt KESANEN, ROY E.,	39457861	S/Sgt KMIECIK, THEODORE J.,	12199899
S/Sgt KOSLOSKI, DONALD V.,	16132973	S/Sgt LAMPMAN, PAUL A.,	16133123
S/Sgt LANSRUD, KERMIT O.,	39613585	S/Sgt LARWIG, HENRY J.,	19132073
S/Sgt LEONARD, JOHN W.,	12009957	S/Sgt LEONARD, LOUIS L.,	35373681
S/Sgt MADSDEN, NORMAN W.,	37319869	S/Sgt MANN, DELBERT R.,	35373145
S/Sgt MARTIN, STEVEN F	39108878	S/Sgt MILLARD, CARL J.,	38241183
S/Sgt MILLER, EARL L.,	36615386	S/Sgt MILLING, BENNIE L.,	39282018
S/Sgt MCKIMAN, GERALD D.,	39192154	S/Sgt MURNAME, JOHN A. JR.,	33442169
S/Sgt McATEER, HARRY C.,	39400146	S/Sgt McCAFFERTY, CURTIS I.,	15332087
S/Sgt McCLANKIN, LLOYD A.,	39191656	S/Sgt McCLINTOCK, DERROL B.,	39107053
S/Sgt NICKELS, EDWARD W.,	16114250	S/Sgt ORLICH, SAM B.,	15330876
S/Sgt OWEN, GLA E.,	37189797	S/Sgt PAGE, WILLARD C.,	16114238
S/Sgt PERTUIT, HENRY J JR.,	38298252	S/Sgt PETERS, MAURICE E.,	35166537
S/Sgt PHILLIPS, REESE E.,	35373323	S/Sgt FILARONE, ROBERT J.,	13093716
S/Sgt PRIEST, CHARLES R.,	35373318	S/Sgt RIGGS, ORVILLE M.,	20821452
S/Sgt ROTHMAN, IRVING	15323912	S/Sgt SANDIN, ARTHUR L.,	37312800
S/Sgt SLEEPER, ERNEST E.,	31206844	S/Sgt THOMPSON, ELLSWORTH L.,	7053293
S/Sgt WESTPOLL, WILLIAM F. J.,	13136344	S/Sgt WOOD, GLENN E.,	19175956
S/Sgt WOZNICKI, THEODORE R.,	36124036	S/Sgt ZAFFALA, JOHN W.,	31398854
S/Sgt ZYCH, STANLEY H.,	32036314	Sgt ADAMS, FRANK G.,	32476329
Sgt ABRAHAMSON, PAUL C.,	37433757	Sgt AILES, CURTIS A.,	16105639
Sgt ALVAREZ, ADOLPH A.,	18201374	Sgt ANDERSON, MILO A.,	16087426
Sgt ARANT, JOSEPH W.,	15333681	Sgt ARENSON, RALPH	17070090
Sgt ARGENBRIGHT, WILLIAM D.,	35497409	Sgt BABER, HERBERT M.,	13117728
Sgt BACCIETTI, WOODROW P.,	33297005	Sgt BAHR, CARL D.,	35610718
Sgt BANKSTON, HAROLD D.,	38307513	Sgt BAYNES, WILLIAM E.,	39249612
Sgt BERGQUIST, GORDON C.,	17071177	Sgt BIRDWELL, LOWELL T.,	13007606
Sgt BLAKE, WILLIAM M.,	32234613	Sgt BOGEL, JACK J.,	39106607
Sgt BOOTH, HAROLD M.,	6573178	Sgt BORZUCHOWSKI, BERNARD Z	13110140
Sgt BRADY, EUGENE J.,	32499712	Sgt BROWN, BERNARD B.,	31273946
Sgt BRUCKER, NOBLE W.,	35621418	Sgt BRUNER, GAIL F.,	17166484
Sgt BURCH, HOWLIND P	39120992	Sgt BURROWS, STANLEY F.,	11101519
Sgt CUDLE, WARREN S.,	39539003	Sgt CAMPBELL, JOHN P.,	12159370
Sgt CHARD, JAMES E.,	12164765	Sgt CARTER, EARL O.,	36702309
Sgt CARUSO, ANTONIO V.,	12142865	Sgt CARUSO, JOSEPH A.,	12145031

E X T R A C T

Sgt CAVES, HEMSELL W.,	35614327	Sgt CHANCE, KENNETH	35560829
Sgt CHENEY, MARINO W.,	17121760	Sgt CIESLER, EDWARD J.,	38395484
Sgt COBLE, EARNEY J.,	14165025	Sgt COLLIER, WINSTON C.,	13104757
Sgt COLPELLO, EDWARD L.,	18151897	Sgt COOK, THOMAS R.,	17152270
Sgt CORTESE, FRANK (MI)	32463956	Sgt COYLE, RALPH W.,	36367413
Sgt CROW, MIKE C.,	36221265	Sgt CROWELL, WEX H.,	16148651
Sgt CRUMLINE, ROBERT L.,	15110181	Sgt DAVIS, RAY E.,	35640357
Sgt DICKASON, HAROLD E.,	35339290	Sgt DILLINGER, EDWARD N.,	37059605
Sgt DISARATO, VITO W.,	31169888	Sgt DOELLE, DONALD E.,	36178862
Sgt DUNN, JOHNNY K.,	35391705	Sgt DURHAM, ALBERT D.,	17129073
Sgt DURKIN, THOMAS L.,	32535468	Sgt DEIUDA, ARKEY	16154556
Sgt EARF, ROBERT R.,	18122720	Sgt EDEN, LAWRENCE V.,	12211631
Sgt EMMIS, JOSEPH H. JR.,	12133240	Sgt EYDMAN, THOMAS JR.,	39552255
Sgt FALLS, JUNIOR M.,	35539769	Sgt FEDEY, LAWRENCE W.,	32704855
Sgt FEINGOLD, YALE	13170801	Sgt FLAHERTY, EARL	17090552
Sgt FLEMING HERBERT F. JR.,	18219441	Sgt FUGATE, CORBETT	15337226
Sgt CASPER, STEPHEN M.,	37119340	Sgt GILL, WILLIAM JR.,	15324283
Sgt GLENN, CHARLES M.,	13002633	Sgt GOLDEN, JAMES W.,	16192819
Sgt GOOD, RICHARD C.,	35347200	Sgt GRABOWSKI, EDWARD A.,	12132669
Sgt HALL, HOWARD G.,	33294700	Sgt GRANVELT, ROBERT C.,	17155123
Sgt HARPER, ALFRED J.,	13121791	Sgt HARRINGTON, JOHN T.,	13142908
Sgt HARRINGTON, WILLIAM R	14156112	Sgt HARRISON, MARVIN L.,	35664892
Sgt HARTON, JOHN	32558501	Sgt HARTER, EMMETT A.,	17161658
Sgt HARNELL, FRANCIS M.,	38445436	Sgt HAYS, KENNETH R.,	16194632
Sgt HENRY, JAMES P.,	12087231	Sgt HILL, MARVIN H.,	32363744
Sgt HOBBS, WILLIAM E.,	37236702	Sgt HOLSAPPLE, WALLACE W.,	17161985
Sgt HUFFMAN, JOHN D. III	35579706	Sgt HUFFMAN, WESLEY E.,	13110302
Sgt HURPHREY, LOY	18098026	Sgt HUNT, WESLEY J.,	36554505
Sgt HUSBAND, WILFRED M.,	12080317	Sgt HUTCHINSON, KENNETH E.,	35396687
Sgt HUME, CARL F.,	33418859	Sgt INMAN, JOHN F.,	17169450
Sgt IVY, BILLY B.,	19162937	Sgt JAWORSKI, CASIMER M.,	33336817
Sgt JACOBY, DARWIN	13152549	Sgt JOHNS, CARL W.,	37248950
Sgt JOHNSON, HERBERT.,	31275831	Sgt JOHNSTON, GLENN H.,	38397414
Sgt JOYNS, AMZIE A.,	34014591	Sgt KABAT, DONALD G.,	36291392
Sgt KANGAS, ALLAN V.,	11057763	Sgt KEANEY, JOHN F.,	32507361
Sgt KELLNER, JAMES J.,	35514655	Sgt KEEYS, ALONZIE R.,	33372259
Sgt KELL, ERNEST F.,	34392725	Sgt KELLY, CLARENCE A.,	34353093
Sgt KENNEDY, GUY E.,	33397270	Sgt KING, WILLIAM P.,	32407087
Sgt KLEIN, BERNARD	12190322	Sgt KLEIN, JAY M.,	17121861
Sgt KLEIN, WALTER R.,	32462622	Sgt KONCHAR, MITCHELL	33418986
Sgt KOZOL, ADAM C.,	36706658	Sgt KREITZMAN, HARVEY E.,	16095279
Sgt KRITCHUMAS, BERNARD A.,	16169485	Sgt KUEHN, MARTIN J.,	37542581
Sgt KUNDEBT, ROBERT J.,	17157720	Sgt KVALMEH, LEONARD E.,	36296490
Sgt LANDY, LEO J.,	32075328	Sgt LARSON, LESTER P.,	12164372
Sgt LAVIA, JOSEPH	32694143	Sgt LAMHORN, GLENN J.,	35419072
Sgt LANKINCE, THOMAS G.,	39456021	Sgt LEBLANC, JOSEPH E.,	38260886
Sgt LEE, OREN R.,	39541621	Sgt LEVINE, MURRAY S	12148829
Sgt LEWANDOWSKI, JOSEPH P	16131946	Sgt LOGUE, DALE G.,	16075387
Sgt LONG, BRYCE W.,	39854150	Sgt LOVELAND, ELMORE S.,	36274861
Sgt LOWERY, GUY J.,	34392705	Sgt LUBLINSKY, STANLEY	33418975
Sgt LYBECK, CLIFFORD	39611453	Sgt MANNING, ANDREW F.,	37266808
Sgt MARRON, JAMES L.,	16019860	Sgt MASLANKA, ALFRED S.,	32582073
Sgt MAYES, MALCOLM O.,	18015395	Sgt MILLICAN, WALTER E.,	36270999
Sgt MILLS, ISAAC F.,	39198267	Sgt MINNITI, NICHOLAS	32507348
Sgt NISKEL, JOSEPH J.,	33380980	Sgt MOERLINS, JOHN E.,	34541946
Sgt MOFFITT, WILLIAM	32075641	Sgt MONTALVO, RODOLFO E.	38034485

E X T R A C T

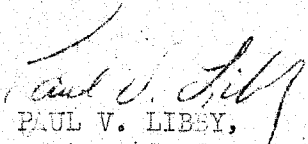
Sgt MONTGOMERY, FLOYD W.,	35417912	Sgt MONZINGO, HOWARD P.,	38328810
Sgt MORENO, ROBERTO V.,	38254736	Sgt MORIARTY, JOHN E.,	32611940
Sgt MORISON, ROBERT B.,	13049801	Sgt MUCCI, NICHOLAS	32391823
Sgt MUSCARIELLA, LAWRENCE S.,	332772578	Sgt MUSZYNSKI, EDWARD A.,	35574666
Sgt McGEHE, WILLARD R.,	14164976	Sgt McLEMORE, JAMES B.,	15383206
Sgt McNUTT, RECTOR R.,	38230546	Sgt NEELY, JOHN C.,	32364402
Sgt O'DAY, GERARD C.,	39118091	Sgt OSBORNE, JACKSON G.,	13119613
Sgt PACHA, ARTHUR M.,	37232097	Sgt PARKER, JOE D.,	18216803
Sgt PATTERSON, ALLEN D.,	31171364	Sgt PICKUP, WALTER	32265275
Sgt PCLVADO, ROBERT L.,	18214089	Sgt RABINOWITZ, LOUIS	12155778
Sgt RAEBER, HENRY JR.,	13137183	Sgt RAGAN, ZELOUS V.,	13117741
Sgt RAMP, STUART P.,	37273986	Sgt REIF, GEORGE	32232270
Sgt RESCH, LOUIS	33294718	Sgt REYNOLDS, LEO J.,	32365470
Sgt RICHARDSON, GEORGE L.,	1909011	Sgt RIDER, ROBERT T.,	35539849
Sgt RIFE, HENRY,	35742190	Sgt RILEY, ZENAS C.,	39269723
Sgt RIVERA, MICHAEL E.,	18122271	Sgt ROBEY, THOMAS J.,	33543196
Sgt ROBINSON, HAROLD C.,	11097085	Sgt ROSKEY, OTTO V.,	14114921
Sgt RUSSELL, LARRY R.,	13093819	Sgt SALVAGNA, ALFONSO J.,	31171345
Sgt SCHADE, EARL S.,	13128319	Sgt SCHALL, THEODORE R.,	30014628
Sgt SCHAU, RICHARD	39099286	Sgt SMIDENSCHWANTZ, CHARLES T	32434675
Sgt SHADEL, FREDERICK R.,	13093816	Sgt SHANER, RANDALL S.,	13135494
Sgt SHEL, JOHN T.,	32434785	Sgt SHOGREN, RODNEY C.,	37303188
Sgt SHUE, JOHN W.,	35587799	Sgt SINKINS, JOSEPH E.,	32274887
Sgt SMITH, ELMER	18004313	Sgt SMITH, JAMES P.,	31171239
Sgt SMITH, MARVIN A.,	37264005	Sgt SNYDER, J. R.,	32354360
Sgt SOLWAY, REGINALD C.,	19193194	Sgt SPARKS, LOUIS	34152236
Sgt STARNES, WYMER C.,	13036899	Sgt STODDARD, JAMES O.,	13135576
Sgt STONE, ALFRED E.,	13151917	Sgt STRICKLAND, STANLEY J.,	19061782
Sgt SYLVESTER, JOSEPH R.,	12180105	Sgt SWENSON, CURTIS G.,	37318506
Sgt TAYLOR, JOHN H.,	10076024	Sgt TALLEY, WARNER W. JR.,	14119341
Sgt TRAVIS, MEREDITH W.,	12098433	Sgt TREJAK, JOSEPH J.,	32731501
Sgt TYMINSKI, GEORGE	17155008	Sgt VAUGHT, PHILLIP D.,	18216787
Sgt VOITEK, JOSEPH A.,	12127398	Sgt WALKER, GEORGE L. JR.,	30537590
Sgt WASHER, FRANK G.,	32580244	Sgt WATERS, EDWARD M.,	13023188
Sgt WARREN, CHARLES R.,	17080226	Sgt WEBER, WILLIAM A.,	15068865
Sgt WEBB, JOHN E.,	16133921	Sgt WITT, WILLIAM D.,	34335095
Sgt WIERCER, WILLIAM	32605106	Sgt WIETRYKOWSKI, STEPHEN M	33201331
Sgt WILFOND, ROY L.,	16145094	Sgt WILLIAMS, WILLIAM J.,	35721866
Sgt WILSON, PERKIN J.,	35575159	Sgt WINTER, JOHN H.,	36414874
Sgt WOODER, JAMES C.,	18097931	Sgt YEAGER, WILLIAM J.,	39274644
Sgt YELTTS, LANSON E.,	34450792	Sgt YOKUM, ALTER J.,	35419819
Sgt ZINK, VIRGIL E.,	37230095	Cpl DANFLOD, IVAN J. JR.,	37462329
Cpl FLYNN, JAMES M.,	12041308	Cpl GERAGHTY, JAMES	12139149
Cpl LINES, JAMES A	19130685	Cpl MARTINEZ, RALPH E.,	16058354
Pvt LAZEO, WILLIAM J.,	12164123	Pvt DANGLAR, NORMAN C.,	34478822
Pvt ELKES, OSBON R.,	34400631	Pvt KOWLESKI, ANTHONY J.,	32460734
Pvt LANE, ROBERT L.,	11087862	Pvt McBRAYER, LAURENCE E.,	14149914
Pvt MOTHERS, ALFRED J.,	20530456	Pvt TOLLA, NICHOLAS M.,	3916960
PFC WARNER, THOMAS H.,	35392823	S/Sgt GREER, JAMES R.,	1-062531
Sgt GILLIS, MELVIN D.,	33682245	PFC MILES, DOYLE W.,	16109335
Pvt KECK, MILTON F.,	15337344		

E X T R A C T

By order of Lt. Colonel FAULKNER:

PAUL V. LIBBY,
Capt., Air Corps,
Adjutant.

OFFICIAL: .


PAUL V. LIBBY,
Capt., Air Corps,
Adjutant.

SO # 202 this Hq dtd 31 Aug 1943 contained 15 Paragraphs.

DISTRIBUTION "A" AND "C"



- Boy-ke -
Jumped from 1600 feet
January 5, 1944

By Walter H. Kellt, 368th

Who was Boike?

Boike was a dog. He was also the crew mascot for my gang, which flew "Weary Bones" 42-37943 (368th G Model, tail letter L).

Boike first made his appearance one October 1943 evening in the BOQ at Grand Island, NE. He was accompanied by six assorted crew member sergeants, and a mysterious looking flight bag.

"Lieutenant, this is Boike, our new mascot."

Five-Pound Wonder

He didn't look like much, being of doubtful lineage. He was all black except for a small white patch on his chest and white paws. He weighed all of five pounds. Somewhere in his background was Scotch terrier blood..

"Are we correct in assuming he is flying to the U.K. with us?" the four officers questioned.

"Oh yes. He is definitely flying over with us and will be a full fledged member of the crew."

"What happens to Boike when we have to go to altitude and have to put on oxygen masks?"

"No problem, sir. We have all that taken care of," whereupon the mysterious flight bag was opened and eager hands produced a standard oxygen mask which had obviously been modified by an additional strap.

"But, does it fit?"

"Oh, yes. As you now can see it fits securely over his snout." And, indeed it did, with no apparent leaks.

"Ah, yes, but what happens if we have to jump out and hit the silk?"

Boike's Own Parachute

Back to the bag again and out came a small parachute and special "dog" harness made by some sympathizing parachute packer. It was very tiny, but fit snugly around his chest, stomach and front legs. The chute diameter was alleged to be about six feet. And, so it was agreed that Boike was indeed an official crew member

(Turn to Page 2)

Boike — Combat Dog

(Continued from Page 1)

and was going to war with us.

One afternoon months later, during a "stand down", into the officers' quarters came the enlisted crew with determined looks on their faces.

"Lieutenant," someone said, "we have decided that Boike is not a real member of our crew as he has not even flown a single mission. All he does is eat and get fat."

"So what?" we asked. "What can you expect of a mere dog?"

"We have a mission planned for him," was the answer. "He is going to make a parachute jump and then he will be a real crew member."

"And how is he going to make this jump?" we asked.

"Very simple, sir. In two days, as you know, we are scheduled to slow time a new engine on 'Weary Bones'. We, including Boike, will be on board and you will fly over Thurleigh with flaps down, as slow as you can fly, and we will drop Boike out of the tail gunner's hatch."

"You have to be kidding," was our incredulous answer. "If the chute doesn't open we will all be murderers and I could be court martialed for 'dog murder'."

Out Came Boike!

After the third pass the fateful deed was done! Out came Boike. The static line did its job and down came Boike, the chute blossoming over his head. Upon wracking the ship over on its left wing, we could all see Boike rapidly speeding to the ground with hind feet dangling, suspended by a chute that seemed too small.

Down, down he went and after some thirty seconds Boike hit the ground, hind feet first. He let out a yip and at full speed headed for the nearest patch of trees some thousand feet west. The jeep was unfortunately on the wrong side of the field, but someone took note that Boike ran to the woods and lifted his leg on the first tree he came to.

In the meantime, up in the air, over the radio came the question: "Ship flying over Thurleigh, what are you doing, throwing a dog out of your aircraft?"

"Thurleigh, this is 'Weary Bones' 943, we are just testing a parachute."

"Roger, 943, Thurleigh tower out."

Editor's note: Unfortunately, the flying control log for 5 June 45 makes no mention of a dog parachuting out of a B-17.

"But sir, we have done everything to make this a no-fail mission. We have enlarged the harness, installed a static line on the chute and tested the whole thing by dropping it attached to a rock from the control tower. We can't fail and Boike will be as safe as it is possible to be.

"Besides," they continued, "we will have a photographer on the ground taking pictures. We will take pictures of him just before he hits the ground. We'll send the pictures to **Stars and Stripes** and we'll all be famous."

No amount of protesting from us could deter the crew from going through with this doubtful event. And so, on 5 June 1944 at 1000 hours "Weary Bones" was seen flying at 1,000 feet over Thurleigh with half flaps at 120 mph. Aboard was the entire crew, with the exception of the bombardier, who was on the ground traveling with a base photographer in a jeep.

Boike was all harnessed up with his static line attached and ready to go!

Col. Williams (LTC Robert C.), who just happened to be in the tower at the time, grabbed a telephone and called 368th squadron operations:

"What are you crazy guys doing, throwing a poor, defenseless dog out of an airplane?"

"Its o.k., Colonel, that was Boike's seventeenth jump!"

"O.K., 368th, we were just wondering what was going on."

And so that was the end of Boike's famous jump and he was now an official member of Keill's crew.

While no photographs were taken of the descent, Boike was picked up by the jeep and driven to 368th headquarters where the accompanying picture of him was taken before his parachute was removed.

Boike continued to live near the mess hall and reached a weight of thirty pounds. As far as anyone of the crew knows, Boike remained at Thurleigh long after my crew went home.

Monday April 3, 1944

Dear Mr and Mrs Fix,

I suppose that by the time this letter reaches you, you will have received a notification from the War Dept that Rene is missing action. I don't know just how much they told you about how and why he was missing, that's why I am writing now. I know how you feel about the event but after you hear the details you'll feel a lot better about it I believe.

Rene flew some 17 missions with me and he was such a good pilot he was finally checked out and made 1st pilot. He made his first one as pilot on the 26th of March and made out OK. The next day we went out again. I was leading the second element of the high squadron and Rene was flying left wing of the lead element just under and ahead of me some 50 feet. I couldn't see him as he was too low but my bombardier could see OK. We were going to an airfield at La Rochelle France about 60 miles north of Bordeaux and on the coast. The colonel leading us gave us a very stiff climb which was hard on the engines. We had to pull a high manifold pressure which resulted in overheated engines. We all had trouble keeping up. We flew south, passing directly over land straight on course to the target. When we were climbing we noticed that puffs of black smoke caused by detonation were coming from Rene's ship from two engines. We finally passed over the Brest peninsula and came to the Bay of Biscay. It was at this time that Rene's ship began to straggle. After a while my tail gunner reported him some 5 miles behind but we didn't worry about him as there were no enemy fighters around. We figured he would catch us on the way home. We went out to bomb the target and returned to England. Rene never did show up but one other boy that had two engines fail said he last saw him heading south and losing altitude slowly, trying to feather an engine. That's the last we know of what happened. However, here is what probably happened to him. He had trouble in the climb with his engines and when he started to straggle he at that time lost an engine. He was still over land so couldn't drop the bombs to lighten the load so flew on for another 10 miles to water. To our way of thinking he probable flew south as far as possible and bailed out over southern France. Also, he was at 23,000 feet, there was a tail wind & it was only 180 miles to Spain. With only one engine he would be able to stretch the glide out 100 miles at least.

Now there is a wonderful chance that he will escape and be coming back within a month or less. Of all the raids we've done so far this one would be the best as far as escaping is concerned. We all regret his loss but feel that he is safe and on the way out now.

The \$40 is money owed him by two of my crew men. If there is anything you would like to know further write me and I'll tell all I know.

Sincerely yours
Walter H Keilt
1st Lt A.C.

RETURNIES TO THE ZONE OF THE INTERIOR

1. LARWIG, HENRY J. T/Sgt. 18132073 E 306th Bomb Gp (H)
 (NAME) (RANK) (ASN) (FLIGHT RATING) (Org-last)

2. REASON FOR RETURN TO THE ZONE OF THE INTERIOR : (If because of complete operational tour, so state with date. If case of operational fatigue, give date diagnosis made and details. If not operational fatigue, so state

Completed tour of 30 operational missions, 26 May, 1944.

3. MEDICAL HISTORY SUMMARY : (Here include all instances of hospitalization, removal from flying status, etc., with dates, diagnosis, LOD, and disposition.)

Has never been grounded or hospitalized.

4. FLIGHT STATUS: (Here explain and include statement whether or not on flying status. If not, explain fully.)

On Flying Status.

5. DATE OF LAST FLIGHT : 26 May, 1944.

6. MEDICAL BOARD FINDINGS : (If individual has appeared before a medical board, give findings and date when findings were reached.)

Has never appeared before Medical Board.

7. In what state is it desired to spend leave of furlough? Oklahoma

Maurice Salub
(SIGNATURE OF COMMANDING OFFICER)

James E. McCreary
(SIGNATURE OF FLIGHT SURGEON)

HEADQUARTERS
AAF STATION 111
Office of the Commanding Officer

(C-B-6)

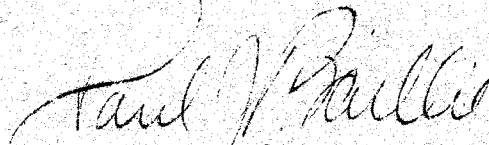
APO 557,
27 July 1944

SUBJECT: Transfer of Personnel with Knowledge of Future Operations and/or Secret Equipment.

TO : Whom it May Concern.

1. In compliance with letter Headquarters, ETOUSA, subject same as above, dated 10 May, 1944, T/Sgt Henry J. Larwig, 18132073 has no knowledge of future operations or secret invasion equipment.

For the Commanding Officer:


PAUL J. BAILLIE,
Capt., Air Corps,
Ass't. Adjutant.

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)
Office of the Commanding Officer
United States Forces

(A-29)

APO 557,
27 May, 1944.

SUBJECT: Recommendation for Re-assignment of HENRY J. LARWIG, Technical Sergeant, 18132073.

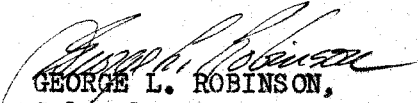
TO : Whom It May Concern.

1. Subject Enlisted Man has completed 251,35 hours of Combat Flying as an Aerial Engineer. He has completed a total of thirty (30) combat missions, during the course of which he destroyed no Enemy Aircraft and has been decorated or is eligible for the following decorations:

Air Medal	Five Missions
Oak Leaf Cluster	Ten Missions
Oak Leaf Cluster	Fifteen Missions
Oak Leaf Cluster	Twenty Missions
Distinguished Flying Cross	Thirty Missions

2. Subject Enlisted Man's performance of duty is rated by his Commanding Officer as Excellent.

3. Assignment of subject Enlisted Man: Immaterial.


GEORGE L. ROBINSON,
Colonel, Air Corps,
Commanding.

SPECIAL ORDERS)
NUMBER 175)

1 July, 1944.

E X T R A C T

* 5. UP of AR 35-1480 and in accordance with instructions contained in AAF Reg 35-29, dd 20 July, 1942, the fol named EM, orgns indicated, are hereby re- quired to participate in regular and frequent aerial flights, eff dates indicat- ed, and will remain on said status until reld by competent auth:

367th Bomb Sq (H) - 306th Bomb Gp (H)

			EFF DAT
T/Sgt KENNETH E. HOFFMAN	15377492	Aerial Engineer	1 July/
T/Sgt AUBREY E. JONES	13105923	" "	" "
T/Sgt EUGENE H. KELLY	31170363	" "	" "
T/Sgt DURWARD S. NEEDHAM	31152592	" "	" "
T/Sgt CHARLES T. REINSPERGER	12185243	" "	" "
T/Sgt ROBERT G. ROCKWELL	11096057	" "	" "
T/Sgt OSCAR W. COOPER JR.	38296459	Radio Operator	" "
T/Sgt MARTIN (NMI) GOLDBERG	13143658	" "	" "
T/Sgt THOMAS R. HILL	38209877	" "	" "
T/Sgt GEORGE G. ROBERTS	33249949	" "	" "
S/Sgt DOMINIC M. BLOISE	39037974	Aerial Gunner	" "
S/Sgt JOHN W. GALLARETO	19177486	" "	" "
S/Sgt CARL E. PULCIFER	31282474	" "	" "
S/Sgt JOSEPH M. PUSKAR	12155784	" "	" "
S/Sgt FRANK R. SCARPACE	32478808	" "	" "
S/Sgt OWEN A. SHAFER	35447923	" "	" "
S/Sgt LOUIS P. THOMAS	11085729	" "	" "
S/Sgt RICHARD K. TULLY	17154903	" "	" "
S/Sgt DONALD F. URBAN	11098119	" "	" "
*	*		*

368th Bomb Sq (H) - 306th Bomb Gp (H)

T/Sgt JAMES G. BROWNELL	32384230	Aerial Engineer	" "
T/Sgt WARREN M. GENTILE	12141276	" "	" "
T/Sgt HENRY J. LARWIG	18132073	" "	" "
T/Sgt JOSEPH B. NOVAK	6919817	" "	" "
T/Sgt DEWITT A. ROCKWELL JR.	32491502	" "	" "
T/Sgt JOSEPH (NMI) ALVAREZ	39097007	Radio Operator	" "
T/Sgt GEORGE J. ALLEN	36202412	" "	" "
T/Sgt LESTER F. CARTER	35498103	" "	" "
T/Sgt ROBERT M. COLE	15377325	" "	" "
T/Sgt EDGERTON D. EWING	12079236	" "	" "
T/Sgt SAUL M. KUPFERMAN	11091535	" "	" "
T/Sgt JERRY (NMI) MISTERMAN	13029634	" "	" "
T/Sgt ROY N. NUPEN	37461630	" "	" "
T/Sgt JOHN H. TAYLOR	16076024	" "	" "
S/Sgt WAYNE E. BARTEL	19203041	Aerial Gunner	" "
S/Sgt WILLIAM S. BASTAIN	32737535	" "	" "
S/Sgt WALLACE L. BENNINGFIELD	13112169	" "	" "

			EFF DATE
S/Sgt CHARLES E. BRADLEY	13126928	Aerial Gunner	1 July/44
S/Sgt ELBERT H. BRUNOTTE	32588896	" "	" " "
S/Sgt DANIEL J. GALVIN	31286504	" "	" " "
S/Sgt HARLETH M. HAVEN	14064069	" "	" " "
S/Sgt CHARLES L. HUM JR.	15171123	" "	" " "
S/Sgt MICHAEL J. SAJ	36508926	" "	" " "
S/Sgt JAMES P. SMITH	31171239	" "	" " "
S/Sgt FREDERICK R. SHADEL	13093816	" "	" " "
S/Sgt JOSEPH R. TRIGANI	32726810	" "	" " "
*	*		*

369th Bomb Sq (H) - 306th Bomb Gp (H)

T/Sgt EDWARD R. BUSCH	12052405	Aerial Engineer	" " "
T/Sgt GEORGE J. KING	19185791	" "	" " "
T/Sgt VERNON V. MICHALETZ	17160028	" "	" " "
T/Sgt ALBERT (NMI) PICARELLO	51189362	" "	" " "
T/Sgt CHARLES T. SLAPPY	34390239	" "	" " "
T/Sgt OAKLAND D. WHELAN	19176652	Radio Operator	" " "
T/Sgt CLARENCE R. STAATS	35639087	" "	" " "
T/Sgt ZANE C. BEAL	37211555	Aerial Gunner	" " "
T/Sgt RAYMOND A. YERAK	15377544	" "	" " "
T/Sgt ROBERT N. IRWIN	38413362	" "	" " "
S/Sgt GEORGE B. RICHARDSON	35027983	" "	" " "
S/Sgt JOHN J. RICHMOND JR.	13070284	" "	" " "
*	*		*

423rd Bomb Sq (H) - 306th Bomb Gp (H)

T/Sgt STANLEY J. La GORY	35679006	Aerial Engineer	" " "
T/Sgt HOWARD W. LINGLE	34436657	" "	" " "
T/Sgt WILLIAM H. MORGAN	33213084	" "	" " "
T/Sgt STANLEY H. ZYCH	32036314	" "	" " "
T/Sgt MOSBY L. HODGES JR.	33532699	Radio Operator	" " "
S/Sgt EPIFANIO P. CAMPOS	39847440	Aerial Gunner	" " "
S/Sgt EDWIN D. CREAMER JR.	15323695	" "	" " "
S/Sgt MIKE C. CROW	36221865	" "	" " "
S/Sgt THOMAS W. FOWLER	34547385	" "	" " "
S/Sgt OLIVER J. NASBY	17155647	" "	" " "
S/Sgt KENNETH G. NORRIS	31174285	" "	" " "
*	*		*

By order of Colonel ROBINSON:

C. G. DUY, JR.,
Major, Air Corps,
Adjutant.

OFFICIAL:
C G DUY jr /s
C. G. DUY, JR.,
Major, Air Corps,
Adjutant.

" A TRUE EXTRACT COPY "

Robert F. Morris
ROBERT F. MORRIS,
1st Lt., Air Corps,
Asst Pers Officer.

368TH BOMBARDMENT SQUADRON (H)
United States Forces
APO 577

21 July, 1944.

SUBJECT: Letter of Recommendation.

TO: Whom It May Concern.

1. For the past three months, T/Sgt HENRY J. LARWIG, 18132073, has served on my crew as engineer of a B-17 type aircraft. During this time his work has been excellent. His duties have been performed ably and efficiently. During the past ten months, I have been associated with him in squadron duties and for that time his work was ably carried out.

2. I heartily recommend Sgt Larwig for a position requiring responsibility and enthusiasm. He has made an excellent showing with our Squadron.

William D. Reeder
WILLIAM D. REEDER,
Captain, Air Corps,
Pilot.

Cpt Reeder was the
lead ship of 10 bombers
that 1st Lt Walt Reut was
pilot of. Henry B17 weary plane
10 ships (planes) in wing Sq.
100 ship (group) 306th Bomb Grp.

August 18- 1944.

SUBJECT: Letter of reccomendation.

TO: Whom it may concern.

For some twelve months T/Sgt Henry Larwig has been 1st engineer on my B-17 crew. During that time he has been an ideal engineer gunner and has saved the day for us more times than I care to remember.

He has always carried out instructions perfectly and cheerfully. For my money he was the best engineer in the Eighth Air Force.

Being excellent officer material and having always wanted to be a pilot he should be given a chance now for Aviation Cadet training.

Walter H. Keilt
1st Lt. A.C.
Crew Commander.

HEADQUARTERS
AAF REDISTRIBUTION STATION NO. 3
Santa Monica, California

5 September 1944

C E R T I F I C A T E
TECHNICIAN BADGES AND QUALIFICATION BARS

1. I hereby certify that the following named enlisted man,

<u>LARWIG</u>	<u>HENRY</u>	<u>J</u>	<u>19132073</u>	<u>T/Sgt</u>
(Last)	(First)	(Middle)	ASN	Grade

is authorized to wear badge and qualification bar for the type of AAF technician specialty listed below, as prescribed by Change 10, AR 600-35.

- | | |
|-----------------------|--------------------------|
| (1) AP Armorer | (13) Link Trainer Instr. |
| (2) AP Electrical SP | (14) Parachute Rigger |
| (3) AP Hydraulic SP | (15) Photographer |
| (4) AP Instrument SP | (16) Photo Lab. Tech. |
| (5) AP Mechanic | (17) Target & Sight SP |
| (6) AP Machinist | (18) Radio V-1 Mech. |
| (7) AP Metal Worker | (19) Radio V-1 Obs. |
| (8) AP Power Plant SP | (20) Radio Mechanic |
| (9) AP Propeller SP | (21) Radio Operator |
| (10) AP Welder | (22) Teletype Mech |
| (11) A.C.S. Radio SP | (23) WX Forecaster |
| (12) Bombsight Mech. | (24) WX Observer |

Initials:

R. E. W.
Enl. Classification Spec.

Francis A. Deroquin

FRANCIS A. DEROUIN
Capt., Air Corps
Classification Officer

HEADQUARTERS
AAF REDISTRIBUTION STATION NO. 3

Santa Monica, Calif

18 Sep 1944

C E R T I F I C A T E
SPECIALIST PATCHES

1. I hereby certify that the following named enlisted man,

LARWIG HENRY J 18132073 T/Sgt
(Last) (First) (Middle) ASN Grade

is authorized to wear sleeve patch insignia for the type of
AAF Enlisted Technical Specialist indicated below, as pre-
scribed by Paragraphs 514 and 603, AAF Manual 35-1.

- () Armanent
- () Communications
- () Engineering
- () Photography
- () Weather

Initials:

R.E.D.
Enl. Class. Spec.

Francis A. Derouin
FRANCIS A. DEROUIN
Capt., Air Corps
Classification Officer

HEADQUARTERS
AAF REDISTRIBUTION STATION NO. 3
SANTA MONICA, CALIFORNIA

85-G

SECTION 1

ASSIGNMENT RECOMMENDATIONS

1. NAME LARWIG, Henry John : RACE White : MARITAL STATUS Single
(LAST) (FIRST) (MIDDLE)

2. ASN 18132073 GRADE T/Sgt A OR S A.C. AGE 22

3. PHYSICALLY QUALIFIED FOR:

- A. COMBAT FLYING SPECIFY: _____ D. GENERAL MILITARY DUTY
- B. NON-COMBAT FLYING SPECIFY: _____ E. SERVICE LIMITATIONS
- C. GROUND DUTY ONLY IF DISQUALIFIED FOR FLYING: _____ F. NO DUTY

4. SURGEON'S RECOMMENDED DISPOSITION:

- A. DUTY C. CONV. CENTER E. GENERAL HOSP.
- B. SICK LEAVE _____ DAYS D. REST CAMP _____ DAYS
- F. OTHER _____

5. SURGEON'S REMARKS & LIMITATIONS:

QOS
Qualified Applicant for Aviation Cadet
Profile Serial Number 21111X

6. CLASSIFICATION & ASSIGNMENT RECOMMENDATIONS:

Avn Cadet

- A. 748(03)(6) Sperry B-17 AP Mech Gnr Yes
- B. none
- (SSN) (SUFFIX) (TITLE) (INSTRUCTOR)
- C. DESIRES AVIATION CADET TRAINING D. QUALIFIED A/C TEST 112 16/9/44 AC14L
SCORE DATE FORM

7. FLYING DATA:

RATING AP Mech Gnr No. of COMBAT MISSIONS 30 No. of COMBAT HOURS 335
FLYING TIME BY EACH COMBAT TYPE AIRPLANE B-17 1100
TOTAL FLYING TIME 1100 FLYING EXPERIENCE: 1 Yrs., 3 MONTHS

8. EM DATA: AGCT II 119 ; YEARS EDUCATION 12 ; (SERVICE SCHOOLS ATTENDED Over)

9. OVERSEAS EXPERIENCE:

- A. ETO England 748 Sperry B-17 15 Nov 43 13 Aug 44
- B. _____
- C. _____
- AREA OR THEATRE SPECIFIC DUTY AND SUFFIX FROM TO
- D. THEATRE COMMANDERS RECOMMENDED DUTY none

10. GEOGRAPHICAL AREA IN WHICH RETURNEE PREFERS TO BE ASSIGNED Middle West

11. OTHER PERTINENT FACTORS:

Rotation
EM auth Eng badge and AP mech badge.

12. John S Minnett Francis A Derouin KL Rasmussen
 JOHN S MINNETT, Lt Col, M.C. STATION SURGEON
 FRANCIS A DEROUIN, CAPT, AC CLASSIFICATION OFFICER
 KL RASMUSSEN, CAPT, AC ASSIGNMENT OFFICER

STATION SUPERVISOR

CLASSIFICATION OFFICER

ASSIGNMENT OFFICER

JOHN E. WILKINS, JR. CAPT, U.S. AIR FORCE, BIRMINGHAM, ALABAMA, CAPT, U.S. AIR FORCE, BIRMINGHAM, ALABAMA

Amarillo, Tex

15wks

AP & Eng Mehb

Jan 43

Seattle Wash

4wks

B-17 Spec

Mar 43

Kingman, Ariz

6wks

Flex Gunner

June 43

1. THE ABOVE COMMANDERS RECOMMENDED DATA NONE

2. KEY OR THE ABOVE SPECIALTY DATA AND SUFFIX FROM TO

3. OVERSEAS EXPERIENCE: B-17 B-24 B-29 B-52 B-24 B-29 B-52

4. ENROLLMENT: () OTHER () SICK LEAVE () COMBAT CENTER () REMERVAL HOUSE

5. TRAINING DATA: () SPECIALTY DATA () SPECIALTY DATA () SPECIALTY DATA

6. CLASSIFICATION & ASSIGNMENT RECOMMENDATIONS: () () () ()

7. STATION SUPERVISOR'S REMARKS & LIMITATIONS: () () () ()

8. STATION SUPERVISOR'S RECOMMENDED DISPOSITION: () () () ()

9. PHYSICALLY QUALIFIED FOR: () () () ()

10. NAME: () () () ()

ASSIGNMENT RECOMMENDATIONS

SECTION 1

82-C

AMERICAN AIR FORCE STATION NO. 3

STOP PROCESSING

18 September 1943



Weds Oct 11

Dear Hank;

Glad to hear from you & hope you make out OK on the $\sqrt{}$ let deal.

I'm an instructor here at Avon Park Combat Crew Training School. John Cassler and Jones from the Eager Beavers are here. In fact I managed to get into the same squadron & flight as both of them. Cassler is now on a 15 day leave & when he returns he is going to be Base Safety Officer. So far I haven't done any instructing. We are on duty every other day for half a day which is soft as silk. We get lots of cross country flights here as everyone has to have an instructor pilot aboard. I just came ~~to~~ back from a RON trip to New York.

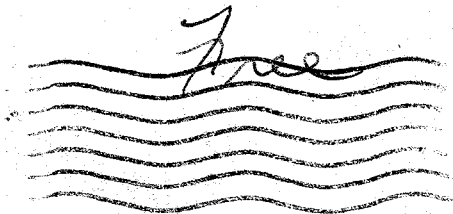
Witcherly I went home & bought
the house. (Not like in England tho)
All the folks were surprised to see
me again & had a big thrill seeing
a big old B-17 close by.

Tomorrow I'll have to see if
I can't get a RON home again as
our group just finished up & there
isn't any thing to do now. There
is a large 5 mi lake here which
affords good swimming but TP
fishing.

Caught a bunch of nice fish
up in Maine & had a great time
in general. Gained 10 lbs too!

Had those pictures developed
& enlarged. Will send you
some next time I go home -
they turned out fairly good,
especially that one taken on the
roof of the clap house.
So Long & loads of luck
Walt.

Lt W H Keelt
Sgdn T 325 CCTS
Avon Park Fla.



T/Sgt Henry Larwig 18132073
3706 AAF Base Unit (BTC)
Section K, Sheppard Field
Texas

answered

SPECIAL ORDERS)
NUMBER 299)

HEADQUARTERS SHEPPARD FIELD
Wichita Falls, Texas
25 Oct 1944

E X T R A C T

12. MAJ WILLIAM C DAY O297285 AC Sec A 3706th AAF BU (BTC) is placed on DS and WP 30 Oct 1944 (Departure date) to AAFTC Ft Worth Tex purpose attending A-1 conference to be held thereat commencing 31 Oct 1944 and lasting thru 3 Nov 1944 and upon completion of this temp dy will return to Sheppard Fld Tex. TDN. 501-30 P 432-02 212/50425. Auth: TWX 4E-10535 Hq AAFWTTTC Denver Colo 23 Oct 1944.

13. Having been trfd this Hq 3706th AAF BU (BTC) per par 11 SO 205 Hq Walker AAFld Walker Kans 20 Oct 1944 the following Offs AC are atchd to Sec A for the purpose of taking examinations to determine fitness for Pilot Tng. Offs have not rptd this sta and will be carried as absent until arrival. Effective date of change on M/R 10 Nov 1944.

CAPT HAROLD M COOPER 0735083 1ST LT ROBERT B WILEY 0738681

14. Lv of absence is granted following Offs 3706th AAF BU (BTC) as indicated:

	Days Lv	Travel Time	Date of Departure	Lv expires 2359	Address on Lv
CAPT FREDERICK A TURNER 0518668 DC Sec E	2	none	28 Oct 44	30 Oct 44	1213 Morris Houston, Tex
CAPT FLOYD W ETCHISON 0487638 DC Sec E	2	none	28 Oct 44	30 Oct 44	1213 Morris Houston, Tex
2ND LT FLORENCE A MCCONNELL N-790821 ANC Sec E	8	3 days	1 Nov 44	12 Nov 44	Decatur, Indiana

15. The following EM ACU are reld from atchd Secs indicated 3706th AAF BU (BTC) and WP 28 Oct 1944 (Departure date) to 3502nd AAF BU (TS) Chanute Fld Ill rptng upon arrival to the CO thereat for asgmt to 1st avail Cl in Courses indicated. Effective date of change on M/R is 31 Oct 1944. All EM are physically qualified for overseas dy.

For Teletype Opr Course

Basic--521

Pvt Jack Fogelman

33815108

Sec N

(Auth: TWX 13E-10086 Hq AAFWTTTC Denver Colo 24 Oct 1944)

For one of the Adv Specl Courses

Ap & Eng Mech Hv Bomb B-17--74703

*T Sgt Henry J Larwig

18132073 (From Overseas)

Sec K

Ap & Eng Mech Trainer AT-6--74753

Cpl Victor A Hilgren

16013708 (Avn Cadet Eliminee)

Sec K

(Auth: TWX 13E-10080 Hq AAFWTTTC Denver Colo 24 Oct 1944).

*Aptd group leader of EM for length of trip.

Page 1

(Over)

Par15 SO 299 Contd Hq Sheppard Fld Wichita Falls Tex 25 Oct 1944.

TO furn necessary T. In accordance with AR 30-4520 the FD will pay in advance the prescribed monetary alws in lieu of rat a/r three dollars (\$3.00) per day (Official rail travel time: One and one-third (1 1/3) days). TDN: 501-31 P 431-02 212/50425. Auth: As indicated.

16. The following Pvts (521) ACU are reld from atchd Secs indicated 3706th AAF BU (BTC) and WP 28 Oct 1944 (Departure date) to 3705th AAF BU (TS) Lowry Fld Denver Colo rptng upon arrival to the CO thereat for asgmt to 1st avail Cl in Rct Mech Pre-Gnr Course. EM are qualified for combat crew tng. Effective date of change on M/R is 30 Oct 1944.

	Sec L		
Douglas R Robertson	13191003		
	Sec N		
Harry J Ebert	42180003	Samuel S Homan	33837544
Austin M Park	15407464	Orville J Ryder	36913456
	Sec O		
*William H Hall Jr	13159216		

* Aptd acting Cpl and group leader of EM for length of trip.

TO furn necessary T. In accordance with AR 30-2215 the TO will issue the necessary meal tickets for six (6) EM. TDN. 501-31 P 431-02 212/50425. Auth: TWX 13E-10086 Hq AAFWTTTC Denver Colo 24 Oct 1944.

17. The following EM (521) ACU are reld from atchd Secs indicated 3706th AAF BU (BTC) and WP 28 Oct 1944 (Departure date) to 3704th AAF BU (TS & BTC) Keesler Fld Miss rptng upon arrival to the CO thereat for asgmt to 1st avail Cl in Ap & Eng Mech Course. Effective date of change on M/R is 30 Oct 1944.

(a)	Physically qualified for overseas dy	
Pvt Frederick S Mittendorff	33859625	Sec L
Pvt Albert J Rosenga Jr	19142907	Sec N
Pvt Paul R Peterson	19234276	Sec O
Pvt Herbert R Werth	42178060	Sec Q
Pvt William F Rhodes Sr	38618297	Sec R
Pvt Walter J Rodzwicz	33925599	Sec S

(b)	Qualified for combat crew tng	
*T Sgt Robert E Poole Jr	6947132	Sec K
Pvt Frank Swan	18057730	Sec K
Pvt Walter J Radziukiewicz	42180438	Sec N
Pvt Miles A Strombach	16187217	Sec O

* Aptd group leader of EM for length of trip.

TO furn necessary T. In accordance with AR 30-2215 the TO will issue the necessary meal tickets for ten (10) EM. TDN. 501-31 P 431-02 212/50425. Auth: TWX 13E-10086 Hq AAFWTTTC Denver Colo 24 Oct 1944.

By order of Colonel DAVIDSON:

OFFICIAL:



R. L. THORNTON, JR.,
Captain, Air Corps,
Adjutant.

R. L. THORNTON, JR.,
Captain, Air Corps,
Adjutant.

First Oklahoman in Paris C...

To Welcome Other Americans

DISGUISED as a French peasant, S/Sgt. Eugene Kiefer, 812 NW 43, stood in the streets of Paris watching the American troops move in with a swelling pride that erupted in rousing Yankee cheers.

One marching doughboy eyed Kiefer and flung back: "For a Frenchman, you speak pretty good English."

Such a reunion with his buddies was no letdown to Kiefer. He knew his masquerade as a Frenchman was good by then for he had been fooling the Nazis for nearly three months. It was alright that his own countrymen did not recognize him. The important fact was that he was soon to be one of them again. He was liberated. He went on cheering until the last Yank passed him by.

That was in late August. Now he is home, visiting his parents, Mr. and Mrs. Ernest Kiefer, and telling them all about his accidental pre-invasion visit to France and his lucky escape from Nazi capture.

It all started on June 2 when his B-24, based with the Eighth AAF, England, flew out over France for a softening-up blow. His plane was shot down near Paris, but he escaped injury and made it safely to a private forest where he hid out from the Germans for three days and nights. In this private forest, a forest he believes to be owned by the wealthy Rothschild banking family, he slept in trees, did without food and had water only once before he left its shelter for a nearby house.

"I took a chance on a house near the forest and it happened to be the right place," he said, explaining that contact was made immediately with the Free French—the underground—and that he was soon whisked away to Paris by train. In Paris, he kept on the move, staying at different places, masqueraded as a peasant Frenchman, a role he played success-



Sgt. Eugene Kiefer

fully in German-held Paris for more than eight weeks.

It was Kiefer's third raid that landed him in Paris well in advance of the invading troops. He had been in England for six months as a top turret gunner, but had been over Germany only once and France one other time.


The sergeant, in service two years, is a Classen graduate and former University of Oklahoma student. He will report to Miami on Monday for reassignment.

Allies Improve Italian Positions

ROME, Nov. 5.—(AP)—Activity on the Italian battle front was confined mainly to patrol operations, allied headquarters said Sunday, although both American fifth army and British Eighth army troops made minor improvements in their positions.

The weather over the entire front cleared somewhat after several weeks of heavy rains, but mud and flooded streams still hampered operations.

Negro troops of the American Fifth army in the central sector moved up on a 1,000-foot hill where the Germans are using a church as a strong-point. The hill is just east of Mount Belmonte which was captured last week by American troops after a bitter struggle.



Speaker Noted as a humorist and philosopher, James E. Gheen, New York City, will speak at 7 p. m. Tuesday before members of the Gibbons Dinner club in the Silver Glade room of the Skirvin Tower hotel.

Mexico Poll Favors Dewey

MEXICO CITY, Mex., Nov. 5.—(Special).—Local Americans debarred from voting in Tuesday's election cast a straw vote at the American club here last week. Results disclosed 115 for Thomas E. Dewey and 57 for President Roosevelt.

Best Sellers

FICTION

Forever Amber - Winsor
Strange Fruit - - Smith
Razor's Edge - Maugham
History of Rome
Hanks - - - Pennell
Green Dolphin Street

Goudge

NON-FICTION

Time for Decision - Welles
I Never Left Home - Hope
Yankee from Olympus

Bowen

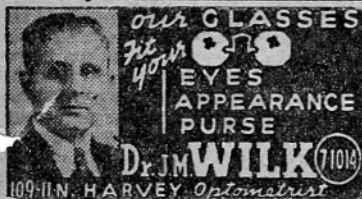
People on Our Side - Snow
Basic History of the U. S.

Beard

Smith

BOOK STORE

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3-7429



our GLASSES
Fit your
EYES
APPEARANCE
PURSE
Dr. J.M. WILK (71014)
109-11 N. HARVEY, Optometrist

Nov. 8, 1944

Dear Hank,

Received your card and have been wondering how in hell you broke your thumb, but as long as it wasn't your arm you can still write, then again as long as you had to break something why wasn't it a cherry.

There must be quite a few "Eager Beavers" down there. What is Endres doing there? If you see him again ask him what happened to Acridge, we heard he got killed by a 20 mm.

Have you heard from W. H.
yet, or any news about Howard?

I lost my friend Cole
yesterday they shipped him to
Sheppard Field yesterday. I
don't know why but he is
going to write and let me
know. They were pretty well
pissed off at him here, first
he wanted to fly, then got
grounded and just when they
had him broke in on the D/F
station he quit and wanted
on flying status but that
had nothing to do with his
shipping out because there
were over 40 men on his
shipping orders.

I may get to see you some of these days Hank, I was in St Louis last week was also in Denver and wish I would have known then that Mike was there. I get to go all over and haven't flown with anyone but majors so far. I'm through with ground school and when there is a cross country flight it's always an entire veteran crew. There is one scheduled for Dyersburg tomorrow and one to Detroit the next day but I'm not eager to go on anymore, it's getting too cold.

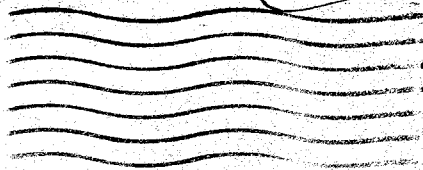
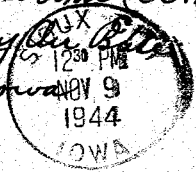
I don't do much around here.

This is really a nice base though
and the town is pretty big and
the people are swell. I would
just as soon sweat out the
duration here but am constantly
reminded that the war for me
isn't over. Almost every day I
am asked if I would like to get
on a crew and I guess you know
what I tell them, but I'm afraid
they will get me eventually and
it will most likely be, B & 9.

Well Hank, must wind
this up so Cheerio
and write when you can

Spotty

1 Lt George J. Allen 36202412
324th A. A. F. Base Unit (Certs)
Section F Army Air Base
Sioux City Iowa



1 Lt Henry Larwig 18132073
Section H. Box 497
3502 A. A. F. Base Unit
Chanute Field Ill.

Answered



Wishing you a
Merry, Merry Christmas
and a
Healthy,
Happy New Year

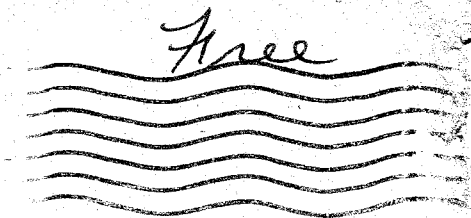
LT. WALTER H. KEILT

over ↘

Hey Hank,

Whate doing with you these days?
Im still here at Avon instructing.
Just took a 17 day leave. Went
up in the mountains & spent 10
days sneaking up on deer. Saw
twelve in all but it was hard to
get a shot. Finally got a shot at
a spike horn and creamed him.
Boy was he tasty! Had two feet of
snow, so also did some skinning.
Let me know the word with you
So Long Walt.

St W. H. Keilt
Sgdn T, 325 COTS
Avon Park Fla



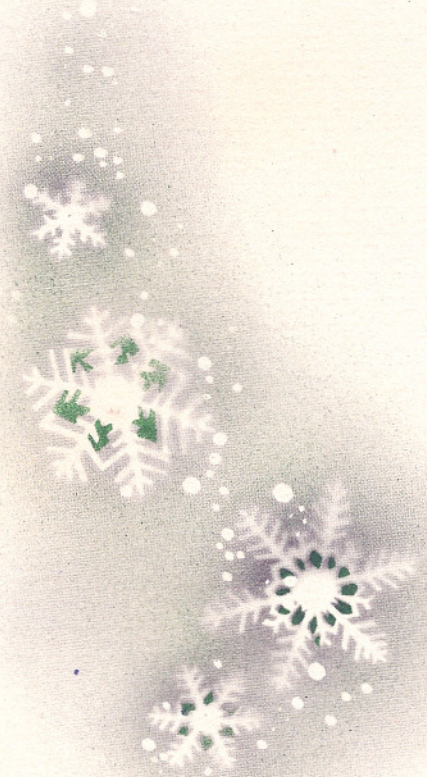
T/Sgt Henry Larwig
1438 N.W. 44th St

ok.

Oklahoma City 6, Okla.



GREETINGS



May the Spirit of Christmas
bring you Peace, Good Cheer
and much Happiness for the
New Year.

J. Patrick Smith III
just had a three day Christmas
pass cancelled on me. Going home
any how.
Merry Christmas. P.S.

S/S, T James P Smith-3111239

3539 BU. HAF

Section C. Bldg 1148

Langley Field, Va.



T/Sgt Henry J Larwig
3502 HAF Base Unit
Section H Box 497
Chanute Field
Ill.

Do not write in this space
APPLICATION NUMBER
X-

WAR DEPARTMENT
APPLICATION FOR DEPENDENCY BENEFITS
(Servicemen's Dependents Allowance Act of 1942)

Date January 8th, 1944

I. (a) Soldier Larvig Henry John 18132073 Tech Sergeant
(Last name) (First name) (Middle name) (Army serial number) (Present Army grade (private, corporal, sergeant, etc.))

Section H, 3502nd AAF Base Unit, (TS) Chanute Field, Illinois Married White
(Soldier's Army mailing address) (Single, married, divorced) (Race)

2438 N.W. 44th Street Oklahoma City Oklahoma
(Soldier's home address: Number and street or R. F. D.) (City, town, or post office) (State)

I hereby apply for the family allowances authorized by law for the following-named relatives and/or dependents who are related to me in the manner stated in paragraphs II and III below.

(b) THIS SPACE MUST ALSO BE FILLED IN WHEN APPLICATION IS MADE BY A PERSON OTHER THAN THE SOLDIER.
(Applicant's name) I, _____
(Last name) (First name) (Middle name) (Your relation to soldier or dependent)
(Address) _____
(Number and street or R. F. D.) (City, town, or post office) (State)
I hereby apply for the family allowances authorized by law for the following-named relatives and/or dependents of the soldier whose name appears in paragraph I above, to whom this application pertains.

CLASS A

II. List: Wife (W), child (C), former wife divorced to whom alimony is still payable (W. Div.). (If there are none in class A, write "None" in the name column.)

	Name			Address			Relationship	Date of birth of minors		
	(Last)	(First)	(Middle)	Number and street or R. F. D.	City, town, or post office	State		Mo.	Day	Year
1.	<u>Larvig</u>	<u>William</u>	<u>WMI</u>	<u>2132 N. Jordan</u>	<u>Okl. City</u>	<u>Okl.</u>	<u>Wife</u>			
2.										
3.										
4.										
5.										

Date and place of marriage to present wife December 28th, 1941 Oklahoma City, Okla.
Date and place of marriage to divorced wife _____ Date of divorce _____
Amount of monthly alimony or support payment decreed by court order or legal agreement for former wife divorced, or wife and/or child living separate and apart, \$ _____
Date alimony or support payment ceases 194 Name and location of court _____

CLASS B DEPENDENTS

III. List below the father, mother, grandfather, grandmother, stepfather, stepmother, either of husband or wife, person in loco parentis, brother, sister, half brother, half sister, stepbrother, stepsister, adopted brother, adopted sister, grandchildren who are dependent upon the soldier for a substantial portion of their support. (If there are none in Class B, write "None" in the name column.)

	Name			Address			Relationship	Date of birth of minors			Degree of dependency (percent)	Is family allowance desired? (Indicate yes or no)
	(Last)	(First)	(Middle)	Number and street or R. F. D.	City, town, or post office	State		Mo.	Day	Year		
6.												
7.												
8.												
9.												

IV. Enter on the lines below the full name and address of the person or persons to whom the check or checks is or are to be made payable.

Make checks payable to—

Payments covering line numbers in paragraphs II and III above	Name	Address		
		Number and street or R. F. D.	City, town, or post office	State
<u>1</u>	<u>William Larvig</u>	<u>2132 N. Jordan</u>	<u>Oklahoma City</u>	<u>Okl.</u>

Members of immediate family now serving in the military or naval service

V. The following-named members of (my) (the soldier's) immediate family are now serving as soldiers, sailors, marines, or coast guardsmen (not officers) in the military or naval service.

Name			Home address			Serving in— (Specify: Army, Navy, Marine Corps, or Coast Guard.)	Relationship	Age
(Last)	(First)	(Middle)	Number and street or R. F. D.	City, town, or post office	State			
Larwig	Fred	Fritz	1438 N.W. 44th	Okla. City	Okla.	Army	Bro.	21

VI. I hereby swear or affirm that all the foregoing statements are correct and that every member of Class B for whom I claim the family allowance is dependent, to the degree indicated, upon the soldier whose name appears in paragraph I above, for support.

Henry J. Larwig
(Signature)

Subscribed and sworn to before me this 8th day
of January, 1945, at
Chasute Field, Illinois

(Seal is required when
sworn to before civilian)

(Title) *Knox M. McMillan*
(Notary, summary court, etc.)
KNOX M. McMILLAN, 2nd Lt., Air Corps, Adjutant

APPLICANT'S
COPY

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Phone 393 RANTOUL, ILLINOIS

March 1, 1945

TO WHOM IT MAY CONCERN:

This is to certify that Sgt. and Mrs. Henry Larwig are living in our cottage number 192, and have their rent paid until March 24, 1945.

Rogers Trailer Ranch

By *W. F. Rogers*

jr



HEADQUARTERS CHANUTE FIELD
Chanute Field, Illinois
Section B

~~2 March 1945~~

SUBJECT: Permission to Ration Separately and Live off the Military Reservation.

TO : Commanding Officer, Section B, 3502d AAF Base Unit, Chanute Field, Illinois.

1. Request that I be granted permission to ration separately from my organization and live off the military reservation.

2. My reason for this request is that I am legally married and wish to reside with my wife.

3. In the event this request is approved, my wife and I will reside at ~~Rogers Trailer Courts, Pantoul, Illinois. Phone 393~~

Henry J. Larwig

~~Henry J. Larwig, 10132075~~
T Sgt, B Squadron

201- Larwig, Henry J. (Enl) 1st Ind.
Section B, 3502d AAF Base Unit, Chanute Field, Illinois. 2 March 194 45

TO: Commanding Officer, TS, AAFB, Chanute Field, Illinois.

1. Approved. Soldier is permanently assigned to this organization.
2. Soldier is legally married and has a bone fide dependent.
3. I CERTIFY that all statements in basic communication have been personally investigated by the undersigned and found to be true and correct.

R. J. HIGGINS
Major, A. C.
Commanding

Subject: Permission to Ration Separately and Live Off the Military Reservation

201-Larwig, Henry J. (Enl)

2nd Ind.

B/3/c

Hq. Chanute Field, Chanute Field, Illinois. 7 March 1945.

TO: Commanding Officer, Squadron B, Chanute Field, Illinois.

1. Permission to ration separately granted per paragraph 27, Special Orders 66, this Hq., 7 March 1945.

2. Permission to reside off the military reservation is approved effective, ~~to~~ **this date.**

BY ORDER OF COLONEL DAVIDSON:

FLORENCE E. OLSON,
1st Lieut., AC,
Asst. Adjutant.

*T/Sgt. Henry Larwig
Squad. B
Chanute Field, Ill.*

March 1945

PIONEER INSTRUMENT SERVICE SCHOOL
CERTIFICATE OF TRAINING

THIS IS TO CERTIFY THAT

H. J. LARWIG

HAS SATISFACTORILY COMPLETED THE 3 WEEK(S) COURSE OF INSTRUCTION COVERING
THE OPERATION AND MAINTENANCE OF

THE OVERHAUL AND CALIBRATION OF GENERAL INSTRUMENTS

DATED AT TETERBORO, NEW JERSEY THIS TWENTY-NINTH DAY OF JUNE 1945

E. Samoway
ADMINISTRATOR

Al Tilden
SERVICE MANAGER

ECLIPSE - PIONEER DIVISION OF BENDIX AVIATION CORPORATION

AAF PERSONAL AFFAIRS STATEMENT

(See *Instructions)

NAME Henry John Larwig (First) (Middle) (Last) RANK T/Sgt ASN 18132073

Date entered active duty (this tour) 16 Sept. 42 3 years' service completed on July 45; date of birth 6 Feb. 22

Permanent address 1438 N. W. 44th St. Oklahoma City Okla (Street and number) (City) (State)

The status of my personal affairs reviewed with the assistance of the Personal Affairs Officer at 3502 AAF BASE UNIT CHANUTE FIELD ILL.

on July 25, 45 is indicated below.

NOTE.—Boxes checked indicate items accomplished or disposed of as of last date shown on this form.

Boxes not checked indicate items that may require further attention.

1. GOVERNMENT LIFE INSURANCE.

(a) I have (now in force or applied for) \$ 10,000 USGLI NSLI
on the 8 yr. 1pt plan, effective Sept. 42

(b) With the additional disability benefit on \$ _____

(c) And am paying a total premium of \$ 6.50 Mo/Qt/SA/Ann, payable by direct remittance/allotment, effective Sept. 42

(d) The beneficiaries designated on my Government Life Insurance are:

Principal Lillian Marie Larwig (Name) wife (Relationship) 10,000 (Portion)
Contingent William Larwig (Name) father (Relationship) 10,000 (Portion)

(e) The conversion privilege has been explained to me, and I have converted
\$ _____ USGLI, effective _____
\$ _____ NSLI, effective _____

2. COMMERCIAL LIFE INSURANCE.

(a) I have requested the A. G. O. to notify the following insurance company(s) in the event of my death.

Amount of Insurance	Name of Company	Home Office Address
\$ <u>5000</u>	<u>Metropolitan Life</u>	<u>N. Y.</u>
\$ _____	_____	_____
\$ _____	_____	_____

(b) I have made Class E Allotment(s) to the following company(s).

Name of Insurance Company	Allotment Effective Date	Amount
_____	_____	\$ _____
_____	_____	\$ _____
_____	_____	\$ _____

(c) I have placed the following life insurance under the protection of the Soldiers and Sailors Civil Relief Act.
\$ _____ Life Insurance Company.
\$ _____

(d) The beneficiaries on my commercial life insurance contract(s) listed in paragraph 2 (a) above are:

Principal Marie Larwig (Name) Mother (Relationship)
Contingent _____ (Name) _____ (Relationship)

3. PUBLIC RECORDS. My beneficiaries now possess certified copies under seal of the applicable records listed below.

(a) The public record of my marriage

Contingent

(Name)

(Relationship)

3. PUBLIC RECORDS. My beneficiaries now possess certified copies under seal of the applicable records listed below.

(a) The public record of my marriage.

(b) My/my wife's divorce decree and court orders.

(c) My/my wife's/my children's adoption papers.

(d) Birth certificate for each of the following: My wife, children, father, mother, sisters, brothers, myself.

4. CLASS B ALLOTMENT FOR THE PURCHASE OF WAR SAVINGS BONDS.

I have made Class B Allotments as follows.

Finance Officer U. S. Army at	Amount	Authorized Effective	Terminated Effective
-----	\$-----	-----	-----
-----	\$-----	-----	-----
-----	\$-----	-----	-----

5. CLASS E ALLOTMENT FOR DEPENDENTS.

I have made a Class E Allotment in the amount of \$----- monthly, effective -----, and payable

To/Cr. ----- Relationship -----

Bank -----

Address ----- Terminated effective -----

6. FAMILY ALLOWANCES (ENLISTED PERSONNEL ONLY).

A monthly Family Allowance for my dependents has been applied for, effective with the pay due me for the month of

Dec. 44

Case No. X-

7. JOINT OWNERSHIP OF PROPERTY WITH RIGHT OF SURVIVORSHIP.

The advantages have been explained to me.

8. JOINT CHECKING ACCOUNT WITH RIGHT OF SURVIVORSHIP.

..... Lillian Marie Larwig and I have with the
..... First National Bank (bank),
at Oklahoma City Okla.
a checking account owned "jointly with right of survivorship."

9. GENERAL POWER OF ATTORNEY.

I have executed a general power of attorney, dated,
naming my attorney in fact.

10. WILL FOR OFFICER/ENLISTED MAN.

I have executed a will (dated) which is located

11. WILL FOR WIFE/HUSBAND.

The advantages have been explained to me.

12. LIFE INSURANCE ON WIFE/HUSBAND.

My wife/husband has in force on her/his life \$ life insurance,
payable to
(Name) (Relationship)

13. EMERGENCY ADDRESSEE. (IMPORTANT.—See note to Emergency Addressee below.)

(a) The person I desire to be notified in event of an emergency is Lillian M. Larwig wife
(Name) (Relationship)
at 1438 N. W. 44th St. Okla City Okla.
(Street and number) (City) (State)

(b) On, I executed a WD AGO Form No. 48 recording the designation shown in paragraph 13 (a) above.
(c) My religious preference is: Protestant, Catholic, Hebrew.

14. SIX MONTHS' GRATUITY.

On, I designated Lillian M. Larwig, wife
(Name) (Address) (Relationship)
(first beneficiary) to receive any Six Months' Gratuity to which he/she may be entitled. (WD AGO Form No. 41-Off.; WD AGO Form No. 22-EM.)

15. PERSONAL INFORMATION FILE FOR THE SAFEKEEPING OF MY RECORDS.

I have been advised of the importance of maintaining a bound file containing copies of all records pertinent to my military service.

16. PAY AND FLYING STATUS.

(a) My status as to all items of pay and allowances has been checked.
(b) Orders detailing me to flying duty (rated personnel) and orders detailing me to duty involving flying:
Hq.
O.
Par.
Date

17. INCOME TAX.

The effect of military service on my Federal Income Tax liability has been explained to me.

18. LEGAL MATTERS.

I have been advised of the legal assistance facilities available to military personnel.

19. PERSONAL AFFAIRS STATEMENT AND SUPPLEMENTARY INFORMATION.

I have received a copy of this Statement and information regarding Arrears in Pay, Six Months' Gratuity, War Time Pensions, Government Insurance, etc.

20. OTHER MATTERS. (Record of: Soldiers' Deposits and any other solely owned savings and checking accounts; location of safe deposit box, etc.)

I request that a copy of this Statement, together with a copy of WD Benefit Guide booklet (when available), be forwarded to my Lillian M. Larwig
at 1438 N. W. 44th St. Okla City Okla.

NOTE TO EMERGENCY ADDRESSEE.—If I am overseas, it is important that you communicate any change in your address to The Adjutant General, Washington D.C. For each communication include my name, grade, Army Serial Number and last known APO number.

to my Lillian M. Larwig
 at 1438 N. W. 44th St. Okla City Okla.
 NOTE TO EMERGENCY ADDRESSEE.—If I am overseas, it is important that you communicate any change in your address to The Adjutant General, Washington 25, D. C., Attention: Casualty Branch. In any such communication, include my name, grade, Army Serial Number, and last known APO number.

Witnessed by:

G B Amundson

Signature

Henry J. Larwig

Social Security No. _____

(Signature, Grade, ASN of Personal Affairs Interviewer)

Capt. A.C.O.-907149

REVIEW RECORD

mh

*

(Date)	(Signature of processee)	(Station)	(Name, Grade, ASN of PAI)	(Initials of PAI)
	*			
(Date)	(Signature of processee)	(Station)	(Name, Grade, ASN of PAI)	(Initials of PAI)
	*			
(Date)	(Signature of processee)	(Station)	(Name, Grade, ASN of PAI)	(Initials of PAI)
	*			
(Date)	(Signature of processee)	(Station)	(Name, Grade, ASN of PAI)	(Initials of PAI)
	*			
(Date)	(Signature of processee)	(Station)	(Name, Grade, ASN of PAI)	(Initials of PAI)
	*			
(Date)	(Signature of processee)	(Station)	(Name, Grade, ASN of PAI)	(Initials of PAI)
	*			

*INSTRUCTIONS.—AAF Personal Affairs Statement is not to be used, either as a substitute for, or in lieu of, authorized forms or established procedures for effecting desired personal affairs actions. The purpose of this form is to provide a consolidated record of all personal affairs actions taken by previous accomplishment of official forms. Accordingly, prior to signing this statement, any action will be accomplished in the prescribed official manner.

OFFICE OF THE CHAPLAIN
CHAPEL NO. THREE
CHANUTE FIELD, ILLINOIS

Dear Friend:

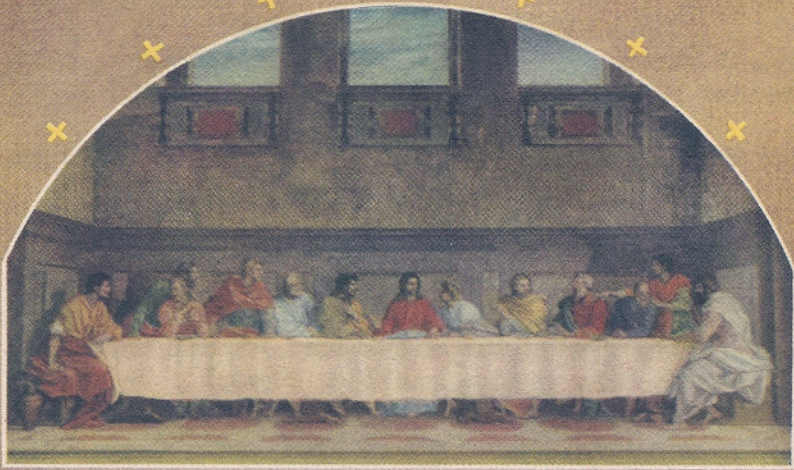
This letter comes to you at the suggestion of Henry J. Larwig who worshipped with us September 2, 1945.

The apostles were in the habit of closing their epistles with a sentence or two of Christian greeting. It is in that same spirit that we send to you this word of fellowship in the Faith.

We rejoice that your loved ones and friends are remembering to attend services while they are away from home. Their presence is a blessing to us and we would ask you to pray for us who have the privilege of ministering to them that we may be used of God to the edification of all.

Faithfully yours,

Theophilus L. Bearse
THEOPHILUS. L. BEARSE
Chaplain (Capt.) USA



THE LAST SUPPER

NOW when the even was
come, he sat down with
the twelve. + + + +

And as they were eating,
Jesus took bread, and blessed
it, and brake it, and gave it
to the disciples, and said,
Take, eat; this is my body.

And he took the cup, and gave
thanks, and gave it to them,
saying, Drink ye all of it.

Matthew 26

MORNING WORSHIP SERVICE

Chapel Three
Chanute Field, Illinois

September 2, 1945
10:00 A. M.

THE ORGAN PRELUDE "Waltz in A flat" Brahms
Pvt. Lewis E. Stambaugh, Organist

INTRODUCTORY SENTENCE

THE CALL TO WORSHIP

Chaplain: I will bless the Lord at all times:

Assembly: His praise shall continually be in my mouth.

Chaplain: The humble shall hear thereof and be glad.

Assembly: O magnify the Lord with me, and let us exalt his Name together.

THE DOXOLOGY The Hymnal, No. 570
THE INVOCATION and THE LORD'S PRAYER

THE RESPONSIVE READING Selection No. 102, page 84

THE MORNING HYMN "The Church's One
Foundation" No. 511

THE SECOND LESSON FROM SCRIPTURE I Cor. 11:23-34

THE PASTORAL PRAYER

ANNOUNCEMENTS

HYMN "Beneath the Cross of Jesus" No. 290

THE COMMUNION MEDITATION "Broken for You"
Chaplain T.L. Bearse

The Text: "This is my body which is broken for you." I Corinthians 11:24

THE LORD'S SUPPER

THE CLOSING HYMN "When I Survey the
Wondrous Cross" No. 291

THE BENEDICTION

THE POSTLUDE "Lead On, O King Eternal" Swart

EVENING WORSHIP SERVICE

Chapel Three
Chanute Field, Illinois

September 2, 1945
7:30 P. M.

THE PRELUDE "Prelude in E minor" Chopin
Pvt. Lewis E. Stambaugh, Organist

THE CALL TO WORSHIP

Chaplain: Lord, Thou hast been our dwelling
place in all generations.

Assembly: Before the mountains were brought
forth;

Chaplain: Or ever Thou hadst formed the earth
and the world;

Assembly: Even from everlasting to everlasting,
Thou art God.

THE EVENING HYMN "Praise Him, Praise Him" No. 313

THE RESPONSIVE READING Selection No. 103, page 85

THE SINGING OF FAVORITE HYMNS

"Trust and Obey" No. 420

"It Is Well With My Soul" No. 394

THE SECOND READING FROM SCRIPTURE Hebrews 6:1-20

THE PASTORAL PRAYER

HYMN "Spirit of God, Descend
Upon My Heart" No. 230

THE SERMON "Better Things" Chaplain T.L. Bearse

The Text: "But, beloved, we are persuaded better
things of you, and things that accompany sal-
vation." Hebrews 6:9

THE CLOSING HYMN "Have Thine Own Way, Lord" No. 426

THE BENEDICTION

THE POSTLUDE Selected

For those who could not be present this morning
Holy Communion will be administered at the close
of the evening service.

COMMUNION

Bread of the world, in mercy broken!
Wine of the soul, in mercy shed!
By whom the words of life were spoken,
And in whose death our sins are dead.
Look on the hearts by sorrow broken;
Look on the tears by sinners shed;
And be thy feast to us the token
That by thy grace our souls are fed.

- Bishop Heber

THE BIBLE CLASS

The hour of study in the Life of Christ is proving to be a high light in the week's experience. The attendance is good and the fellowship is inspiring. Come and bring a friend or two with you. Tuesday at 1930.

THE ATTENDANCE SLIPS

Please leave your attendance slip in the box on the table in the vestibule. If you would like a letter sent home telling of your attendance be sure to write the name and address on the slip.

THE LIST OF SERVICES

Sunday - 1000 Morning Worship
 1100 Sunday School
 1830 Service Men's Christian League
 1930 Evening Service
Monday - 1930 L. D. S. Service
Tuesday - 1930 Bible Study Class
Wednesday - 1930 Intro. New Testament Greek
Thursday - 2000 Lutheran Service

R E S T R I C T E D

HEADQUARTERS CHANUTE FIELD

SPECIAL ORDERS)
NO. 267)

Chanute Field, Illinois
24 September 1945

EXTRACT

48. The fol--named EM orgns indicated are trfd in gr and WP AAF Separation Centers shown below rptng to respective COs thereat, for disch under provisions indicated. Race - white.

MOS MGO StrO

AR 615-365 convn of Govt and RR 1-1; TT 31E9041 Hq AAFETC 19 Aug 45; AFPMP 2
15 Aug 45
Code No. 6W385-20

TO: AAF Separation Center Sheppard Fld Tex - 3 meals - rptng
date and EDCMR will be 27 Sept 45

AFTRC SQ B 3502D AAF BASE UNIT (TS)

T Sgt J D Gallahar	6258852	620	499	A
Home: Paducah, Tex				
T Sgt Wesley L Rabe	38424381	748	499	B
Home: Waxahachie, Tex				
T Sgt Henry J Larwig	18132073	686	316	B
Home: Okla City, Okla				
T Sgt Warren L Wilson	6952992	573	256	A
Home: Ringwood, Okla				
T Sgt Claudie H Wyatt	38473466	1684	245	B
Home: Sulphur Springs, Tex				

AFTRC SQ C 3502D AAF BASE UNIT (TS)

S Sgt Froilan Hernandez	38367500	748	590	D
Home: New Brownfels, Tex				

AC UNASGD ATCHD AFTRC SQ A 3502D AAF BASE UNIT (TS)

S Sgt W O Timmons	18126307	748	499	B
Home: Tulia, Tex				

AC UNASGD ATCHD SQ C 3502D AAF BASE UNIT (TS)

T Sgt Howard L Todd	18127126	748	316	B
Home: Honey Grove, Tex				

AC UNASGD ATCHD SQ K 3502D AAF BASE UNIT (TS)

T Sgt R C Davis	38419337	748	590	A
Home: Bon Wier, Tex				

AC UNASGD ATCHD SQ M 3502D AAF BASE UNIT (TS)

T Sgt Amos I Moore Jr	38420688	748	256	A
Home: Dayton, Tex				

AC UNASGD ATCHD SQ T 3502D AAF BASE UNIT (TS)

T Sgt M C Compton	38435665	938	201	A
Home: Celesie, Tex				
Pvt Leonard G Sutton	18029428	747	590	A
Home: Nugargl, Tex				

1454 AAF BASE UNIT WOLD-CHAMBERLAIN FLD MINNEAPOLIS MINN ATCHD SQ R 3502D AAF BASE UNIT (TS)

S Sgt George F Rudy	18063640	748	010	UNK
Home: Tyler, Tex				

R E S T R I C T E D

R E S T R I C T E D

Par 48 SO 267 Hq Chanute Fld Ill 24 Sept 45 Cont'd.

Code No. 6W386-21

TO: AAF Separation Center Maxwell Fld Ala - 3 meals - rptng
date and EDCMR will be 27 Sept 45

<u>AFTRC SQ B 3502D AAF BASE UNIT (TS)</u>					
S Sgt Walter E Rutledge	14066018	687	127	E	
Home: Atlanta, Ga					
S Sgt Lawrence W Stansell	34708223	UNK	UNK	UNK	
Home: Tuscumbia Ala					
S Sgt Sam D Tanner Jr	34087964	784	327	A	
Home: Atlanta, Ga					
<u>AFTRC SQ C 3502D AAF BASE UNIT (TS)</u>					
S Sgt Carl M Glover	13001617	548	UNK	UNK	
Home: Augusta, Ga					
<u>AFTRC SQ L 3502D AAF BASE UNIT (TS)</u>					
S Sgt Leo Owens	34263862	686	059	UNK	
Home: Troy, Ala					
<u>AFTRC SQ Q 3502D AAF BASE UNIT (TS)</u>					
Cpl Allison R Sharpe Jr	14140870	685	056	UNK	
Home: Savannah, Ga					
<u>AFTRC SQ B 3502D AAF BASE UNIT (TS)</u>					
S Sgt Bonnard L Davis	14160111	UNK	590	UNK	
Home: Dutton, Ala					
<u>AC UNASGD ATCHD AFTRC SQ A 3502D AAF BASE UNIT (TS)</u>					
T Sgt Gerald F Blalock	34623469	748	373	B	
Home: Sarah, Miss					
<u>AC UNASGD ATCHD AFTRC SQ K 3502D AAF BASE UNIT (TS)</u>					
S Sgt James P Keel	34649926	748	480	B	
Home: Barnwell, S C					
<u>AC UNASGD ATCHD AFTRC SQ M 3502D AAF BASE UNIT (TS)</u>					
T Sgt Wilbur I McArthur	14084425	748	590	B	
Home: Brewton, Ala					
<u>AC UNASGD ATCHD AFTRC SQ Q 3502D AAF BASE UNIT (TS)</u>					
S Sgt Donald Graham	14001407	750	345	B	
Home: Elmore, Ala					
S Sgt James F Russell	34826418	611	499	A	
Home: Cotterville, Ga					

Code No. 6W387-26

TO: AAF Separation Center Lowry Fld Colo - 5 meals - rptng
date and EDCMR will be 27 Sept 1945

<u>AFTRC SQ A 3502D AAF BASE UNIT (TS)</u>					
S Sgt Lawrence S Ridennoure	37703779	612	010	G	
Home: La Junta, Colo					
<u>AFTRC SQ H 3502D AAF BASE UNIT (TS)</u>					
S Sgt Thomas L Hall	17090294	747	245	B	
Home: Denver, Colo					

R E S T R I C T E D

Par 48 SO 267 Hq Chanute Fld Ill 24 Sept 1945, Cont'd.

AC UNASGD ATCHD AFTRC SQ C 3502D AAF BASE UNIT (TS)

T Sgt John T Boyle 18071509 748 UNK UNK
Home: Lafayette, Colo

Code No. 6W388-9

TO: AAF Separation Center Sioux City Ia - 2 meals - rptng date and EDCMR will be 27 Sept 1945

AFTRC SQ B 3502D AAF BASE UNIT (TS)

S Sgt Charles W Christiansen 37110012 685 245 A
Home: Huxley, Ia

Code No. 6W389-31

TO: AAF Separation Center Gowen Fld Boise Idaho - 7 meals - rptng date and EDCMR will be 27 Sept 1945

AFTRC SQ C 3502D AAF BASE UNIT (TS)

S Sgt Conrad B Wagner 39907426 748 499 UNK
Home: Rubl, Idaho

Code No. 6W391-31

TO: AAF Separation Center Gowen Fld Boise Idaho - 7 meals - rptng date and EDCMR will be 28 Sept 45

AC UNASGD ATCHD AFTRC SQ N 3502D AAF BASE UNIT (TS)

T Sgt Warren J Price 39832211 754 499 A
Home: Wiser, Idaho

AC UNASGD ATCHD AFTRC SQ R 3502D AAF BASE UNIT (TS)

T Sgt Richard B Miles 39828984 748 050 B
Home: Salt Lake City, Utah

Code No. 6W405-28

TO: AAF Separation Center San Bernardino Calif - 9 meals - rptng date and EDCMR will be 28 Sept 45

AC UNASGD ATCHD AFTRC SQ R 3502D AAF BASE UNIT (TS)

S Sgt Louis Florez 19028859 748 482 UNK
Home: Los Angeles, Calif

Code No. 6W406-28

TO: AAF Separation Center San Bernardino Calif - 9 meals - rptng date and EDCMR will be 29 Sept 45

AFTRC SQ A 3502D AAF BASE UNIT (TS)

T Sgt Royden A Boothe 39553469 748 UNK UNK
Home: Los Angeles, Calif

AFTRC SQ B 3502D AAF BASE UNIT (TS)

S Sgt James B Catlin Jr 17036768 685 480 UNK
Home: Southgate, Calif

AFTRC SQ L 3502D AAF BASE UNIT (TS)

S Sgt James L Lockridge 39234530 685 UNK UNK
Home: Los Angeles, Calif

AC UNASGD ATCHD AFTRC SQ A 3502D AAF BASE UNIT (TS)

T Sgt Donald R Smith 19182408 748 010 B
Home: Monrovia, Calif

R E S T R I C T E D

Par 48 SO 267 Hq Chanute Fld Ill 24 Sept 1945, Cont'd.

<u>AC UNASGD ATCHD AFTRC SQ H 3502D AAF BASE UNIT (TS)</u>			
S Sgt Tony B Bojo Jr	19040126	750	164 C
Home: Redwood City, Calif			
<u>AC UNASGD ATCHD AFTRC SQ I 3502D AAF BASE UNIT (TS)</u>			
T Sgt Mingwah A Quon	19179846	748	480 D
Home: Los Angeles, Calif			
<u>AC UNASGD ATCHD AFTRC SQ K 3502D AAF BASE UNIT (TS)</u>			
T Sgt William J Dickson	19187666	748	010 A
Home: Albany, Calif			
<u>AC UNASGD ATCHD AFTRC SQ L 3502D AAF BASE UNIT (TS)</u>			
S Sgt Seymour Weinberg	19173661	748	480 A
Home: Los Angeles, Calif			
<u>AC UNASGD ATCHD AFTRC SQ T 3502D AAF BASE UNIT (TS)</u>			
T Sgt Francis F Miller	39285592	748	008 A
Home: Riverside, Calif			

Code No. 6W407-29

TO: AAF Separation Center McClellan Fld Calif - 9 meals -
rptng date and EDCMR will be 29 Sept 45

<u>AFTRC SQ A 3502D AAF BASE UNIT (TS)</u>			
S Sgt Dale L Rentschler	35893569	611	480 UNK
Home: Rosville, Calif			
<u>AFTRC SQ B 3502D AAF BASE UNIT (TS)</u>			
Cpl Angelo F Galli	19065461	UNK	010 A
Home: San Francisco, Calif			
<u>AFTRC SQ L 3502D AAF BASE UNIT (TS)</u>			
T Sgt James M Lemon	19137212	748	480 A
Home: Oakland, Calif			
<u>AC UNASGD ATCHD AFTRC SQ M 3502D AAF BASE UNIT (TS)</u>			
S Sgt Frank A Letica	19052874	747	010 B
Home: Stockton, Calif			

Code No. 6W408-22

TO: AAF Separation Center Seymour Johnson N C - 4 meals -
rptng date and EDCMR will be 29 Sept 45

<u>AFTRC SQ A 3502D AAF BASE UNIT (TS)</u>			
T Sgt Jonathan B Roach	14039339	750	431 B
Home: Snow Camp, N C			
<u>AFTRC SQ B 3502D AAF BASE UNIT (TS)</u>			
S Sgt Clarence P McAllister	6965509	573	144 A
Home: Cahoun Falls, S C			
Cpl Edward E Francis	13033474	555	010 B
Home: Greenville, N C			
<u>AFTRC SQ C 3502D AAF BASE UNIT (TS)</u>			
T Sgt Joseph C Dwyer	11090602	748	302 A
Home: Roxbury, Mass			
S Sgt Shelby D Sizemore	7006070	2750	373 A
Home: Durham, N C			
<u>AC UNASGD ATCHD AFTRC SQ A 3502D AAF BASE UNIT (TS)</u>			
S Sgt Ray V Copley	14188228	748	050 B
Home: High point, N C			

R E S T R I C T E D

Par 48 SO 267 Hq Chanute Fld Ill 24 Sept 1945, Cont'd.

AC UNASGD ATCHD AFTRC SQ K 3502D AAF BASE UNIT (TS)

T Sgt Jacob C Batts Jr 34430795 748 316 B
Home: Aulander, N C

Code No. 6W409-30

TO: AAF Separation Center Portland Ore - 9 meals - rptng
date and EDCMR will be 29 Sept 45

AFTRC SQ B 3502D AAF BASE UNIT (TS)

T Sgt Wesley M Kannard 39456166 UNK 590 UNK
Home: La Grande, Ore

S Sgt John B Linde 39308538 784 336 UNK
Home: Portland, Ore

S Sgt Raymond D Tallman 39199388 UNK 499 UNK
Home: Woodland, Wash

Sgt Fred H Bowlby 39094342 784 499 UNK
Home: Cornelius, Ore

Sgt David T Staff 39194202 555 010 D
Home: Aberdeen, Wash

Cpl Charles Currington 19096948 620 245 A
Home: Seattle, Wash

AFTRC SQ C 3502D AAF BASE UNIT (TS)

S Sgt Norman L Miller 19094589 748 113 E
Home: Bellingham, Wash

AC UNASGD ATCHD AFTRC SQ M 3502D AAF BASE UNIT (TS)

T Sgt Norman G Livermore 39199793 748 070 A
Home: Bellingham, Wash

Code No. 6W410-16

TO: AAF Separation Center Ellington Fld Tex - 3 meals - rptng
date and EDCMR will be 29 Sept 45

AFTRC SQ B 3502D AAF BASE UNIT (TS)

Sgt Herbert L Anderson 18064766 719 499 A
Home: Venton, Tex

Code No. 6W411-24

TO: AAF Separation Center Barksdale Fld La - 3 meals - rptng
date and EDCMR will be 29 Sept 45

AFTRC SQ C 3502D AAF BASE UNIT (TS)

M Sgt Hoyt A Jones 6383518 750 282 A
Home: Ruston, La

S Sgt Aubrey R Brown Jr 14052146 UNK UNK UNK
Home: New Orleans, La

AFTRC SQ K 3502D AAF BASE UNIT (TS)

S Sgt Ralph H Loewenthal 18153946 939 006 C
Home: New Orleans, La

Code No. 6W412-10

TO: AAF Separation Center Sioux Falls S D - 3 meals - rptng
date and EDCMR will be 29 Sept 45

AFTRC SQ B 3502D AAF BASE UNIT (TS)

Sgt Newton F Hegdahl 37316690 686 499 B
Home: Madison, S D

R E S T R I C T E D

Par 43 SO 267 Hq Chanute Fld Ill 24 Sept 1945, Cont'd.

Code No. 6W413-12

TO: AAF Separation Center Scott Fld Ill - 1 meal - rptng
date and EDCMR will be 29 Sept 45

AFTRC SQ B 3502D AAF BASE UNIT (TS)

S Sgt Kenneth D Files	18213494	748	010	D
Home: Albion, Okla				
S Sgt Charles F Guild	37503641	555	010	A
Home: Topeka, Kans				
S Sgt Robert M Hayley	38445577	748	499	B
Home: Des Arc Ark				
S Sgt Kenneth W Mullins	37101518	685	010	B
Home: Hampton, Ark				
S Sgt James E Tate	17014813	502	113	D
Home: Warren, Ark				
Sgt Emanuel Fuchs	18065901	687	499	B
Home: Gotebo, Okla				
Sgt Estmer H Harris	38294670	685	499	B
Home: Magnolia, Ark				
Sgt Johnnie L Hill	18084177	620	321	B
Home: Oakrche, Okla				
Sgt George C Mallinson	37496159	959	010	B
Home: Kansas City Mo				
Cpl Arthur D Earlywine	38400822	528	010	A
Home: Moore, Okla				

AFTRC SQ C 3502D AAF BASE UNIT (TS)

S Sgt Aner R Anderson	17123870	747	245	B
Home: New Grove, Nebr				
S Sgt Albert F Lamonte	18106642	685	373	B
Home: Okla City, Okla				

AC UNASGD ATCHD AFTRC SQ T 3502D AAF BASE UNIT (TS)

T Sgt Richard C Davis	18168349	748	179	UNK
Home: Marmuduke, Ark				
T Sgt Charles W Smith Jr	38451000	748	345	B
Home: Nashville, Ark				

Code No. 6W414-18

TO: AAF Separation Center Truax Fld Wis - 1 meal - rptng
date and EDCMR will be 29 Sept 45

AFTRC SQ B 3502D AAF BASE UNIT (TS)

T Sgt George Herz	17154047	748	UNK	UNK
Home: Minneapolis, Minn				
S Sgt Melvin H Howard	37436344	747	UNK	UNK
Home: Janesville, Ia				
S Sgt Arthur L Olson	37315692	748	499	UNK
Home: Alberta, Minn				

AFTRC SQ C 3502D AAF BASE UNIT (TS)

Sgt Cecil V Kofoed	20750034	345	244	A
Home: Currie, Minn				
Cpl Florian D Goraczkowski	37160697	UNK	UNK	UNK
Home: Fairmont, Minn				
Pfc Donald H Fraser	17026145	687	244	A
Home: Northfield, Minn				

R E S T R I C T E D

Par 48 SO 267 Hq Chanute Fld Ill 24 Sept 1945, Cont'd.

AFTRC SQ E 3502D AAF BASE UNIT (TS)

T Sgt Gerald E Owens	37095491	821	UNK	UNK
Home: Minneapolis, Minn				

AFTRC SQ L 3502D AAF BASE UNIT (TS)

T Sgt Walter R Grewe	37577100	748	050	UNK
Home: Marksville, Minn				

AFTRC SQ R 3502D AAF BASE UNIT (TS)

S Sgt James E Murphy	37562803	612	431	A
Home: St Paul, Minn				

Sec II WD Cir 250 17 Aug 45 as amended by AR 615-365 (convn of Govt) by reason of being 35 years of age or over
Code No. 6.423-28

TO: AAF Separation Center San Bernardino Calif - 9 meals - rptng date and EDCMR will be 28 Sept 45

AC UNASGD ATCHD AFTRC SQ H 3502D AAF BASE UNIT (TS)

Sgt Michael C Tyirin	39021197	747	010	C
Home: Pasadena, Calif				

Primary and Shipping SSNs are identical.

Transportation C will furnish necessary transportation.

In accordance w/ Sec II AR 35-4810 19 Apr 1945 the FD will pay in advance the prescribed monetary alws in lieu of rat a/r \$1 per meal for no of meals indicated opposite each sta to each of the above-named EM.

EM will be furnished clo and equip in accordance w/ provisions of Sec VII Par 50 RR 1-1 and Par 11b AR 615-40.

TDN. 601 P 431-02 03 04 05 07 A 212/60425. (Auth: WD Cir 188 1945).

BY ORDER OF COLONEL DAVIDSON:

JACK WHEELER,
Major, Air Corps,
Adjutant.

OFFICIAL:

Jack Wheeler
JACK WHEELER,
Major, Air Corps,
Adjutant.

DISTRIBUTION: "B"

FINANCE OFFICE, GRANITE FIELD, ILL

HEADQUARTERS, GRANITE FIELD.

Granite Field, Illinois
Office of Unit Personnel

COMMITTEES OF RATIONS IN THE
amount of 7.00 paid in cash for

~~25 Sept~~ 1945

One man SEP 26 1945

T/Sgt Henry J Larwig 18132073

(rank) (name) (ASN)

Will be lost rationed to include dinner

(meal)

and will depart this station at 1145

(time)

26 Sept 1945 By Govt T

(Mode of Travel)

He will report to his next

station not later than 27 Sept 1945

Days delay none

ROBERT F. VOSS, O-579546

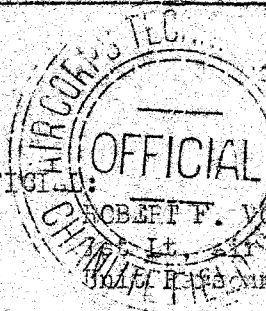
1st Lt, Air Corps

Unit Personnel Officer

L. T. Ralph

L. T. RALPHS,
2nd Lt., F. D.

Assistant



OFFICER:

ROBERT F. VOSS, O-579546

1st Lt, Air Corps

Unit Personnel Officer

SOLDIER WILL PRESENT THIS ORDER TO THE COMMANDING OFFICER OF HIS NEW STATION

(Per 11 AR 35-4520)



Honorable Discharge

This is to certify that

HENRY J LARWIG 18132073 Technical Sergeant

3502nd Army Air Forces Base Unit

Army of the United States

*is hereby Honorably Discharged from the military
service of the United States of America.*

*This certificate is awarded as a testimonial of Honest
and Faithful Service to this country.*

Given at Sheppard Field, Texas

Date 29 September 1945

LEILAND P SMITH
Major, AC

Army of the United States



SEPARATION QUALIFICATION RECORD

SAVE THIS FORM. IT WILL NOT BE REPLACED IF LOST

This record of job assignments and special training received in the Army is furnished to the soldier when he leaves the service. In its preparation, information is taken from available Army records and supplemented by personal interview. The information about civilian education and work experience is based on the individual's own statements. The veteran may present this document to former employers, prospective employers, representatives of schools or colleges, or use it in any other way that may prove beneficial to him.

1. LAST NAME—FIRST NAME—MIDDLE INITIAL Larwig Henry John			MILITARY OCCUPATIONAL ASSIGNMENTS		
2. ARMY SERIAL NO. 18132073	3. GRADE T Sgt	4. SOCIAL SECURITY NO. [REDACTED]	10. MONTHS 2 10 11	11. GRADE Pvt S Sgt T Sgt	12. MILITARY OCCUPATIONAL SPECIALTY AAF Basic Training (521) Airplane Mechanic Gunner (748) Airplane Instrument Mechanic (686)
5. PERMANENT MAILING ADDRESS (Street, City, County, State) 2132 North Jordon Oklahoma City Okla					
6. DATE OF ENTRY INTO ACTIVE SERVICE 16 Sept 1942	7. DATE OF SEPARATION 29 Sept 1945	8. DATE OF BIRTH 6 Feb 1922			
9. PLACE OF SEPARATION Sheppard Field Texas					

SUMMARY OF MILITARY OCCUPATIONS

13. TITLE—DESCRIPTION—RELATED CIVILIAN OCCUPATION

Airplane Instrument Mechanic Performed duties in U S Overhauled, calibrated & repaired all types of Aircraft instruments such as altimeters, rate of climb, airspeed indicator. Also instructed officers and enlisted personell in above duties. Instrument man IV

Airplane Mechanic Gunner Performed duties in Europe Supervised other mechanics working on Planes. Worked on engines, hydraulic & electrical systems. Instrument Inspector I

100

MILITARY EDUCATION

14. NAME OR TYPE OF SCHOOL—COURSE OR CURRICULUM—DURATION—DESCRIPTION

Airplane Mechanic School Amarillo Texas 3 months
 Took up airplanes in general. B-17 specialist
 Airplane Mechanic School Boeing Plant Seattle Washington
 Specialized in B-17 equipment.

CIVILIAN EDUCATION

CIVILIAN EDUCATION			OTHER TRAINING OR SCHOOLING	
15. HIGHEST GRADE COMPLETED	16. DEGREES OR DIPLOMAS	17. YEAR LEFT SCHOOL	20. COURSE—NAME AND ADDRESS OF SCHOOL—DATE	21. DURATION
4yrs H S	Diploma	1940	Trade School Douglas Trade School Oklahoma City Oklahoma	3 wks
18. NAME AND ADDRESS OF LAST SCHOOL ATTENDED				
Northeast H S Oklahoma City Oklahoma				
19. MAJOR COURSES OF STUDY				
None				

CIVILIAN OCCUPATIONS

22. TITLE—NAME AND ADDRESS OF EMPLOYER—INCLUSIVE DATES—DESCRIPTION

Automobile Service station attendant 7-60.500
 Performed duties at station as requested by customers such as greasing cars, changing oil, installing accessories, changing & repairing tires.
 Instrument man IV 5-83.972
 Highly interested in this type of work.

ADDITIONAL INFORMATION

23. REMARKS

None

24. SIGNATURE OF PERSON BEING SEPARATED

Henry J. Larwig

25. SIGNATURE OF SEPARATION CLASSIFICATION OFFICER

[Signature]

26. NAME OF OFFICER (Typed or Stamped)

A J Del SIGNORE
 1st Lieutenant AC

STATE OF OKLAHOMA, OKLAHOMA COUNTY; SS

I, HELEN NIX, duly elected, qualified and acting County Clerk in and for the county aforesaid, do hereby certify that the within and foregoing is a full, true and complete photostatic copy of Discharge filed in the office of the County Clerk on the 1 day of Oct 1945, and recorded in book of Discharges

at Page 167
 HELEN NIX, COUNTY CLERK

By *[Signature]*

ENLISTED RECORD AND REPORT OF SEPARATION HONORABLE DISCHARGE

1. LAST NAME - FIRST NAME - MIDDLE INITIAL Larwig Henry J			2. ARMY SERIAL NO. 18132073		3. GRADE T Sgt		4. ARM OR SERVICE AC		5. COMPONENT AUS		
6. ORGANIZATION 3502 AAF BU			7. DATE OF SEPARATION 29 Sep 1945		8. PLACE OF SEPARATION Sheppard Field Texas						
9. PERMANENT ADDRESS FOR MAILING PURPOSES 2132 N Jordan St Oklahoma City Oklahoma					10. DATE OF BIRTH 6 Feb 1922		11. PLACE OF BIRTH Neidtrodenbach Germany				
12. ADDRESS FROM WHICH EMPLOYMENT WILL BE SOUGHT See 9					13. COLOR EYES Gray		14. COLOR HAIR Black		15. HEIGHT 5' 9"		16. WEIGHT 153 LBS.
18. RACE <input checked="" type="checkbox"/> WHITE <input type="checkbox"/> NEGRO <input type="checkbox"/> OTHER (specify)		19. MARITAL STATUS <input checked="" type="checkbox"/> SINGLE <input type="checkbox"/> MARRIED <input type="checkbox"/> OTHER (specify)			20. U.S. CITIZEN <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		21. CIVILIAN OCCUPATION AND NO. Instrument Man IV 5-83,972				

MILITARY HISTORY

22. DATE OF INDUCTION		23. DATE OF ENLISTMENT 16 Sep 1942		24. DATE OF ENTRY INTO ACTIVE SERVICE 16 Sep 1942		25. PLACE OF ENTRY INTO SERVICE Oklahoma City Oklahoma					
SELECTIVE SERVICE DATA <input checked="" type="checkbox"/>		26. REGISTERED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		27. LOCAL S.S. BOARD NO. No 6		28. COUNTY AND STATE Oklahoma Oklahoma		29. HOME ADDRESS AT TIME OF ENTRY INTO SERVICE 1129 N E 23rd St Oklahoma City Okla			
30. MILITARY OCCUPATIONAL SPECIALTY AND NO. Airplane Instrument Mechanic 686					31. MILITARY QUALIFICATION AND DATE (i.e., infantry, aviation and marksmanship badges, etc.) AAF Air Crew Member Badge AAF Tech Badge						
32. BATTLES AND CAMPAIGNS Northern France Campaign Central Europe Campaign Air Offensive Europe Campaign											

33. DECORATIONS AND CITATIONS European African Middle Eastern Medal with 3 Bronze Battle Stars Air Medal GO 41 HQ 8th AF 10 Feb 1944 with 3 Oak Leaf Clusters Distinguished Flying Cross GO 420 HQ 8th AF 28 May 1944										
34. WOUNDS RECEIVED IN ACTION None										

35. LATEST IMMUNIZATION DATES						36. SERVICE OUTSIDE CONTINENTAL U. S. AND RETURN							
SMALLPOX		TYPHOID		TETANUS		OTHER (specify) Ty- 4 Mar 1944		DATE OF DEPARTURE		DESTINATION		DATE OF ARRIVAL	
4 Mar 44		26 Sep 45		4 Mar 44		Cho 15 July 43		27 Oct 1943		England		10 Nov 1943	
37. TOTAL LENGTH OF SERVICE						38. HIGHEST GRADE HELD							
CONTINENTAL SERVICE			FOREIGN SERVICE			T Sgt							
YEARS	MONTHS	DAYS	YEARS	MONTHS	DAYS							DATE OF DEPARTURE	
2	2	27	0	9	17	12 Aug 1944		USA		13 Aug 1944			

39. PRIOR SERVICE None										
40. REASON AND AUTHORITY FOR SEPARATION AR 615-365 15 December 1944 & RR 1-1 15 February 1945 Demobilization										
41. SERVICE SCHOOLS ATTENDED Spec Seattle Washington Gunnery Kingman Ariz Airplane Instrument*								42. EDUCATION (Years) Grammar 8 High School 4 College 0		


PAY DATA

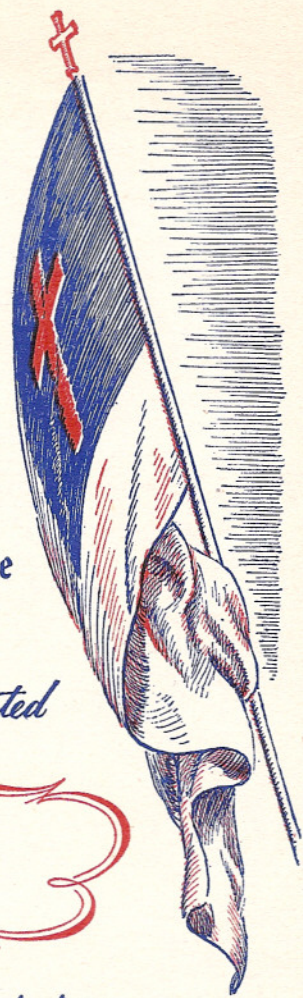
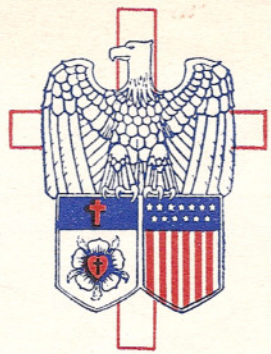
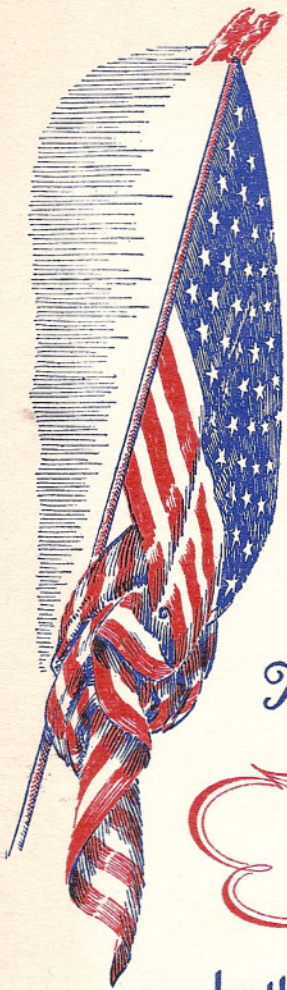
43. LONGEVITY FOR PAY PURPOSES			44. MUSTERING OUT PAY		45. SOLDIER DEPOSITS		46. TRAVEL PAY		47. TOTAL AMOUNT, NAME OF DISBURSING OFFICER		
YEARS	MONTHS	DAYS	TOTAL	THIS PAYMENT	None		\$ 7.20		\$193.49 A J HASHAGEN Lt Col ED		
3	0	14	\$ 300.00	\$100.00							

INSURANCE NOTICE

IMPORTANT IF PREMIUM IS NOT PAID WHEN DUE OR WITHIN THIRTY-ONE DAYS THEREAFTER, INSURANCE WILL LAPSE. MAKE CHECKS OR MONEY ORDERS PAYABLE TO THE TREASURER OF THE U. S. AND FORWARD TO COLLECTIONS SUBDIVISION, VETERANS ADMINISTRATION, WASHINGTON 25, D. C.

48. KIND OF INSURANCE			49. HOW PAID		50. Effective Date of Allotment Discontinuance		51. Date of Next Premium Due (One month after 50)		52. PREMIUM DUE EACH MONTH		53. INTENTION OF VETERAN TO		
<input checked="" type="checkbox"/> Nat. Serv.	<input type="checkbox"/> U.S. Govt.	<input type="checkbox"/> None	<input checked="" type="checkbox"/> Allotment	<input type="checkbox"/> Direct to V. A.	30 Sep 1945		31 Oct 1945		\$ 6.50		<input checked="" type="checkbox"/> Continue <input type="checkbox"/> Continue Only <input type="checkbox"/> Discontinue		

 RIGHT THUMB PRINT		54. 55. REMARKS (This space for completion of above items or entry of other items specified in W. D. Directives) * Mechanic Chanute Illinois Lapel Button Issued ASR Score (2 Sep 1945) 86									
		56. SIGNATURE OF PERSON BEING SEPARATED Henry J. Larwig					57. PERSONNEL OFFICER (Type name grade and organization - signature) L I SUTTON Captain AC				



In Grateful Recognition
of Loyal Military Service
to God and Country

This Certificate is Presented
to

HENRY LARWIG

by the Army and Navy Commission
of the Lutheran Church
(MISSOURI SYNOD)

CHURCH ZION LUTHERAN CHURCH
PASTOR *Wm. J. Schubert*

"Hold that fast which thou hast, that no man take thy crown." REV. 3:11



DEPARTMENT OF LABOR
WAR MANPOWER COMMISSION

UNITED STATES EMPLOYMENT SERVICE
120 Northwest Second Street
Oklahoma City 2, Oklahoma

November 3, 1945

Mr. Henry J. Lerwig
2132 E. Jordan
Oklahoma City, Oklahoma

Dear Mr. Lerwig:


Notice of your release from active duty with the Armed Forces of the United States has just been received by this office. We are writing to let you know about the several types of help that you may obtain from the United States Employment Service of the War Manpower Commission.

Our first responsibility is to obtain a suitable job for you, if you do not return to your former employment. We also take claims for the readjustment allowances authorized in the Servicemen's Readjustment Act (G. I. Bill). Employees in this office have been specifically trained in order to furnish you a personalized service in seeking a job or to advise on the proper agency and methods to use in obtaining other assistance, which you may need and to which you are entitled.

If you have not made satisfactory arrangements for your immediate future, we would be glad to have you call at our office at the above address at your convenience. If you have a job, have entered training, started business for yourself or for any other reason are not available for work, we would appreciate your completing the enclosed card, which requires no postage, and mailing it to us. If your status should change and you desire our help at any time in the future, please call on us immediately.

Yours very truly,

JOHN H. MCCAULEY, MANAGER


Marvin Cavnar, Chief
Veterans Service Division

Sally B

The B.17 Flying Fortress
U.S.A.A.F. W.W. II. MEMORIAL FLIGHT

53, MASEFIELD ROAD,
KETTERING,
NORTHANTS,
NN16 9LE
ENGLAND.

24TH AUGUST 1989,

Dear Henry,

I hope you do not mind me writing to you, I located your name and address from a 306TH B.G. news letter. As you can see I am a member of the "SALLY B" B-17G memorial flight, it is the only airworthy Fortress in the U.K. I am also extremely interested in all aspects of the 8TH Army Air Force in the U.K. from 1942-45.

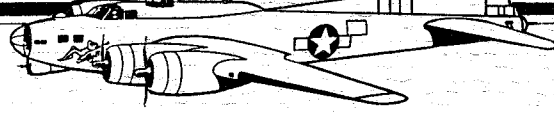
I am at present, hoping to collect as much information as possible, from every U.K. base which flew B-17's on their missions to the continent. I wonder perhaps you could help me here, as I have no information concerning Thurleigh whatever. Any information, however small, would be greatly appreciated, your service time spent at Thurleigh, rank, ground crew or air-crew, photo's are of immense value, and I would be pleased to reimburse you of any costs involved to have any photo's you may have copied. Many thanks in anticipation, should you have any questions to ask, please do not hesitate to contact me. I saw some of your colleagues back at the old base on T.V. last week, it looked like many
P.T.O.

old memories came flooding back. Will you be attending the reunion in Little Rock on September 21st? Well I had better end there, again I do hope I have not encroached on your privacy, if I have please forgive me. By the way I am 42 years of age and so missed the sight and sounds of all those "Forks", some 46 years ago, hence the thirst for knowledge and information. Once again thanks for reading my letter.

Kind regards

Richard Knight

Sally B's Supporters Club



53, MASEFIELD ROAD,
KETTERING,
NORTHANTS,
NN16 9LE
ENGLAND

4TH AUGUST 1992.

Dear Lil,

Many thanks for your letter, dated 25TH JUNE, it was kind of you to reply after all this time.

I do apologise if I intruded on your privacy, with my letter, it was the last thing I would have wished. I receive the 306TH B.C. newsletter often, and enjoy reading it. I spotted Henry's name in one of these roster sheets, and as I had no information concerning Thurleigh I thought I would write. I do understand Henry not wanting to talk about his experiences, considering what young fellows like Henry were asked to do.

I myself was not born until 1947, so missed this section of my local history, but have been fascinated by it for about 20 years. At present I am busy preparing an exhibition, to commemorate the 50TH anniversary of the arrival to the U.K. of the United States 8TH Air Force. P.T.O.

I have tried to cover all of the airfield bases, in my immediate area.

Well Lil, you have already given me some super information concerning Henry and his time in the Air Force, it is much appreciated. If Henry could answer any of the following I would be very grateful, How many missions did Henry fly? What decorations was he awarded, was he ever wounded, does he still have any mementoes, uniform, equipment etc that he used whilst flying, and lastly did he experience any crash landings due to battle damage.

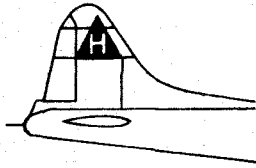
Your offer of photo copies would be great, as I could use them in one of my future exhibitions, I am appalled at times at the lack of interest shown by the younger generation over here, so try to redress the situation with these events.

Please Lil, any costs you incur, I will be pleased to reimburse, so do not hesitate, it is me who will be most grateful. One again many thanks for taking the trouble to write, I know it can be a chore at times. My regards to Henry and especially to you. Take care.

Best Wishes

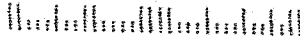
Richard.

Russell A. Strong
5323 Cheval Place
Charlotte, NC 28205



306th Bombardment Group Association

Henry J. Larwig
2133 NW 25 St
Oklahoma City, OK 73107



4 August 1992

Dear Henry:

Many thanks for sending along the Kielt crew picture.

I will be making use of it in a future issue of Echoes, as I sort through the photos I have now and try to bring some chronological order to them.

Have made the correction for you to the 368th. Sorry.

All the best,

A handwritten signature in cursive that reads "Russell A. Strong".

15th February 1993.

96, Sedgwick Street,
Mill Road,
Cambridge CB 1 3 AL.

Lillian, you ask about Weary Bones. She was, as you know, on the crash dump here in Cambridge, behind Marshall's aerodrome, in the autumn of 1944, where I used to visit her. The dump was cleared, I am told on good authority, by March 1946, so she would have been there just over a year. Civilians were not allowed on the crash dump, of course, and the main gates were guarded by armed sentries. I had always gone along the stream, before the war, to visit the poor old horses in a field there, awaiting slaughter, and was fascinated one day to find all these crashed aircraft had suddenly materialized on 'my patch'. Some were almost complete, and some were just small bits and pieces, I remember climbing onto a Typhoon which was perched on top of another aircraft, and my light weight made it rock precariously, which scared me off. I had visions of being buried underneath and not discovered for days! As far as I know there were only two Fortresses, the other was from the 303rd Bomb Group, then called Tugboat Annie, but she had previously been 'Bat Outa Hell', I have since met a man who remembers her - but not Weary Bones - and who has done some research on her. Tugboat Annie was up on the back of another aircraft, Weary Bones was down on her belly on the ground. I used to go in through a gash at the wing root by the radio operator's station I think, and up into the pilot's seat, for some strange reason I never did sit in the right hand seat. Many of the dials were still in situ, but there were no wings or engines of course, I expect she had been cannibalized before leaving Thurleigh. The chin turret was gone and the upper turret, I remember one day sitting in the pilot's seat in the cool shady interior, with the hot sun blazing on the back of my neck from where the turret would have been.

You ask about photographs. The only photograph I have is the one you will have seen of the tail damage taken after the crash at Thurleigh. We had been at war for five years when Weary Bones appeared on the dump, as far as I am aware there was no film available for the civilian population, we certainly didn't see any. Several years ago I looked through war photographs at the Cambridgeshire Collection but there was nothing on the crash dump. Now there is a road through those fields running almost exactly over the place where she ended her days. And for years that road was known as 96 as 'Weary Bones' Road' in fact I don't think my mother knew its correct appellation! I was very interested in aircraft then, and it was absolutely vital to be quick on aircraft recognition and get under a hedge if you couldn't identify it! We were machine gunned once at school, our school was a new one, just finished in 1939, and was situated on the outskirts of town beside a railway line and road bridge. I expect he thought it was a factory, or was after the line and bridge, when we went out onto the hockey pitch after the all clear there were scuff marks all over the field where his bullets had gouged out the turf.

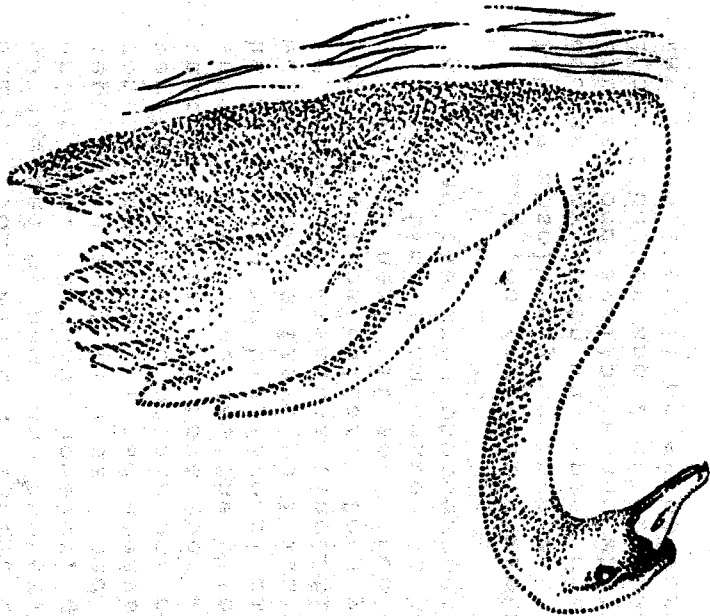
Weary Bones was my favourite of all the planes there, and it was a huge dump, and fascinated me. I used to wonder where she had flown and how she came to be there. After the publication of Roger Freeman's *The Mighty Eighth* I began to wonder whether it would be possible to trace her and amongst many others, wrote to him. He had noted that she was from the 306th BUT GAVE ME THE WRONG SERIAL NUMBER, so for about five years I was trying to trace something that did not exist. I felt it was a faint hope, as I was only really certain of her name, and originally didn't even know she was a fortress, the tail chopped off made her look so different somehow. I remember she had I think 35 bomb symbols on the fuselage along with her name and the dice, and five swastikas denoting enemy fighters shot down. To me she was an unsolved mystery. Cliff Bishop, author of *Fortresses of the Big Triangle First*, was instrumental in putting me on the right track,

He is probably the foremost authority on the B 17 over here. He insisted that there was NO B 17 with the serial number 42.34943, but that the 306th had 42 37943, although he remained unconvinced for simply ages that the serial and the name were one and the same. John Mills at Thurleigh eventually clinched it, he had her catalogued by name and number, although had no other information about her. He did, however, give me some crew addresses, which I kept for a long time as I had never had any intention of trying to contact the crew, I had always thought I could write to some USAAF records centre to obtain her operational history, but I now know that is not so! I have been in touch with Robert Edwards now for several years, he was the pilot on the day of the crash, but although he has given me his five missions before that date, he doesn't know which plane he flew, so I was not much further forward. I now have 10 of her 70 missions (including the last which she didn't actually fly) most from Walter. Does your husband remember ANY of the missions he flew in her? if so I should be most interested to hear. After all this time I am amazed at how much I have discovered about my old lady, and the crew photographs Water sent me are an added bonus.

Mr R Strong of the 306th is unable to help.

Thank you for your Christmas card, I was amused by all the EATs. I have absolutely no interest in food and I cannot cook. Probably because my youth was spent during the war years when there was very little food available and what was was severely rationed (we had 2 oz of butter and 2 oz of sweets a week at one time during the war). So I shall never be very fat and can worry weight off easily.

To return to my main theme, I was absolutely enchanted with the story of how she was named, and am sorry that Old Weary Bones himself is no longer with us. I think probably it was partly the name which intrigued me, if she had been called Anytime Annie or Impatient Virgin I should not have been interested. But the dog story disgusted me,



to think that the crew of 'my' B 17 could have been so stupid to have parachuted a dog out of the aircraft was beyond me.

Over the years when I have been at Madingley I have often wondered whether any of her crew were there, and now I know that her original navigator was indeed buried there, but was returned to The United States before I had progressed enough with my investigations to be able to visit his grave

Did your husband finish his tour after WALTER If so did he fly in her with another pilot?? ANY tiny piece of information helps in the jigsaw I AM trying to put together.

With good wishes, *Pamela Austin*

Does your husband remember the ground crew
UNITED AGAINST CRUELTY TO ANIMALS

Sold in aid of:

**ANIMALS' VIGILANTES, JAMES MASON HOUSE,
24 SALISBURY STREET, FORDINGBRIDGE, HANTS. SP6 1.**

Send me your grandmother's name address phone - please
also your phone #

March 14, 1995

Hello Troy:

I just talked to you a few hours ago. I am so excited that some one else is interested in history--and especially 'Weary Bones' history, which is very special to me.

At this time, I will send you the addresses and phone numbers that I have. You can begin with that. I told you I had photo's that I will share with you if you do not have them.

Be sure you tell your grandmother we send our greetings. We have just come thru your area. I've seen Kaufman along the highway signs, or at least it wounds familiar. We will be in Gainesville Sunday, 19th, where my Texas relatives are getting together for a birthday celebration. This is my side of the family--the Keils. And in Ft. Worth, I have a second cousin, Ronald Dick who is interested in family history. We hope to go to Russia next year to visit where our grandparents came from. I think I told you on the phone that my mothers parents were Germans from Russia. Anyway, we do get to your area of Texas quite often

Mike Kemp is deceased. I have this phone # for a son. I talked to Mike's daughter-in law. She indicated that the son was interested in Weary bones. I had intended to get back to her but haven't. So now you can do that. They live in Huntingdon, Pa. in the house that Mike and his wife, Mid, lived in. the phone is 814-643-0956. The address I have written ~~is~~ is not the 'home' house we visited. This is what I have. It may be Mid's address and she has remarried. 1316 Oneida St. Huntingdon Pa. 16652 *Phone # should be 212*

THE PILOT: W.H. Walt Keilt
505 So. Rietze St.
Concrete, WA 93237 phone# 206-853-7843

JAMES SMITH Smitty wife Pat.
29 Duffy St.
Stamford, Ct. 06902 phone# 203-323-4339

CO-PILOT--REME FIX forgot wife's name
P.O. Box HCRi-85-ACRA
New York, NY 12405 phone 518-622-9442

Bill Wiersma is deceased: wife, Miriam Wiersma *She would be 80 years*
180 Forest Ave,
Ramsey, N.J. 07446-2739 *take care of*
Phone--201-327-2541 *7/11*

Deceased: Shorty Allen--he visited us several times
Harmsten

Henry 'Hank' Larwig
2133 NW 25th
Okla. City, Ok. 73107-2501 phone 405-525-3218

Your best infomation person is Keilt. Start with him. I'll get back to you later. This is just a starter!!!!!!

Les Smitty



—Photo Provided

Retired University of Central Oklahoma professor Bill VanOsdol is shown here at the controls of a B-17 en route to Alaska.

Pilot Flies B-17 During Tour

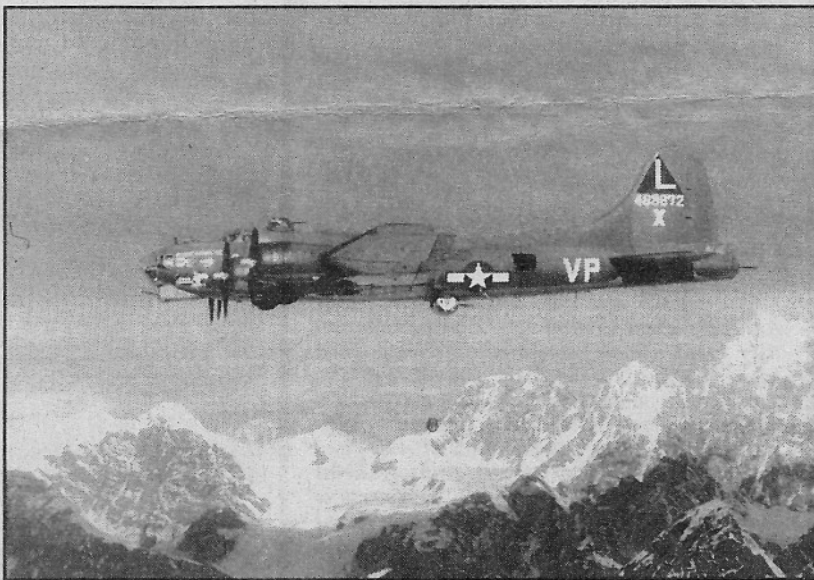
By Dennie Hall
Special Correspondent

EDMOND — An icon of U.S. military history roared from Texas to Canada and Alaska this summer, giving an Edmond man time to recall days long gone.

Bill VanOsdol, a retired University of Central Oklahoma professor, took turns piloting a Boeing B-17G Flying Fortress as it lumbered across the country.

The plane, now owned by the Confederate Air Force's Gulf Coast Wing, evolved from the Boeing 299 to become the country's best known and respected heavy bomber of World War II, the B-17.

VanOsdol, a Navy man from 1945 to 1947, was one of the nine who flew the big bird on its mission this summer: getting pub-



—Photo Provided

Bill VanOsdol helped fly this B-17 across the country this summer.

Circling to land in Edmonton, the crew saw a building on fire. The news reporters left the airport and went to the fire scene, a chocolate factory. Without news coverage, business for

and let them dream. All of them were too young to have been World War II pilots." Arriving in Fairbanks, Alaska, was a welcome change with 80-degree temperatures.

ing museum, rather than having planes sit idly rusting away on static display," he added.

The Texas Raiders B-17 is sponsored by the Gulf Coast Wing in Houston. It is one

of only eight to 12 flying B-17s left in the world. The CAF has two of them. The other one, Sentimental Journey, is sponsored by the Arizona Wing.

Anyone interested in vintage aircraft, pilot or not, can join the CAF. The Oklahoma Wing meets at Wiley Post Airport in Oklahoma City.

VanOsdol has packed much life in his 70 years. He served in the Navy on the USS Barnes, an escort aircraft carrier. Since retiring from UCO four years ago he has been doing research on World War II projects, resulting in a book, "Famous Americans in WWII."

"I still have two planes, a Cessna Cardinal and a 52-year-old 7AC Champ training plane that I spent five years restoring," he said.

lic notice and raising funds for the plane's upkeep.

The "Texas Raiders," as this group is known, offered rides and tours of the plane when it made stops. It gulps fuel at the rate of 225 gallons an hour.

Departing Houston on May 31, the plane was loaded with 2,780 gallons of fuel and 37 gallons of oil for each of the four 1,200-horsepower engines. It spent four unscheduled days in Billings, Mont., undergoing repairs.

"We departed Billings on June 5 headed for Calgary, Canada, where we had been scheduled for a week," VanOsdol said. "We did one heck of a buzz fly-by over Runway 24 after we circled over Billings.

"We flew in and out of the clouds at around 8,000 feet most of the way to Calgary."

Before leaving there, the group called Red Deer. Hundreds of people, including the press, were waiting at the airport to see the plane.

tours, T-shirts and hats was scant.

In Grand Prairie, a woman jumped from her car and ran to the plane.

"She stood looking at it and simply poured out the tears as she told us her late husband had been a World War II bomber pilot," VanOsdol said. "Amazingly, even young people who had never seen a B-17 thanked us for bringing it to their city. That happened in every city we visited."

Strong head winds and turbulence greeted the group on the way to White Horse in the Yukon Territory. Ice formed on the plane's wings, tail and windshield.

"We stayed in White Horse a week with a disappointing turnout," VanOsdol said. "It was wet and cold most of the time. We were parked next to the only airline that was in and out, and each time the pilots would come over to admire our old propeller bird. We'd take them up to the cockpit

"There were media people all over the place," VanOsdol said. "We were the first B-17 in 40 years to fly into Alaska. We had a fantastic parade of people every day."

Likewise, the arrival in Anchorage found people fascinated with the old plane. The Air Force Association and Alaska's Legislature gave a banquet for the plane's crew and about 500 others.

The plane continued on tour to Juneau and then back across Canada, landing back in Texas on Aug. 14.

VanOsdol said the Texas Raiders B-17 is one of about 150 World War II planes sponsored by the Confederate Air Force, a volunteer group of people "who give of their time and spare change to maintain and fly the planes.

"The CAF considers its mission to be a fly-

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MEMORIAL DAY 2002

WWII vet keeps on flying

Concrete pilot remains matter-of-fact about his experience in war

By **BILL CRAIG**
Staff Writer



Election of hard-line could mean trouble for Colombian rebels

By **JARED KOTLER**
Associated Press Writer

BOGOTA, Colombia — Colombians willing to endure a bloody war in order to crush a 38-year-old insurgency on Sunday elected as president Alvaro Uribe, a hard-liner who has pledged to

Uribe supporters demonstrated through Bogota with camp posters plastered on their windows, beeping their horns in celebration. "This is the beginning of a new country!" shouted Enrique Vergara, a public

Uribe elected

"We are going to defeat the

Concrete pilot remains matter-of-fact about his experience in war

By **BILL CRAIG**
Staff Writer

CONCRETE — Walter “Widgeon” Keilt flew 28 missions over Germany in World War II in a B-17 Flying Fortress. He came home without a scratch.

Today, the 80-year-old Concrete resident flies his Grumman Widgeon floatplane — the basis for his nickname — to his cabin on a lake in British Columbia.

Keilt hasn’t let age, or colon cancer, slow him down.

The veteran likes to work on his planes in his hangar at the Concrete Airport. In addition to his Widgeon, Keilt owns a Midget Mustang that he has worked on for 15 years. Just a few more hours of work and it should be ready to fly, he said.

Born in New York and raised in New Jersey, Keilt started flying when he was 14 or 15, after his father took him to see an airplane in Hackensack.

“That’s what got me hooked,” he said.

Keilt then paid \$10 to take flying lessons.

After the war broke out and Franklin Roosevelt asked for pilots to join the war effort, Keilt volunteered for the Army Air Corps Aviation Cadet program.

Keilt wanted to fly P-38 Lightnings, dual-engine fighter airplanes, but he was assigned to B-17s. One Flying Fortress could drop 4,000 pounds of bombs in one trip and take brutal poundings from enemy fire.

“I thought the B-17 was a wonderful airplane,” he said.

Commissioned as a first lieutenant, Keilt was responsible for a crew of nine men on his plane. For the most part, his days were boring, he said. He flew missions from three to nine hours, dropping bombs over places named Berlin, Bremen, Frankfurt and Schweinfurt from his base in Thurleigh, England.

Keilt and his crew assigned to the Weary Bones earned the Distinguished Flying Cross, an award that Keilt humbly remarked was given out to a lot of crews just for not getting themselves killed.



Matt Wallis / Skagit Valley Herald

Walter Keilt of Concrete, who successfully flew 28 missions in Europe during World War II, enjoys flying his 50-year-old Grumman Widgeon floatplane to a cabin in British Columbia.

“It was a morale-booster,” he said.

The crew received its distinguished unit citation after taking enemy fire on Feb. 22, 1944. While on a bombing run to Bernburg, the plane was intercepted by German Me-109s, their 200-millimeter cannons popping in the distance.

“We could see the end of their wings winking at us,” he said. “They would be like little balls of cotton.”

When one of the planes screamed toward the B-17, Keilt called out to his gunners.

“For Christ’s sake, shoot!” he barked.

When they landed, the plane’s side was strafed with bullets.

Being shot up wasn’t so

unusual for the massive bombers.

“There was a lot of flak flying around,” Keilt said. “It was easy to get flak holes.”

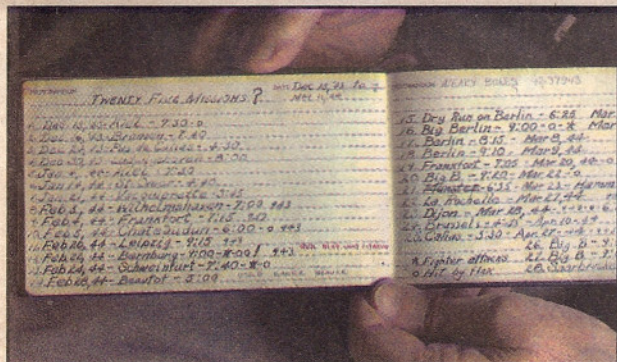
One time, he said, actor Jimmy Cagney showed up in Thurleigh and asked how the planes could still fly with all the holes in them.

“They fly great as long as the holes are in the right place,” Keilt told him.

Though not the stuff of movies, Keilt’s experience was probably typical of the 2 million people who served in the war. There were periods of excitement, but, for the most part, it was monotonous.

More recently, Keilt waged a battle that threatened his life as much as any German Messerschmitt.

Last year he was diagnosed with



Keilt’s mission logbook records his bombing runs over locations in Europe. He was never shot down.



MEMORIAL DAY 2002

Pilot says 'It's past history'

Continued from Page A1

colon cancer, but doctors were able to get all of it out, he said. He feels good now.

Keilt served in Europe for about eight months and spent three years in the Army Air Corps.

About every six months, Keilt will look at his black-and-white pictures of old friends and people he met. There is one of a pretty woman with dark hair that Keilt said he admired — but for a short time.

"I dropped her like a hot potato when I found out that she smoked," he said.

As for Memorial Day, Keilt said he doesn't celebrate the war or attend parades.

"It's just another day to me," he said matter-of-factly. "Memorial Day is the day I buried my cat."

Keilt lives with another cat in his Concrete apartment. Two other cats visit often.

For Keilt, taking part in the war was something that had to be done. When it was over, life went on.

"It's past history," he said. "You can only live it once."



In this photo taken in 1943 or 1944, the crew of the Weary Bones poses with their B-17 bomber. Walter Keilt is at the far right in the front row.

Looking at the war nearly 60 years hence, Keilt said he and his crew had some fun.

One day his crew made a parachute and oxygen mask for a Scottish terrier named Boike that the crew adopted as a mascot and took to England from Nebraska. The crew took Boike on a run over Thurleigh and threw him out. The parachute deployed, the dog landed safely, yipped and promptly ran to the nearest tree he could find to relieve himself, Keilt said.

Right before D-Day, June 6, 1944, Keilt left England to become an instructor pilot in

Florida, where he remained until the end of the war.

In the early 1950s, Keilt flew out west and decided that he liked it better than New Jersey. He worked as a structural engineer with Boeing and then with Northrop. He built a house in Seattle and then on Lake Whatcom. He was married for two years, but his wife didn't enjoy his Irish sense of humor, he said.

Keilt eventually settled in Concrete after building a hangar for the Widgeon he bought in the mid-1950s.

In his hangar, the Widgeon sits prominently in the center surrounded by barrels of oil and

boxes. Having not been flown since last year, the Widgeon has a thin coating of dust. Keilt plans to fly to his cabin near Lonesome Lake in British Columbia, where he would like to settle eventually.

Keilt's fondness for airplanes goes so far that he said he would like to change his surname to Widgeon. After all, he said, folks in Concrete already call him that. Why not make it official?

"It wouldn't be too hard," he said with a smile.

■ Bill Craig can be reached at 360-416-2145.

YAHOO! MAIL

Print - Close Window

Date: Mon, 19 Feb 2007 14:09:52 -0800 (PST)
From: "rc fixlett" <rcfixer@yahoo.com>
Subject: Visit With Chuck Fix
To: lilarwig@swbell.net

Mr and Mrs Larwig,

I hope you are both well. I apologize for taking so much time after the holidays to get back to you about a visit. Between getting our son back to school in mid-January and then getting my wife off on a six-week trip to Washington, DC, I lost track of time. I should have sent a short note to let you know I still wanted to stop by. I am sorry.

If you are free, would it be possible to stop by on Wednesday or Friday? I don't want to stay very long, but I would like to bring a picture of Mom and Dad and our family and a small gift for Mr Larwig. It is a copy of the Combat Diary for the 368th Bombardment Squadron. It was published by the Historical Association of the 306th Bomb Group and I think you might enjoy it.

Thank you.

Sincerely,

Chuck

Don't be flakey. Get Yahoo! Mail for Mobile and always stay connected to friends.



Print - Close Window

Date: Mon, 31 Dec 2007 18:20:55 -0600
To: "lillian larwig" <lilarwig@swbell.net>
From: "Dr. Vernon L. Williams" <vwilliams@acu.edu>
Subject: Re: Echoes

Thank you for the kind words. I also hope you both get to come to the reunion in Little Rock. We will have some oral history interview room set up throughout the reunion so he could book an interview time. I am hoping many will want to do that and help build the 306th Historical Collection of memories. I am glad that you received the Echoes. With the late start on redesigning the Echoes upon Russell's format and the Christmas mailing season, our non-profit mailing got last priority. We hope that next years October issue will be mailed on time and miss the holiday mail jams. We will be printing the January issue and mailing it late in January so it looks like we will be caught up and back on schedule with that issue.

I hope both of you have had a wonderful holiday and I hope to meet you later this next year. Vernon Williams

At 06:03 PM 12/31/2007, you wrote:

Dear Dr. Williams:

Received the Echoes today. Have already read every article. I so enjoy learning about the various stories that are in the Echoes.

The main reason I'm writing, is to thank you for giving Russell Strong recognition for the many years he gave to the 306th. In his last article in Echoes, he implied that with that issue, it was to be the last. I also get the feeling from his article that he was sad, defeated, and unhappy. I am sorry for that. He did so much for the 306th and he deserves so much credit for keeping it alive all these years.

SO, A GREAT BIG THANK YOU.

I am the wife of a 306th veteran. He talks very little of his time in the service. Recently, a young man, interviewed him about his service in England. I do not know what he told him. Eventually, I will get to read it as I have been proof reading his material, which is not military, but rather people his parents knew.

I hope I can talk my husband, Henry Larwig, into going to the next Convention. I would enjoy it as I helped with the Convention when it was held in Oklahoma City several years ago and loved meeting the people.

Sincerely: Lillian Larwig

Dr. Vernon L. Williams

Professor of History
President, Texas Oral History Association
Editor, *Red River Valley Historical Journal*
Editor, *Echoes*, the 306th Bomb Group Quarterly Newsletter
Director, East Anglia Air War Project
Web Site: www.acu.edu/anglia

Department of History
ACU Box 28130
Abilene Christian University
Abilene, TX 79699-8130

Office Phone: (325) 674-2150
FAX: (325) 674-2369
Email: vwilliams@acu.edu

February 9, 2009

Pamela:

It was back in February 1993 that we corresponded. You wrote about the B-17, Called ,Weary Bones. The pilot was Walter Keilt and my husband was Henry Larwig, the engineer and top gunner. You asked me many questions about Weary Bones but you gave me so much information about her after her crash and when she was on the crash dump. How you played in her. I would like to know more about your life with Weary Bones. The reason for interest now, is that a young man who knows our family, is writing a book about his family and the other families that were friends. In his book, he tells of Henry's military service and when I showed the author your letter, he got so excited. He wanted to know more and asked so many questions. Questions, I hadn't thought to ask back then.

How old were you when you first discovered Weary Bones? How far was the crash dump from your home? Did you live in Cambridge then? If you don't mind telling, when were you born? You were a child during WWII, you told me that in your letter. You wrote in the letter in 1993, which I still have, that the school you went to, was bombed. How old were you then? These are details that this author is interested in. It will not be published to the public. He is writing it for his family only. I have parts of his story already and it is very interesting to me because I lived with his mother and her two children for three years until she remarried. He is from the second marriage. (Her first husband killed in car crash)

I am sure I answered your letter in 1993 but I cannot remember that far back. I did remember you writing to me that one time. I got your address from Walt Keilt. I also know, he went to England and met you and he told me, he fell in love with you, so you must have been quite a wonderful lady. You have been the only link I have had with Weary Bones since she crashed.

Walter Keilt died in February 2008. We visited him in 1995 at his home. He already had a heart problem then but was still flying the plane he built. We kept in touch and when the correspondence stopped, I phoned the police in his town who gave me a phone number of his friend but also told me he was deceased. Only two

member of the crew are still alive, my husband and the co-pilot, Rene Fix. Rene and his wife live in NY state. I am in touch with them several times during the year. Their son is retired from the military but the son's wife is still in the military and were stationed at the base in our City. They came to visit us. The son, Charles, brought photo's he had from his father and he and Henry enjoyed a nice visit.

Pamela, I would be so grateful if you would answer this letter. Henry had his 87th birthday on February 6th . Family all came to our house bringing food and we all had a grand visit. I didn't have to cook or clean up. I will be 84 in March, so we are getting up in years. At present, we are healthy but tire easily and do everything much slower. Both of us still drive our automobile. We have had a very good life.

Thank you for reading this and thank you in advance for answering this letter.

Lillian Larwig

2133 NW 25

Oklahoma City, OK 73107-2501

Phone: 405-525-3218 e-mail: lilarwig@swbell.net

14th February 2003

Lillian,

Indeed I remember you writing. I hope you can read my writing. I have arthritis, which makes movement painful.

To answer our questions – I first discovered Weary Bones on the crash dump in the autumn of 1944. Her accident, as you know, was on the 17th September 1944, so it would have been shortly after that when she arrived in Cambridge.

The part of the crash dump where she was is about 1½ miles from my home. The dump was enormous and surrounded Marshalls Aerodrome. We are almost under their flight path. There were all types of aircraft there, fighters and bombers. I remember Typhoons, Stirlings, another B17, ‘Tugboat Annie’ – previously ‘Bat Outa Hell’ from the 303rd. The fighters were scary, because they moved about as you climbed on them, the aircraft were just dumped off the transports ‘higgeldy piggeldy’!

Some planes were complete fuselages like Weary Bones, others were small fragments. Weary Bones was down on her belly. I used to get in through the gash at the wing root where the propellers of the plane that did the damage cut into her, and sit in the pilot's seat and wonder what has happened to her to bring her here. She always felt very safe and I was sure she had always looked after her crews. Her tail, of course, was all but missing, the vertical stabilizer gone. I remember the big white letters B.O. and the dice painted on her nose. Many of the dials were still in the dashboard. I was absolutely fascinated.

I was born in May 1927, so was just 17, still at school although I started work about that time. I only ever had one job, we were sent to a selected employer, no choice. I was a medical secretary at the then military hospital near my home. It was an old workhouse, and had a few maternity beds and some of the old people who were left. We were the jaundice research unit and had prisoners back from the

Far East.

I still live in the same house, my parents moved her in 1932 when I was 4 or 5. I remember my father calling us to come and stand on the front doorstep to see the B17s forming up. The sky was full of them, it must have been late on during the war, because they were nearly all silver, natural aluminium finish. My mother used to put us to bed on a mattress under the stairs during the raid, as that was deemed to be the safest place. My brother was only 5 at the beginning of the war, I was just 12, and had just started at the grammar school. We moved to the new school building in 1940 or 1941. It was built close to a railway line and road bridge. We were machine gunned not bombed. I think the bomber crew thought it was a factory. We used to go into the same basement during the air raids. I remember going out onto the hockey pitch after that raid and finding it

all scuffed up by the machine gun bullets.

The boys who played on the planes often took souvenirs, perspex, etc. but I was a good little girl and didn't take anything. Of course, I wish now I had taken something from Weary Bones, but that would have been stealing. The entrances to the dump were guarded by armed soldiers, but I used to go in along the stream, where I had been visiting poor old cart horses which were destined for slaughter.

About 18 months ago my late cousin's daughter contacted Ralph Franklin of the 306th this end. We met him when Walter was over and he showed us around the base and he sent her Weary Bones mission list for me. I do not have a computer or want one. It doesn't quite agree with the information Walter gave me, but it is more or less the same.

I thought Walter Keilt had died

a long time ago – about 1998 – as I saw his name in the memorial book at Duxford which I assumed contained the names of those who had died.

My mother died in 1997 and I was completely exhausted. I was then ‘responsible’ for my Aunt and Uncle who had no children – my Aunt died 2 years ago, my Uncle in 1998, my brother lives in Sweden.

To return to Weary Bones, I was also in touch with Robert Edwards who was piloting her on the day of the accident, who also gave me much information about it. Sadly I heard from his wife at Christmas 2007 that he had died the previous June. Walter said he might contact him but I don’t think he ever did.

The crash dump is now under the ring road and a housing estate although the spot where Weary Bones rested is still just alongside the road covered in shrubs and bushes.

I am glad you are both well. I am still driving my little Mini-Cooper. When I have to give up, for whatever reason, I shall be virtually housebound as the arthritis makes walking very difficult, and I can do very little now before I need a rest.

If you, or your friend, have any more questions, do not hesitate to ask if you think I can be of help.

With best wishes.

Pamela Austin

14th February 2009.

Miss P J Austin
96 Sedgwick Street
CAMBRIDGE
Cambridgeshire
CB1 3AL



THE BLUE CROSS

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If you, or your friend, have any more questions, do not hesitate to ask if you think I can be of help.

With best wishes.

Pamela Austin.

26th June 2009.



96, Sedgwick Street,
Mill Road,
Cambridge
CB1 3AH
U.K.

Hello Lillian,

01223.527967.

Sorry for the delay, I have been hunting for photographs. By September 1944 we had been at war for five years, and as far as I know there was no film available for civilians, only the military had film. We certainly didn't see any. The best I can do is the little snapshot - one of about 40 - taken just after. The photo of me in September last year is the most recent one I have. My brother was over and we went for lunch at a little village pub near here - it was very windy!

Somewhere I have film I took when Walter was here, but I cannot find it. I will keep looking! The two snaps I have enclosed were taken when we were at Thurligh by Ralph Franklin (306th historian this end) and sent to me by Walter after he returned home. R.F. kindly took us over the base, he spotted Walter's triangle H cap whilst we were in the village. We had some argument, I remember, about whether we were on the right hand side. I said we were, because of the farmhouse in the back ground. Walter said we were out, as it was nearer the trees. After some

toeing and prying, I asked Ralf Franklin if the trees had been nearer in the war years (camouflage) and he said they were, but had been cleared for more farmland. So that was settled.

Thankyou for your photograph, you look very happy people.

I have several photographs of Weary Bones and crew, and the one of the charred up tail following the accident, but I am sure you will have these also. If not I will send them to you if you let me know.

About 10 months ago I at last obtained Weary Bones' mission list (via a 'computerized' cousin who contacted the 306th Association) again thanks to Ralf Franklin. She was about to take off on her 70th mission when the accident occurred, but I am sure you know all about it.

We are having a hot spell, but thunderstorms today. I can't tolerate the heat nowadays.

My brother & his wife were over for a reunion at the weekend for a flying visit.

Let me know if you want the photographs, most are doubles.

Best wishes, Pam Austin.

**Pam Austins letter**

Tuesday, July 7, 2009 5:04 PM

From: "lillian larwig" <lilarwig@swbell.net>
To: "Lil" <lilarwig@swbell.net>

26th June, 2009

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Somewhere I have film I took when Walter was here but I cannot find it. I will keep looking! The two snaps I have enclosed were taken when we were at Thurleigh by Ralph Franklin (306th Historian this end) and sent to me by Walter after he returned home. R.F. kindly took us over the base, he spotted Walter's triangle H cap whilst we were in the village. We had some argument, I remember about whether we were on the right bardstand. I said we were because of the farm house in the back ground. Walter said we were not, as it was nearer the trees. After some tooting and frsing, I asked Rolf Franklin if the trees had been nearer in the was years (camouflage) and he said they were, but had been cleared for more farmland. So that was settled.

Thank you for your photograph, you look very happy people.

I have several photographs of Weary Bones and crew and the one of the chawed up tail following the accident, but I am sure you will have these also. If not, I will send them to you if you let me know.

About 10 months ago, I at last obtained Weary Bones mission list(via a computerized cousin who contacted the 306th Association) Again thanks to Ralph Franklin. She was about to take off on her 70th mission when the accident occurred but I am sure you know all about it.

We are having a hot spell, but thunder storms today. I can't tolerate the heat now adays.

My brother and his wife were over for a reunion at the week end for a flying visit.

Let me know if you want the photographs, most are _____.(doubles?)

Best Wishes Pam Austin



[No Subject]

Saturday, July 11, 2009 3:38 PM

From: "lillian larwig" <lilarwig@swbell.net>

To: "Lil" <lilarwig@swbell.net>

Hello Pamela:

What a joy to see the photo's you sent to me. Walter did not share any photo's of you or very few of the war years and none of Weary Bones. We do have a number of photo' of the Weary Bones crew. I am sharing information of Weary Bones with the sons and grandsons of some of the crew. Michael (Mike) Kemp's son asked for information and I have sent him crew photo's and the little information I have, mostly from you. Then, Tex Vaught's grandson has asked for any information. Tex is the only name I knew. He was from Texas so that is why he got the nickname- Tex.

You are quite a beauty. Thanks for the photo of you. You asked if I would like to have more photo's, especially of Weary Bones--yes, yes. I just checked and found a photo of Weary Bones after the crash. It shows only the back view of a plane. Does not show any other plane under or above it. It sits on the ground. Is this the photo you also have? I will share what I have in case you don't have this one. I do not know where this photo came from. Perhaps, Walter sent it to us. I have some story's of Walter from his home town paper and I think I can make a copy of it if you are interested. Let me know.

I am so happy that you have continued to keep in touch with me. I knew very little about Walters's visit with you except he 'fell in love with you and wanted you to come to the U.S. and marry him." That was not possible at the time and he accepted that but was so glad to have met you. From your last letter, you and Walter must have been able to see the museum of the 306th Bomb Group. Are there any photo's available of the museum? I am so sorry that Henry was not interested in going to England with a group of veterans who visited the former air field and also the museum. I sure wanted to go but he did not. Now, we are not physically able to travel that far.

Can I pay you for the photo's you sent? for the postage you are using to send mail to me? I am just so happy to stay in contact with you. I am willing to pay you.

Are you interested in any photo's I have? I have a photo of Walter when he came to our City and visited us. He was really a young man then. I can't seem to find any photo's of when we visited him in 1994 at his town in Washington State. I don't have any photo's of the plane he built. Why didn't I take pictures or did I and I just have not found them. There was a few years that I took slides and never had any printed and that may be the reason I don't have any prints. Stay in touch, love hearing from you and your stories. If you have the time, you might tell me of you life during the war years. Buzz bombs etc. We never had to experience that, thank God, but we read about it in the papers. I appreciate any story you wish to share. Take care, God bless and keep in touch. Lillian

1st November 2009.

Hallo Lillian,

A very wet and windy Sunday, so I have been looking for photographs.



3077875 Lifeboats
Miss P Austin
96 Sedgwick Street
Cambridge
CB1 3AL

You ask about wartime memories.

I may have told you before that I was in the garden when Mill Road bridge was bombed. I was 12 or 13 at the time and was standing on the garden gate trying to glimpse a very low flying aircraft. Looking back over the house I was horrified to see a wing tip lift over the roof with a swastika on it.

I dashed back to the house - I never ran so fast on the track! - as the crunch of bombs assailed my ears. They missed Mill Road bridge but fell either side, demolishing two railway workers houses. Michael Bowyer, the historian told me they were after the engine turntable on Cambridge station. About 50 years later

a lovely ginger cat called Winston used to visit me for titbits. Eventually I found he lived in Catharine Street whose garden is back onto ours, and belonged to Chris and Roger Simpkins. Roger had been a baby in his mother's arms in one of the houses demolished, but they escaped without injury although they had to move in with an aunt and never went back to the Mill Road house. It's about 400 yards from here. I believe the bomber was shot down by fighters from Debden.

We didn't have any buzz bombs or Cambridge, they mostly fall in the country side around here. Aimed at London I think we were at the limit of their range. It was horrible to hear them go put-putting over and waiting for the engine to cut out when they would fall. They, and the V2 rockets, caused great devastation when they fall in built up areas.

As it was the 70th anniversary on 3rd September since the outbreak of war, there have been quite a lot of articles in the paper - reminiscences, so I enclose these for your interest. I should, of course, be interested in the articles/photos you have if they differ from these I am enclosing. It may be the same photo you have of 'Wearry Bones on the ground' - it's a miracle there wasn't an explosion, as both were full of bombs and fuel. I had a letter from Robert Edwards, her pilot on the day of the crash 17th September 1944. Contrary to the rules he had his rear gunner up in the plane for take off, as she was an 'old lady', nearing the end of her operational career, so saving him from injury. I'll look the letter out.

I would never have come to America, I am East Anglian born and bred and I love my little green corner of England, and have never travelled well. One of the things I missed most as a child was confectionary. After Sunday

School, I used to look with longing in the sweet shop window on the corner opposite the chapel. It was full of Cadbury chocolate bars, but they were all tinned, made with cardboard. The sweet ration was just 2ozs a week at one time. There were black market foods of course, but we never had any dealings with them. However my poor mother managed to feed us I cannot imagine. Once I remember queuing for ages for a cake on the market square and leaving it in my bicycle basket whilst I visited my grandparents whose house fronted on Midsomer Common, leaning my bike against the railings. When I came out to go home I found to my great dismay that one of the horses grazing on the common had put his head over the rail and almost completely demolished the hard won cake! I cannot remember the aftermath, or what excuse I gave my mother!

Clothing was very difficult and rationed with coupons for everything. At the end of each school year we had a sale, outgrown items of uniform would be brought in to be sold to younger/smaller pupils. Rules on school uniform were quite strict



even during the war. Only pupils who had been evacuated from other schools in more at risk areas were allowed to wear their own old school uniforms.

During the war the Derby has run at Newmarket and my first visit to the racecourse was on Thurs 19th 1943, Derby Day. We were to go on a school trip to Wicken Fen nature reserve near here, together with the boys' Grammar School meeting outside their school in Hills Road. My friend and I were late and missed the main party. Nothing daunted, we set off on our bicycles to catch them up. Out along the Newmarket Road we pedalled. "What a lot of people going to Wicken Fen" we said as we joined the throng. No cars, no petrol, just bikers. It was Derby Day and we ended up on the racecourse. I saw Straight Deal win the Derby, but fell in love with an 'also ran' in the last race - Ti-Chin - and was hooked for life.

Tea time and getting dark.
Keep well over the winter.

Best wishes,

Pam

P. S. We had a rare treat, about a month ago Marshall's aerobious celebrated their 100th birthday with a flying display which my neighbour and I watched from the garden. His father was a pilot in WWII.

We saw 8 Tiger Moths flying in formation, many fighters, the Vulcan, the Red Arrows and to my delight I saw the B17 from Duxford come in to land.

The wash dump where Weary Bones ended her days, surrounded Marshall's and is only about a mile from here. Every time I go to Newmarket I pass the spot where she rested as a road runs through it now. I used to call it 'Weary Bones' road'.

During the filming of the Hampshires Belle we often saw them flying and all of them flew over the racecourse when I was at Newmarket, but I didn't have my camera ready!

The photograph you have of Weary Bones down on her belly is almost certainly the one I have 'after the accident'. Does it say 'getting ready for the 70th mission'?

These are all the photos I have - all the information I have about them is on the back, from Walter.

We are having a postal strike, so I don't know when you will receive them. Any questions, just let me know.

If we had been invaded in 1940, I would have been 13 years old and planned to join the resistance as a runner/messenger. I would shoot my mother first so that she did not fall into the hands of the Germans. I don't know how, I didn't have a gun? My father would of course, have been killed by them. I don't know what would have happened to my little brother, he was too small to have run away with me.



One of the most distressing things for a child was the many pets destroyed because of the fear of gas attacks, which we were expecting. (I always carried my gas mask but hated wearing it. It was alarming and claustrophobic.) and the shortage of food for them.

The racing/breeding industry was very hard hit. Rations were only available for horses who had bred a winner, so many beautiful young mares were destroyed because they had not yet bred winners. 'my' first favourite, Ti-Chin, was foaled in 1939, and his dam, Jacqueline of Fairault, was destroyed to comply with government policy. Tick won 5 races and held the 7 furlong track record on the July course at Newmarket, June 1944, for very many years.



[No Subject]

Thursday, November 12, 2009 8:43 PM

From: "lillian larwig" <lilarwig@swbell.net>

To: "Lil" <lilarwig@swbell.net>

Pamela Austin letter: dated, 1st November 2009

Hello Lillian:

A very wet and Windy Sunday, so I have been looking for photographs.

You asked about wartime memories. I may have told you before that I was in the garden when Mill Road bridge was bombed. I was 12 or 13 at the time and was standing on the garden gate trying to glimpse a very low flying aircraft. Looking back over the house, I was horrified to see a wing tip lift over the rood with a swastika on it. I dashed back to the house--I never ran so fast on the track!--as the crunch of bombs assailed my ears. they missed Mill Road bridge but fell either side, demolishing two rail worker houses. Michael Bowyer, the historian told me they were after the engine turntable on Cambridge station. About 50 years later, a lovely ginger cat called Winston, used to visit me for tidbits. Eventually, I found she lived in Catherine Street whose garden back onto ours, and belonged to Chris and Roger Simpkins. roger had been a baby in his brother's arms in one of the houses demolished, but they escaped without injury although they had to move in with an aunt and never went back to the Mill Road house. It's about 400 yards from here. I believe the bomber was shot down by fighters from Deborn

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Best Wishes Pam

Pam added another page:

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Lil's note: Pam must have loved horses and racing. Her stationery had something like:
Save the animals etc on it. So, she is an animal lover.

**WWII WEARY BONES**

Thursday, November 12, 2009 3:02 PM

From: "lillian larwig" <lilarwig@swbell.net>
To: "Lil" <lilarwig@swbell.net>

HELLO

I am writing this to Mike Kemp's son in PA and to Tex Vaughn's grandson in Texas. Also, I am going to label all photo's with a number with explanation of the photo, if I know it. In that way, you can arrange the photo's however you wish.

I apologize for not getting to this sooner but other things were taking up my time and it was sort of put 'on the back burner'. sorry.

I met all members of the crew except Shelby Tanner, the navigator and Howard Harmsten, the bombardier. It was truly a joy to meet all the others. In this letter, I will describe each one as I remember them.

Bill Wiersma, the tail gunner: he was a fun character. He came home on leave with Henry several times to Oklahoma City. My Dad needed work shoes. Just in passing he mentioned it as items were rationed during the war plus, my Dad probably did not have the money at that time for new shoes. So, the very next time, Henry and Bill came to our house, Bill had two pairs of shoes, high top shoes that my Dad needed. Of course, he stole them from the military. And Bill's home in NJ is where I planned the first reunion of the crew. Photo's in your packet.

James P. Smith, Smitty, was from Ct was the second reunion and only Smitty, Henry and pilot, Walt Keilt were there and both Keilt and we stayed in Smitty's home. Smitty came to our home in OKC on his honeymoon, en route to Texas to visit Tex. If I remember correctly, he worked at a bar and brought the largest doll for our very young daughter. He later was a fireman and when we visited him, he had retired but had his fireman crew bring the big fire truck to his house to show us what he used to do.

Henry Larwig, engineer, was my husband. He died Oct. 21, 2009. In December of 2009, we would have been married 65 years. After he came home from the Air Force, he worked for Bell Telephone for a little over 38 years. He began as an installer in our down town area for large company's, like the gas company, telephone company, Kerr McGee oil company and a few others. When Kennedy came to OKC, he set up the RED PHONE for him and saw him, but did not meet him. Other persons he shook hands with that impressed me was John Wayne. Wayne was in town for some event and also a parade, which I witnessed and saw Wayne within 6 feet of me. What a handsome brute he was. There were many movie stars he also got to meet, because he worked the downtown area and he was called upon to set up phone service for some as they stayed in the down town hotels.

George Allen, Shorty, the radio man. He was short. He and his wife came through OKC on several occasions and we had a chance to visit. I almost think, memory a little faint on this, but Kemp and Allen worked the postal service and rode a train between cities sorting mail.

Philip Vaught, waist gunner, Tex. He and his wife and young daughter visited us in OKC several times. We also visited them in Texas. I have forgotten what profession he was in. I do remember on one of their trips to our home, I had black rye bread and Tex made the comment that he hadn't seen that kind of bread since he came back from the service. Henry was born in Germany and his family loved the black bread which is still served in Germany to this day. They also have other breads too.

Mike Kemp, ball turret gunner. Mike and his wife came to the NJ. at the Wiersma home and on our way back toward Oklahoma, we stopped at the Kemp home for several days. At that time, their two boys were quite

young. Their grandma lived with them. They lived in a house that really surprised me. It was a narrow house, but three stories high. In Oklahoma where I lived most of my life, our houses were almost never three stories high and were a much wider house, including, possibly, at least two rooms across the house. If I remember correctly, the Kemps house was one room across. Something new for this Oklahoma gal. Loved it though. Mike took us to a cave. I never liked caves but I did not mention this to him and really enjoyed the trip. After Mike's death, I continued to be in touch with his wife for a while. She and I corresponded while the guys were in service. I so enjoyed her, a great lady.

Walter Keilt, pilot, Walt. Walt come to OKC several times after he was out of service. We had a business that sold airplane parts and he came to purchase some items. He came to our house and also, at other times, we met him at his motel. In 1995, Henry and I made a trip to Concrete, WA to visit him. He lived at the base of a mountain, which at one point, we drove to the top of the mountain. It was snow covered except the parking lot. Walt and Henry walked out to an edge, and looking down, was a large lake. I was scared to get on the ice cause it was slick. I watched the guys, knowing they would fall over the edge and land in the lake. They didn't. Beautiful. Concrete is a very wooded area, not a large town, but it had a small airport, surrounded by mountains. Walt had built a plane and we went to the hangar to see it. He had pulled the two seats out to work on it. He insisted I take a ride with him. I was scared to death, all I could imagine was this tiny plane and all around the field, mountains. Lucky for me, he had a problem with the fuel line and decided it was not safe to take off. Whee, was I glad. He did fly to other areas to fish and as he loved the outdoors, he flew whenever he could to those places. Henry said he was married briefly before he went into the service but he never mentioned it to me and he lived a bachelor life. He had a brother with a family somewhere East U.S. but seems they were never close. He died before Walt. I understand that his sister in law took care of Walt's funeral. A close pilot friend of Walt's took care on Walt's person affairs on his death. I tried to find out his actual death date but the man I contacted never returned my calls or letters.

Rene Fix, co-pilot. From what the other enlisted men and also Walt told me, that Rene did not mix with the rest of the crew very much. But, Rene and his wife were on their way to Florida in their very large house trailer and made a stop near OKC. They phoned and I went to where they were parked and brought them to our home. I took off work the next day and took them around our City. They are very wonderful people. We had a good visit.

Since Henry's death, only Rene is alive of the original crew. Rene became a pilot while in England, left the Weary Bones crew, if I have my story correct (or the crew finished their tour and then he became a pilot, any way, he was a pilot on another plane, another crew)

He was shot down but do not remember the details just now, but did come home safely. I have more information on him but not right in front of me, when found, I will send it to you.

Tanner, navigator, and Harmsten, bombardier, I was in touch with after the war. Mostly with their wives. And then, I guess, we just kind of lost touch. Again, if I find anything on these two, I shall send it to you.

Pamela Austin lives in Cambridge, England. As a girl, she lived near the 'dump' where they dumped the damaged planes. Her letters to me explain that part. There is a museum in England, near or on the former air strip that is quite large. A group of 306th persons went to England to see the museum. A couple in England were very important in founding this museum. The English people are very fond of the Americans who came and won the war. Well, helped win the war and the English people are still remembering those days, persons like Pamela. But that generation is dying out, will the next generation remember??

I needed to get this information down for myself too, so I hope you haven't minded reading it all. I would love to hear from both of you to find out more about your information on your - parent- grandfather. Keep in touch and please let me know you received the packet of photo's and stuff. Kemp, if you have email, send me your address. Mine is at top of this writing. Lil

Lillian Larwig, 2133 NW 25th Okla.City, OK 73107 phone. 405-525-3218

Would love to have you come to our City, visit and I could take you around to show off what we have in OKC.



19th November 2009.

Miss P Austin
96 Sedgwick Street
CAMBRIDGE
Cambridgeshire
CB1 3AL

UK.

I'm supporting SAMARITANS

Dear Libbans,

I was so sorry to get your card this morning saying your husband had died. A very sad time for you. He must be the last of the Keill crew. "How Great Thou Art" is one of my very favourite hymns. He sounds as though he was a true gentleman.

Don't worry about the cuttings you are going to send, there's no hurry. You will have a lot to do, legal things take ages to sort out. I had to sort out my last surviving Aunt's affairs - after my Uncle died - they had no children - and I was horrified to discover that the bungalow I was to sell when she went into a retirement home, was still in my Uncle's name only

and had never been put into their joint ownership. I think it all took about 2 years. It is good that you have a son and daughters to support you, and a great circle of friends.

Next time I'll tell you about the first crew to fly Weary Bows when she was born in December 1943.

Look after yourself now, and keep in touch.

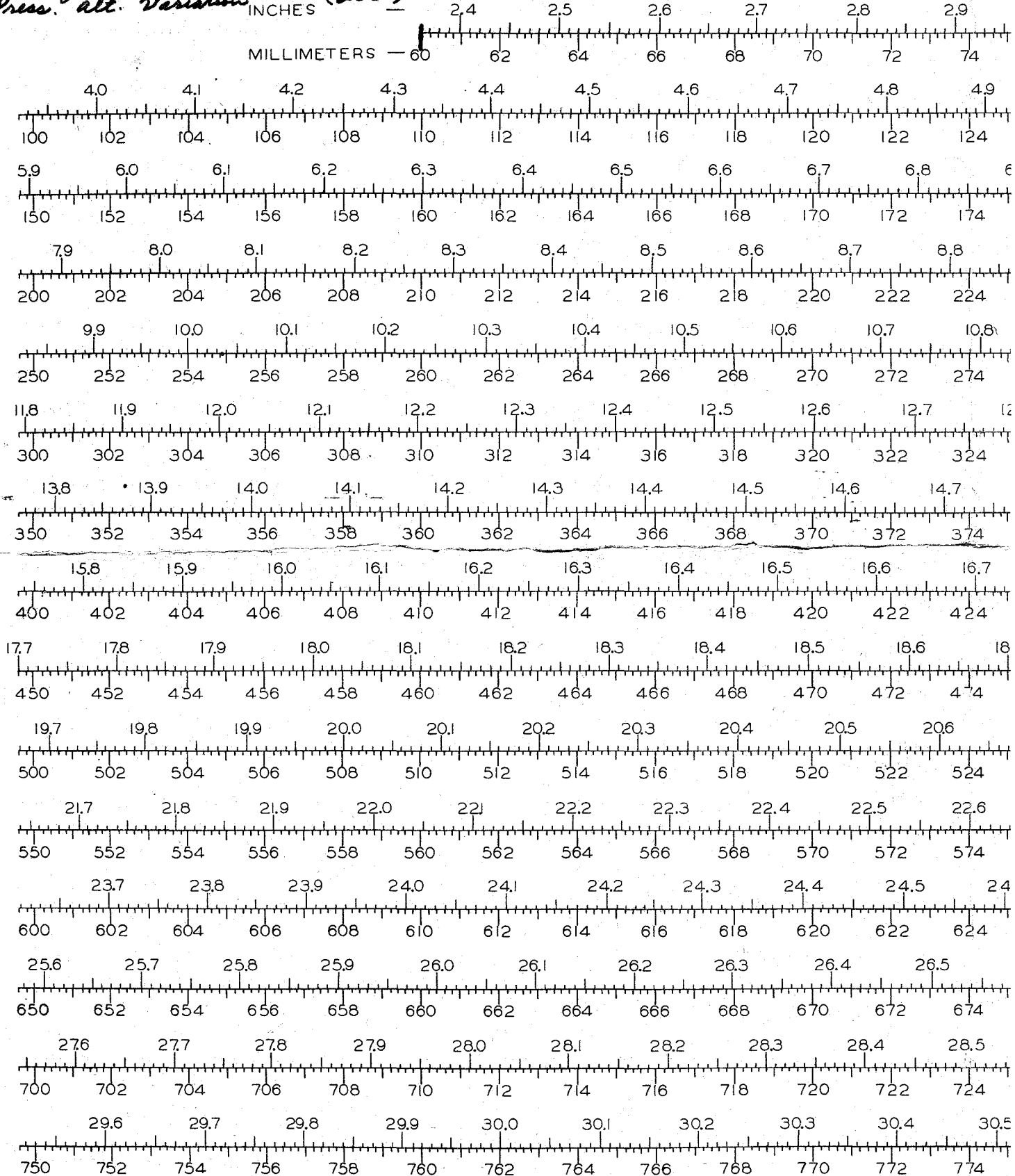
With kindest regards and my deepest sympathy.

Pam

Surveyed Elevation 750'
Normal Day Pressure 29.12 "Hg.
Normal Press. altitude 750'
Existing Bar. Press (28.84)
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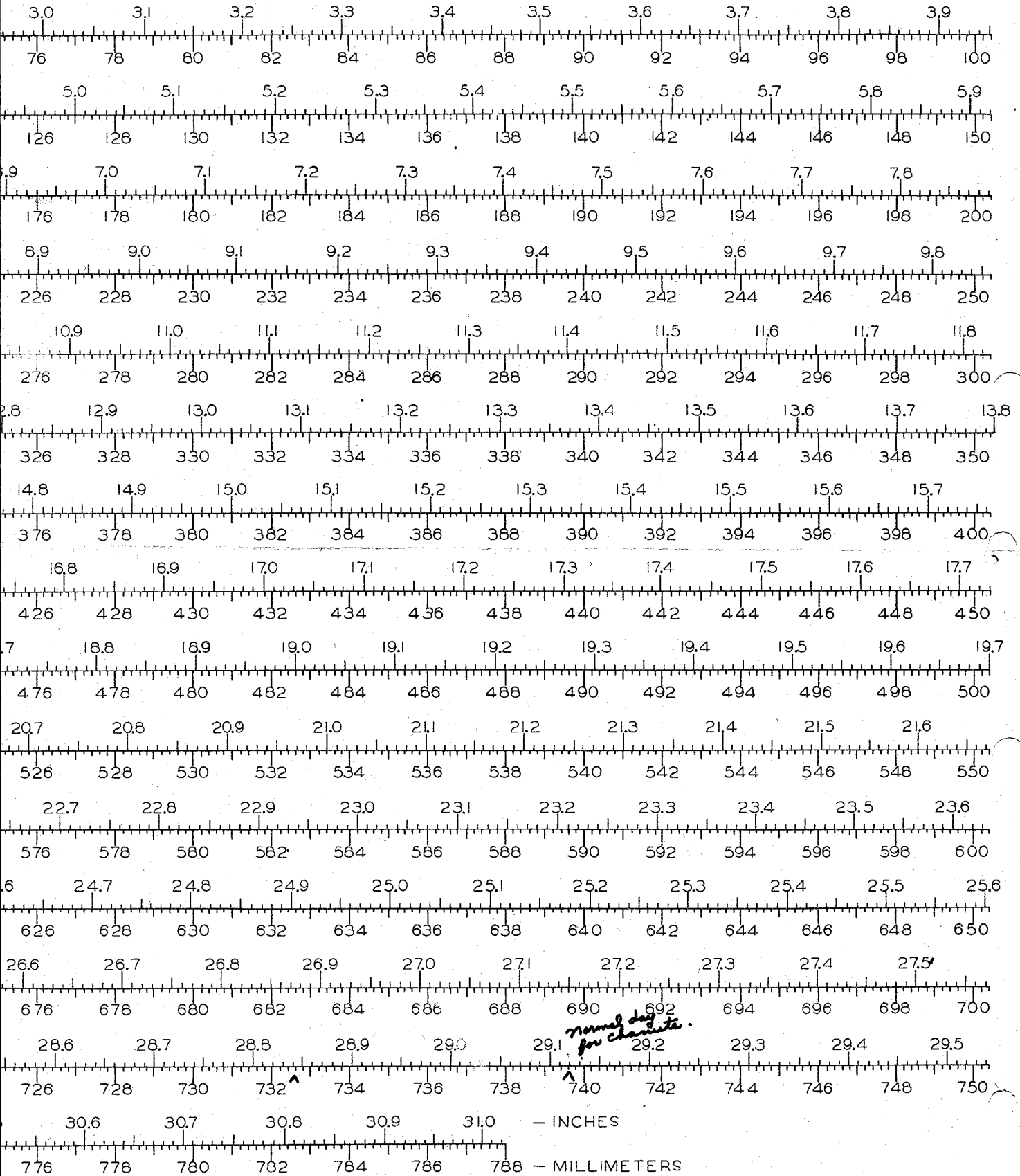


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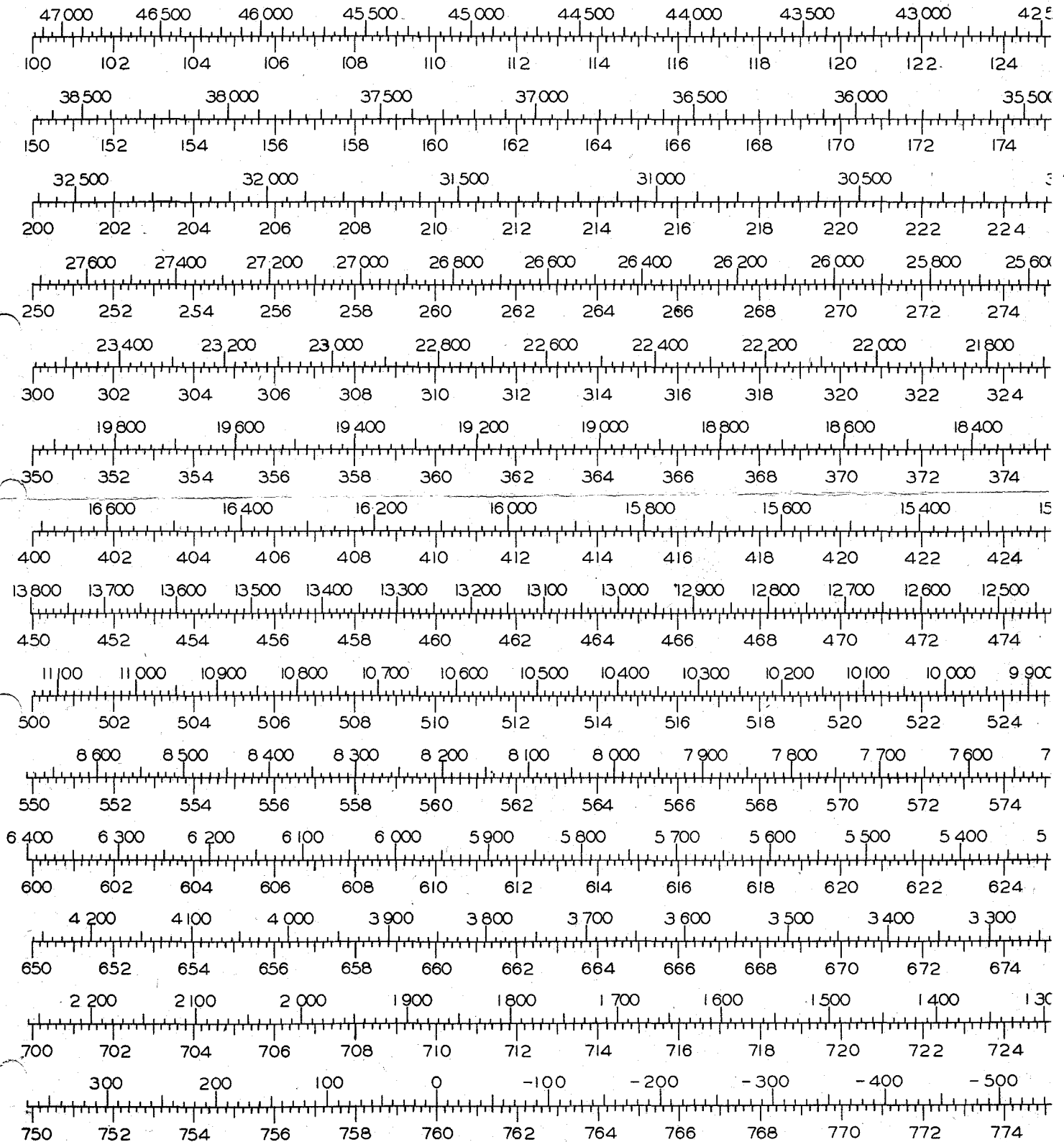
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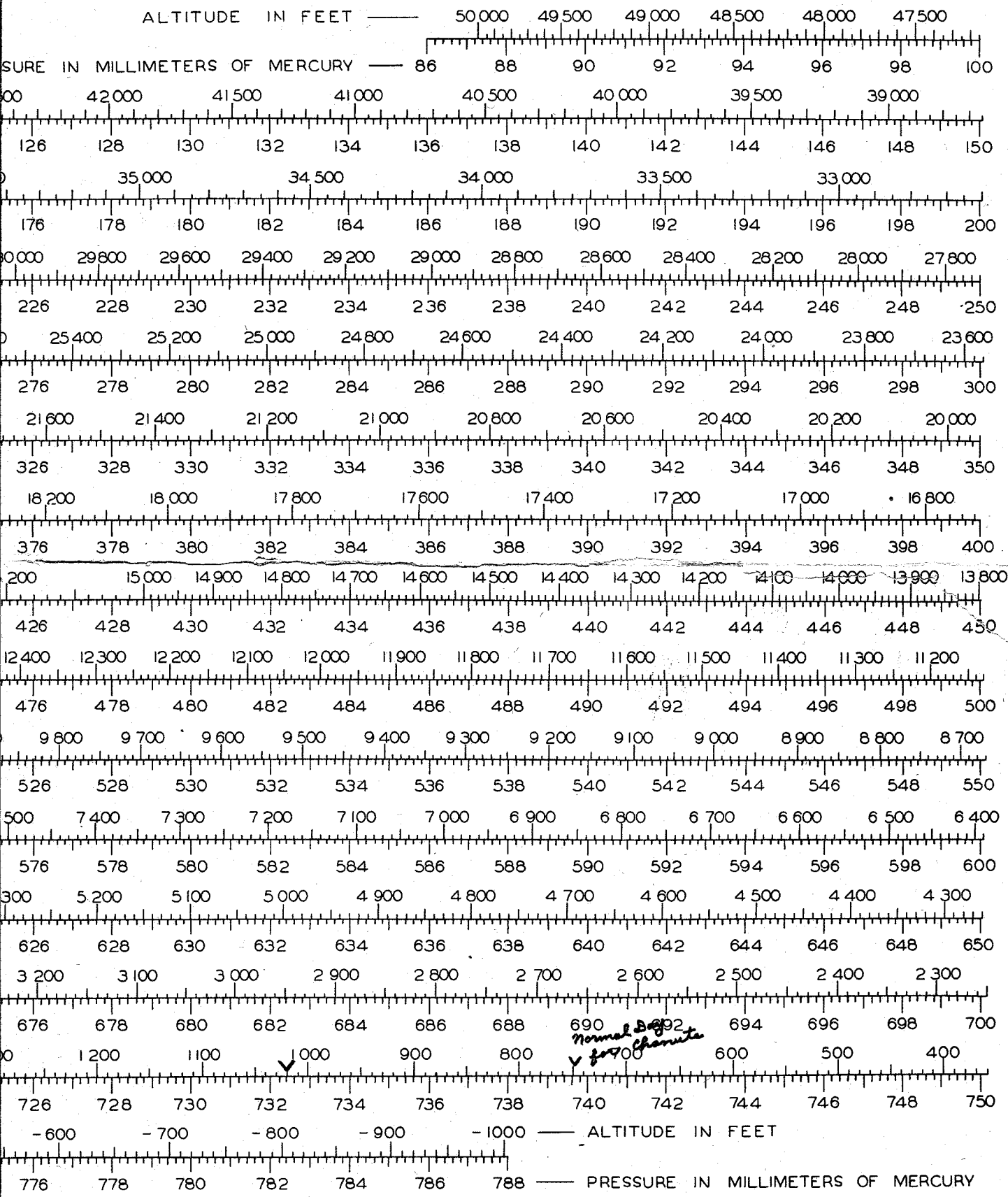
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PRESSURE - ALTITUDE CHART

PRES



METERS OF MERCURY



"Blue Monday"

"Dearly Beloved,"

"No Letters Today" - "Whatever Happened To You"?

"Are You Thinking Of Me Tonight"?

"Whats New"? "Are you having Any Fun"? "Let Me See", "I'm Having Myself A Time". "Don't Get Around Much Any More" "Because" "Now it can be told", "All I Need Is You."

"I'm In a Loveable Mood Tonight", "But Definitely." "Maybe I'm Getting Sentimental over you". "Its funny to Everyone but Me" - "There I Go", "Taking a Chance On Love". "Speaking Confidentially"; "Its always You."

- "Comes Love" -

"Take Me Dearest". "All or Nothing at All". "Be Honest With Me, Dear". "This Is no Laughing Matter" but "Remember" "If You ever Change Your Mind", "I'll never smile again." "I'm Gonna lock My Heart" "Because" "This is the Last Time I'll Fall In Love" for "You the Moment of a Life Time" and "You Belong to My Heart."

"I had The Craziest Dream Last Night". We had "Tea for Two" in "Just a Cottage Small" at "Number Ten Lullaby Lane" on a "Street of Dreams". "Its The same Old Story" but "This Time The Dreams on Me". "It Can't be Wrong" for "It Started all over again" with "Memories." of "You". "This Is It."

Well "Could Be" "Because" "There are Such Things".
But "Now and Then". "I'm Afraid To Dream" for I "Maybe"
"Fooled". Still "I'll Never Mention Your Name" though "I
Know Now" "You Made Me Love You" "If I didn't Care".
I wouldn't get "The Blues In the Night".

"Do I Worry"? "I said No" but "I Do, Do You"? "Especially
For You" "Because" "I still care". "I Never Let a Day Go By"
without "Wishing For a Change of Heart." "Have you Forgotten the
you and me that Used To Be"?

"Your Careless". "How do I know its True"? "A Gypsy Told Me"
"Oh Darling Your Breaking My Heart". "Please Be Kind." Give me "The
Right kind of Love" see "The Lady's in Love With You". "Do I
know What I'm Doing"? Well "That's my affair."

"Ain't Misbehaving" so "Don't Sit Under The Apple Tree"
with a "Pretty Baby" instead "Please Think of Me".

"Day In, Day Out", I send "My Prayer" and "Best Wishes".
that "When The Lights Go on again". "Somewhere, Sometime".
"We'll Meet again". So "Till We Meet again". "You are always
In My Heart". Now its "Time To Hit the Road To Dreamland"
"Nighty, Night". "Because" "We'll Never say Good Bye"

"Yours" "Only Forever",
Henry.

No.



(CENSOR'S STAMP)

To Miss Lillian Incemann
2132 No. JORDON
OKLAHOMA CITY,
OKLAHOMA.

WALTER E. TAYLOR
(Sender's name)

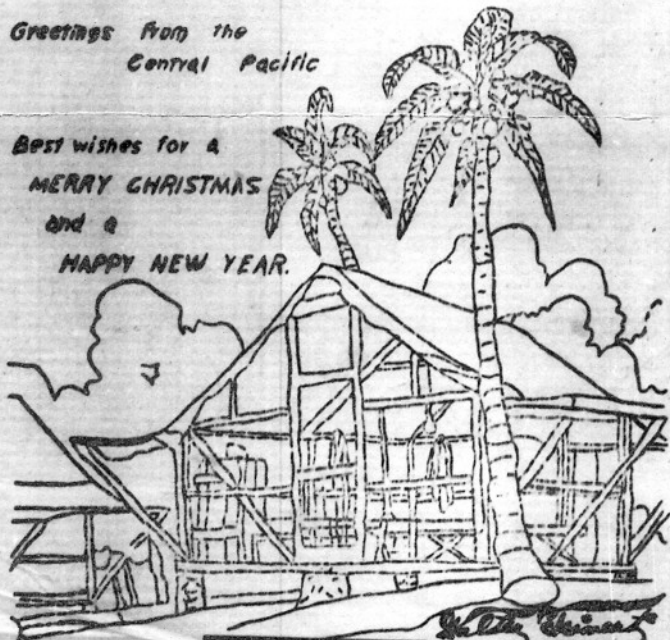
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(Sender's address)

San Francisco Calif

Aug 22
(Date)

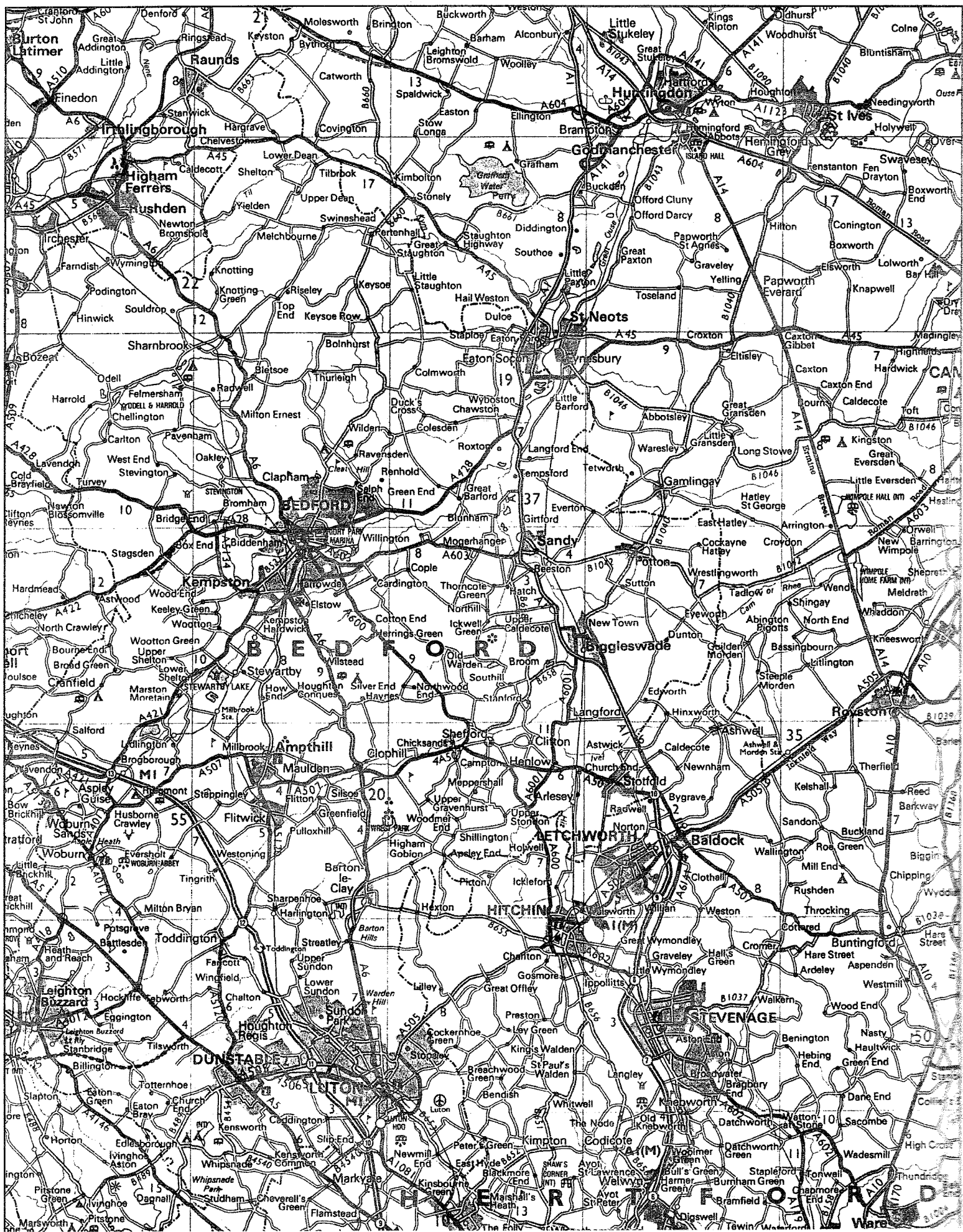
Greetings from the
Central Pacific

BEST WISHES FOR A
MERRY CHRISTMAS
and a
HAPPY NEW YEAR.



Walter E. Taylor

V. MAIL

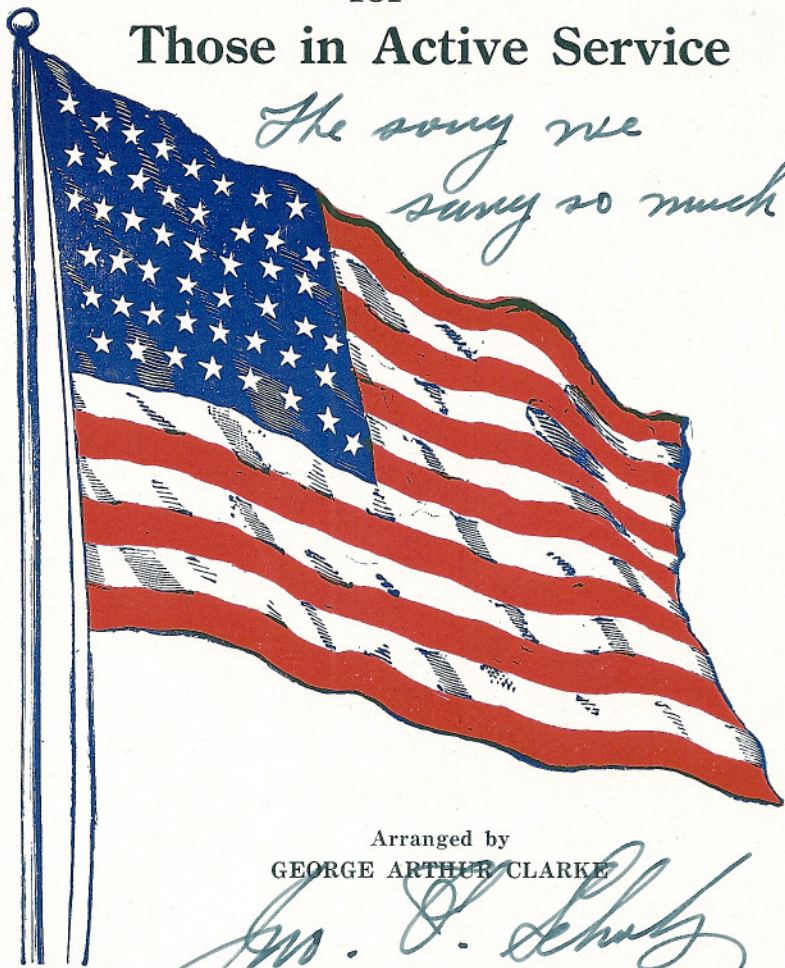


A PRAYER HYMN

for

Those in Active Service

*The song we
sing so much*



Arranged by

GEORGE ARTHUR CLARKE

Wm. D. Schuyler

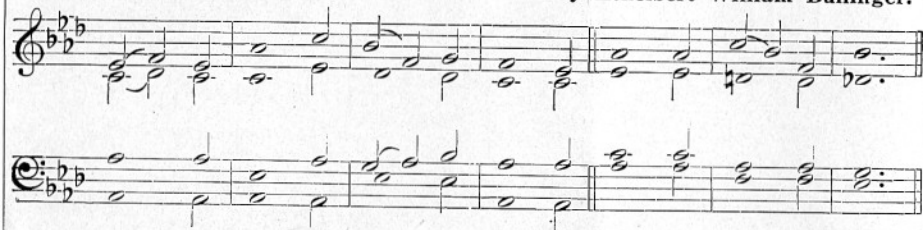


A PRAYER HYMN FOR

1. Holy Father, in Thy mercy
Hear our anxious prayer;
Keep our loved ones, now far ab-
sent,
'Neath Thy care.

BULLINGER. 8 5 8 3.

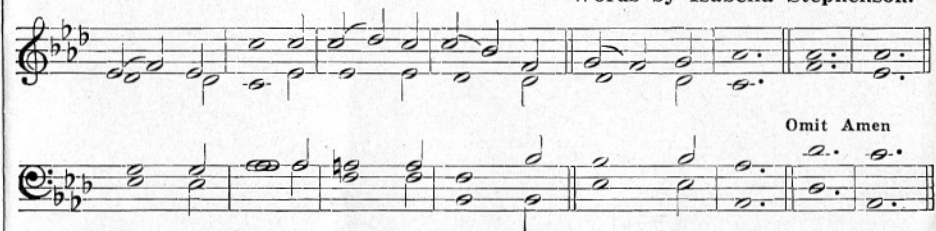
Music by Ethelbert William Bullinger.

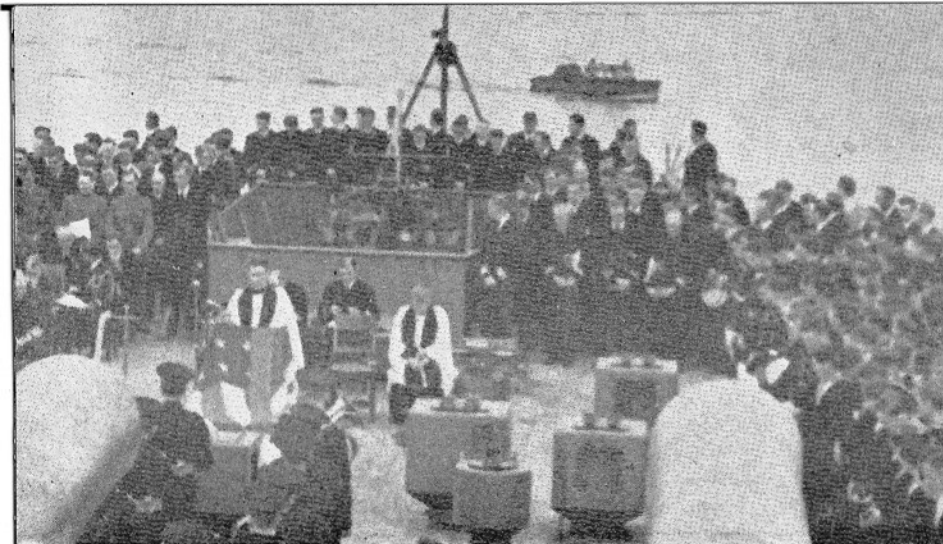


THOSE IN ACTIVE SERVICE

2. Jesus, Saviour, let Thy presence
Be their light and guide;
Keep, O keep them, in their service
At Thy side.

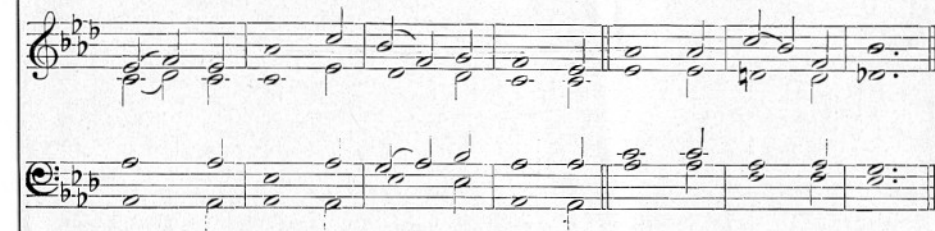
Words by Isabella Stephenson.





**5. Holy Spirit, let Thy teaching
Sanctify their life;
Send Thy grace that they may
conquer
In the strife.**

**6. Father, Son, and Holy Spirit,
God, the One in Three,
Bless them, guide them, save them,
keep them
Near to Thee. Amen.**






(Used by permission of LIFE Magazine)

GENERAL DOUGLAS MacARTHUR

Date: Mon, 27 Feb 2006 20:40:34 -0600 (Central Standard Time)
From: "flarwig" <flarwig@cox.net>
To: "Larwig, Lil" <Llilarwig@swbell.net>
Subject: Fw: Great Story

Lil, this one for Henry.  derf

-----Original Message-----

From: William A. Schumann
Date: 02/27/06 14:39:26
To: pcbrlb@cox.net; W5VW@yahoo.com; DickDelg@cox.net; EmilEmanuel@comporium.net; jackf1@cox.net; WNFields@comcast.net; BRHoon@aol.com; flarwig@cox.net; slipnskid@wmconnect.com; BaronMintz@mindspring.com; NC6R@cnet.net; AlvinSpillman@yahoo.com; K5YKD@flash.net
Subject: Great Story

You may have heard this before but its worth reading again..

B-17s - Like Mated Dragonflies

Tomorrow morning they'll lay the remains of Glenn Rojohn to rest in the Peace Lutheran Cemetery in the little town of Greenock, Pa., just southeast of Pittsburgh. He was 81, and had been in the air conditioning and plumbing business in nearby McKeesport.

If you had seen him on the street he would probably have looked to you like so many other graying, bespectacled old World War II veterans whose names appear so often now on obituary pages. But like so many of them, though he seldom talked about it, he could have told you one hell of a story. He won the Distinguished Flying Cross and the Purple Heart all in one fell swoop in the skies over Germany on December 31, 1944.

Fell swoop indeed. Capt. Glenn Rojohn, of the 8th Air Force's 100th Bomb Group, was flying his B-17G Flying Fortress bomber on a raid over Hamburg. His formation had braved heavy flak to drop their bombs, then turned 180 degrees to head out over the North Sea. They had finally turned northwest, headed back to England, when they were jumped by German fighters at 22,000 feet.

The Messerschmitt Me-109s pressed their attack so closely that Capt. Rojohn could see the faces of the German pilots. He and other pilots fought to remain in formation so they could use each other's guns to defend the group. Rojohn saw a B-17 ahead of him burst into flames and slide sickeningly toward the earth. He gunned his ship forward to fill in the gap.

He felt a huge impact. The big bomber shuddered, felt suddenly very heavy and began losing altitude. Rojohn grasped almost immediately that he had collided with another plane. A B-17 below him, piloted by Lt. William G. McNab, had slammed the top of its fuselage into the bottom of Rojohn's.

The top turret gun of McNab's plane was now locked in the belly of Rojohn's plane and the ball turret in

the belly of Rojohn's had smashed through the top Of McNab's. The two bombers were almost perfectly aligned - the tail of the lower plane was slightly to the left of Rojohn's tailpiece. They were stuck Together, as a crewman later recalled, "like mating dragon flies." No one will ever know exactly how it happened. Perhaps both pilots had moved Instinctively to fill the same gap in formation.Perhaps McNab's plane had hit an air pocket.

Three of the engines on the bottom plane were still running, as were all four of Rojohn's. The fourth engine on the lower bomber was on fire and the Flames were spreading to the rest of the aircraft.

The two were losing altitude quickly. Rojohn tried several times to gun his engines and break free of the other plane. The two were inextricably locked Together.

Fearing a fire, Rojohn cuts his engines and rang the bailout bell. If his crew had any chance of parachuting, he had to keep the plane under control Somehow. The ball turret, hanging below the belly of the B-17, was considered by many to be a death trap - the worst station on the bomber. In this case,

Both ball turrets figured in a swift and terrible drama of life and death. Staff Sgt. Edward L. Woodall, Jr., in the ball turret of the lower bomber, had felt the impact of the collision above him and saw shards of metal drop past him. Worse, he

Realized both electrical and hydraulic power was gone. Remembering escape drills, he grabbed the handcrank, released the clutch and cranked the

Turret and its guns until they were straight down, then turned and climbed out the back of the turret up into the fuselage.

Once inside the plane's belly Woodall saw a chilling sight, the ball turret of the other bomber protruding through the top of the fuselage. In that turret, hopelessly trapped, was Staff Sgt. Joseph Russo. Several crew members on Rojohn's plane tried

Frantically to crank Russo's turret around so he could escape. But, jammed into the fuselage of the lower plane, the turret would not budge. Aware of his plight, but possibly unaware that his voice was going out over the intercom of his plane, Sgt. Russo began reciting his Hail Marys.

Up in the cockpit, Capt. Rojohn and his co-pilot, 2nd Lt. William G. Leek, Jr., had propped their feet against the instrument panel so they could pull back

On their controls with all their strength, trying to prevent their plane from going into a spinning dive that would prevent the crew from jumping out. Capt. Rojohn motioned left and the two managed to wheel the grotesque, collision-born hybrid of a plane back toward the German coast. Leek felt like he was intruding on Sgt. Russo as his prayers crackled over the radio, so he pulled off his flying helmet with Its earphones.

Rojohn, immediately grasping that crew could not exit from the bottom of his plane, ordered his top turret gunner and his radio operator, Tech Sgts. Orville Elkin and Edward G. Neuhaus, to make their way to the back of the fuselage and out the waist

door behind the left wing. Then he got his navigator, 2nd Lt. Robert Washington, and his bombardier, Sgt. James Shirley to follow them. As Rojohn and Leek somehow held the plane steady, these four men, as well as waist gunner Sgt. Roy Little

and tail gunner Staff Sgt. Francis Chase were able to bail out. Now the plane locked below them was aflame. Fire poured over Rojohn's left wing. He could feel the heat from the plane below and hear the sound of 50 caliber machine gun ammunition "cooking off" in the flames.

Capt. Rojohn ordered Lieut. Leek to bail out. Leek knew that without him helping keep the controls back, the plane would drop in a flaming spiral and the centrifugal force would prevent Rojohn from bailing. He refused the order. Meanwhile, German

soldiers and civilians on the ground that afternoon looked up in wonder. Some of them thought they were seeing a new Allied secret weapon - a strange eight-engined double bomber. But anti-aircraft gunners on the North Sea coastal island of Wangerooge had seen the collision. A German battery captain wrote in his logbook at 12:47 P.M.: "Two fortresses collided in a formation in the NE. The planes flew hooked together and flew 20 miles south.The two planes were unable to fight anymore. The crash could be awaited so I stopped the firing at these two planes."

Suspended in his parachute in the cold December sky,Bob Washington watched with deadly fascination as the mated bombers, trailing black smoke, fell to earth about three miles away, their downward trip ending

in an ugly boiling blossom of fire. In the cockpit Rojohn and Leek held grimly to the controls trying to ride a falling rock. Leek tersely recalled, "The ground came up faster and faster. Praying was allowed. We gave it one last effort and slammed into the ground." The McNab plane on the bottom exploded, vaulting the other B-17 upward and forward. It hit the ground and slid along until its left wing slammed through a wooden building and the smoldering mass of aluminum came to a stop.

Rojohn and Leek were still seated in their cockpit. The nose of the plane was relatively intact, but everything from the B-17's massive wings back was destroyed. They looked at each other incredulously. Neither was badly injured. Movies have nothing on reality. Still perhaps in shock, Leek crawled out through a huge hole behind the cockpit, felt for the familiar pack in his uniform pocket and pulled out a cigarette. He placed it in his mouth and was about to light it. Then he noticed a young German soldier pointing a rifle at him. The soldier looked scared and annoyed. He grabbed the cigarette out of Leek's mouth and pointed down to the gasoline pouring out over the wing from a ruptured fuel tank.

Two of the six men who parachuted from Rojohn's plane did not survive the jump. But the other four and, amazingly, four men from the other bomber, including ball turret gunner Woodall, survived. All were taken prisoner. Several of them were interrogated at length by the Germans until they were satisfied that what had crashed was not a new American secret weapon.

Rojohn, typically, didn't talk much about his Distinguished Flying Cross. Of Leek, he said, "In all fairness to my co-pilot, he's the reason I'm alive today." Like so many veterans, Rojohn got back to life un sentimentally after the war, marrying and raising a son and daughter. For many years, though, he tried to link back up with Leek, going through government records to try to track him down.

It took him 40 years, but in 1986, he found the number of Leek's mother, in Washington State. Yes, her son Bill was visiting from California. Would Rojohn like to speak with him? Two old men on a phone line, trying to pick up some familiar timbre of youth in each other's voice. One can imagine that first conversation between the two men who had shared that wild ride in the cockpit of a B-17.

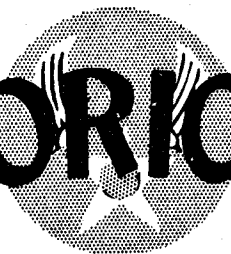
A year later, the two were reunited at a reunion of the 100th Bomb Group in Long Beach, Calif. Bill Leek died the following year. Glenn Rojohn was the last survivor of the remarkable piggyback flight. He was like thousands upon thousands of men -- soda jerks and lumberjacks, teachers and dentists, students and lawyers and service station attendants and store clerks and farm boys -- who in the prime of their lives went to war in World War II.

They sometimes did incredible things, endured awful things, and for the most part most of them pretty much kept it to themselves and just faded back into the fabric of civilian life. Capt. Glenn Rojohn, AAF, died last Saturday after a long siege of illness. But he apparently faced that final battle with the same grim aplomb he displayed that remarkable day over Germany so long ago. Let us be thankful for such men. A great story. I wonder how many more stories like this one are lost each day as members of the Greatest Generation pass on.

Jerry



FOR MERITORIOUS SERVICE



The Commanding General
Army Air Forces
extends the gratitude of the

**UNITED STATES
ARMY AIR FORCES**
to

HENRY JOHN LARWIG 18132073 Technical Sergeant

*Whose wholehearted and sincere services contributed
to the successful prosecution of World War II against those
who sought to subjugate the civilized world.*

COL. E. A. LOHMAN, AIR CORPS

COMMANDING GENERAL, ARMY AIR FORCES

306th Bomb Group WWII England

Pilot Walter Keilt gave me Pamela Austin's address after he had visited her in England.

I wrote to her and asked her to tell me about Weary Bones, the B-17 my husband flew in his missions over Germany. The enclosed copy of her letter is enclosed. I am sorting through my husband, Henry Larwig's, military papers and found the letter. Thought it might be of some interest to someone or even for the museum. As of this date, only two of the original crew are still alive. Pilot, Walter Keilt died in February 2008. Co-pilot, Rene Fix and his wife live in NY State. I am in touch with them. Their son, Charles Fix, is retired from the military. His wife is Brig Gen Judy Fedder, still active duty and just left Tinker Field Base in Midwest City, OK. they visited us several times but have now been moved to another base. I continue to be interested in the 306th Echoes and read each issue. I thank all who are still active in keeping the 306th active by reports, meetings and the museum in England. I so wish I had gone on the trip when a group visited the museum several years ago. Now, neither one of us are able to travel that far. Keep up the good work. If you see or are in touch with Mr. Albert McMahan, tell him 'hello' from Oklahoma and the Larwigs.

Lillian Larwig 2133 nw 25th st. Okla. City, OK 73107

Email- lilarwig@swbell.net

**Keilt &
Fix**

Just a note to tell you that Smitty died. His daughter sent me a note last week and sent the small card that I have made a copy of, and sending it to you.

Smitty has been in bad health for some time. I talked to him at Christmas time and he said he was in really bad shape. His handwriting was very shaky too.

**His wife Pat: 29 Duffy St.
Stamford, CT 06902**

**Their daughter that wrote to me:
Pat Scalese
66 Falls Rd.
Bethany, CT 06524**

In case you want to be in touch with either of them.

We are doing OK. I am to have my left kidney removed on March 6th. Planning a quick recovery. Henry feeling fine, getting more sassy----he is still doing a lot of volunteer work, some telephone work and other small building jobs, like ramps for wheel chairs. Keeps him busy and he likes doing it. His hearing is very bad. He just went to a hearing clinic and got new hearing aids, and it helps some, but its like yelling at him to really have him hear and understand. One doctor told me that he had selective hearing. Meaning, if he didn't want to listen, he turned the hearing aids off. He really does that sometimes. But he's a good guy, hearing loss or not and I plan to keep him around for awhile.

**Let me hear from you soon.
Lil**



THIRD PRESBYTERIAN CHURCH

617 South 22nd Street
Birmingham, Ala. 35233

"I am the good shepherd: the good shepherd giveth his life for the sheep." John 10:11 is the basis for this stained glass window, "The Good Shepherd", created from a painting by the German artist Bernhard Plockhorst. Given by Dr. and Mrs. J.A. Bryan in memory of a daughter who died in infancy. Photograph by Wm. A. Wilson



POST CARD

Address

Graphic Photo Service, 401-3rd St. So. Birmingham, Ala. 35222

Hi,

5 kelby passed away
May 9th. He had suffered
quite a bit. He was
a diabetic which
had destroyed his
entire body. (all vital
organs). Christmas he
had the record of 5
strokes. Will try to
write more later. Love
Margaret Tamm

Mrs. Henry Larwig
2133 N.W. 25^{1/2}
Oklahoma City, Okla.
73107

162377