

A Personal Tribute to:
Scott A. Briley
384th Bomb Group Pilot
Silver Star Awardee
POW

A Copy Is Filed In The Vista, California Historical Society

By:
Ginny McAloon
(Briley's Sister-In-Law)

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"AS BRIEFED"

PART 11

A real hometown

World War 11 Hero

COVER: The Schweinfurt mission
where Lt Scott Briley was shot down
piloting a Mighty Fortress B17-13th June 1944

cannon 4300



B-17 "FLYING FORTRESS" BOMB SCHWEINFURT, GERMANY.

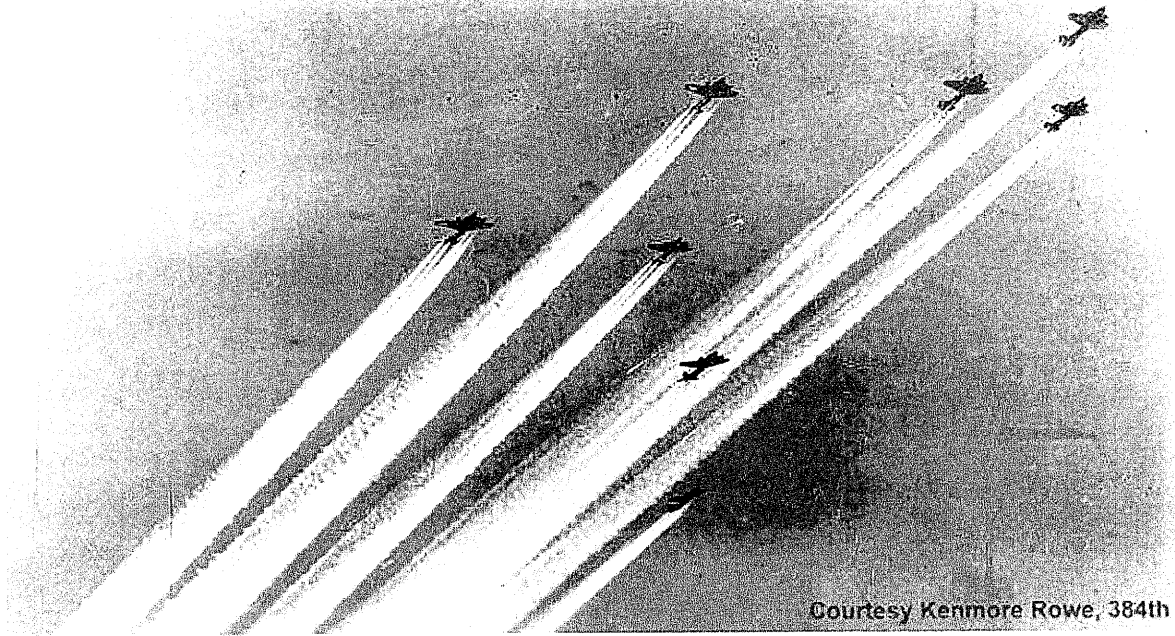
US AAF PHOTO 23514

Scott Briley June 2004

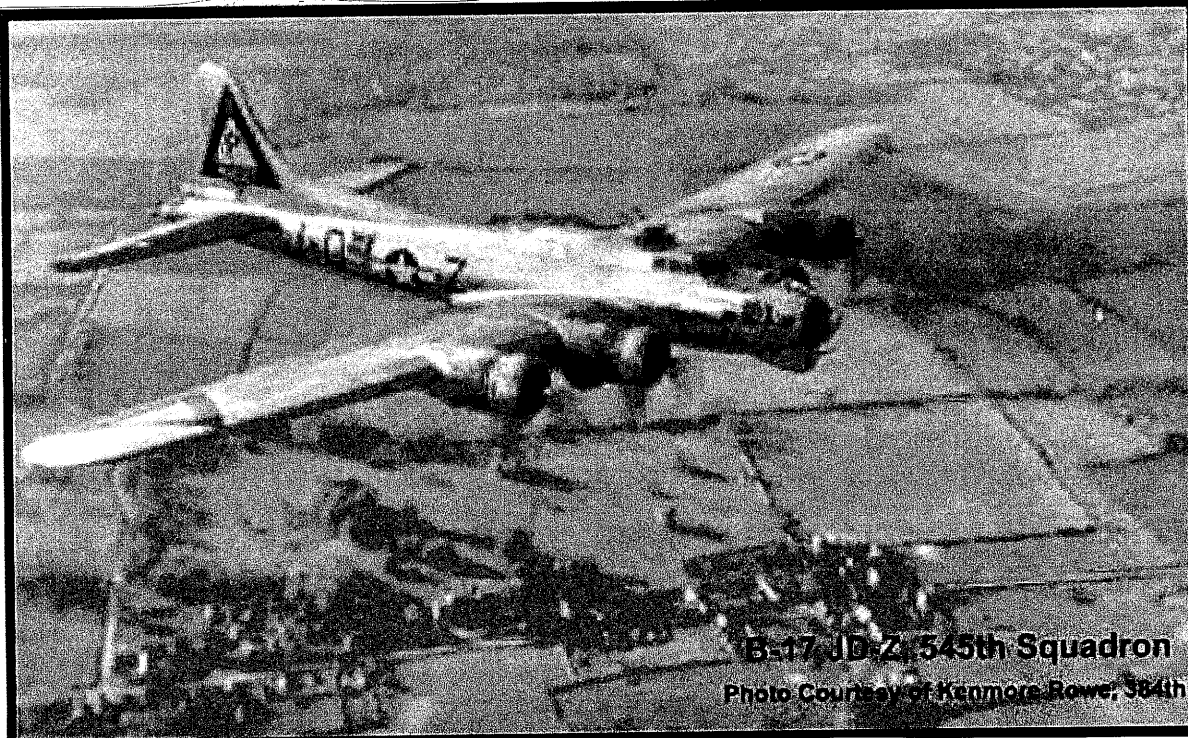


hp5650

Contrails



Courtesy Kenmore Rowe, 384th



B-17 JD-2, 545th Squadron
Photo Courtesy of Kenmore Rowe, 384th

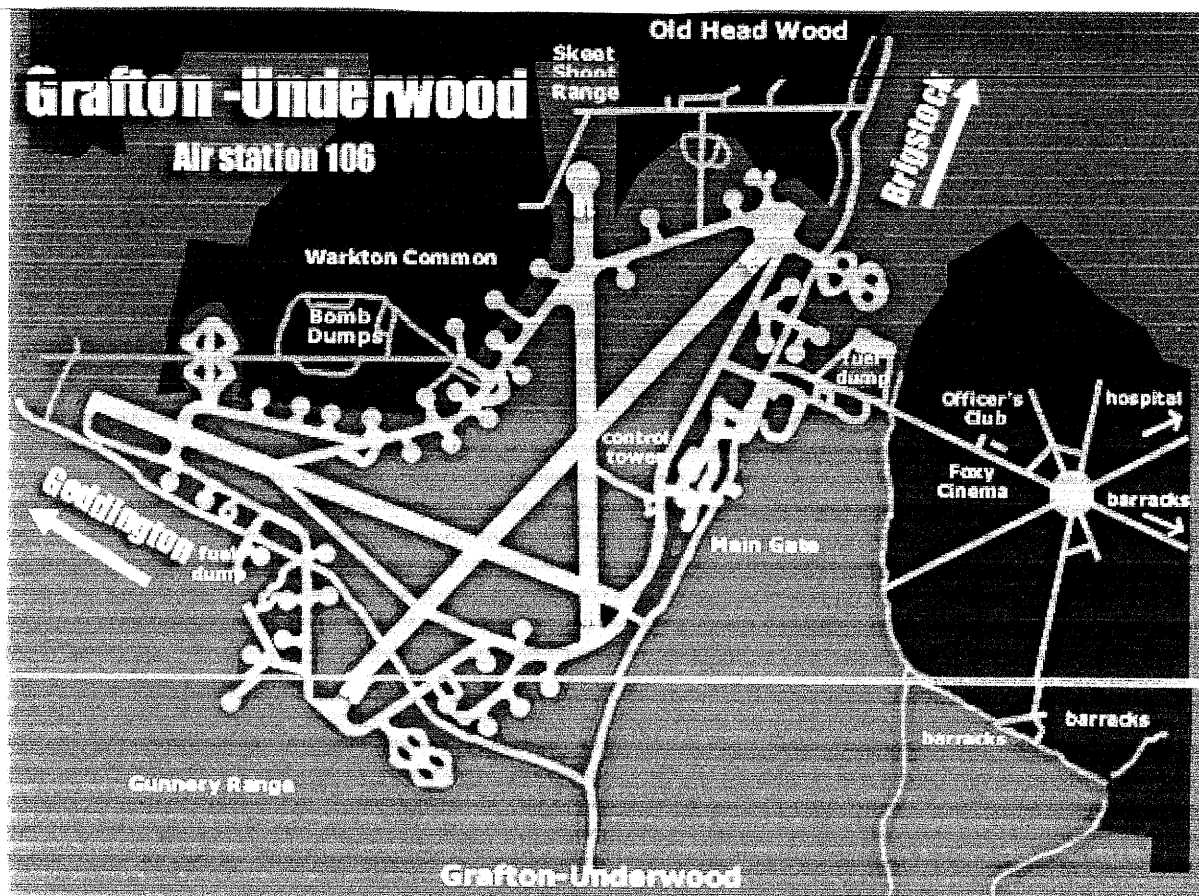
SCOTT ANDREW BRILEY
VISTA'S OWN WW2 HERO
6-22-1916-----1-19-2005

Scott was born June 22, 1916 at his parents home where the Vista Historical Society is today. His father Isaac, mother Dora, brother Isaac Jr. (Pinky) and sister Ivy later moved to Jefferson Street where Isaac senior had a blacksmith shop. He also worked for the Vista Irrigation District many years.

Scott attended Jefferson Elementary and he remembers Zell Bell, a strict teacher who taught in Vista many years. He graduated from Oceanside High School in 1934. He played baseball on the Vista team sponsored by Earl's Liquor, owned by Earl Messersmith who always had the team to his home after the games for free BEER!!

For lack of anything better to do, Scott and two friends enlisted in the Army at Escondido in 1940. They were promised they would stay together and were all sent in different directions. Scott sent to Camp Callan in La Jolla, Fort Angeles, Washington and Santa Anna, California where he transferred to the AIR CORPS to be a fighter pilot. 1941 Primary Flight Training at Tulare, Basic at Merced Air Force Base and Advanced training at Luke Field, Arizona where he received his WINGS- 1943-G AF. At Albuquerque New Mexico Bomber Base the Air Force decided Scott should fly the Mighty Fortresses with 10 crew members the B17. After

more training at Dalart, Texas he was off to new York by train. Sailed on the Queen Mary-now a troop ship -to England. His new home base: Grafton-Underwood..8th Air Force..384th Bombardment Group.squadron 545.



© 384TH Bomb Group.com
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On one of twenty seven missions, (three near fatal) The Luftwaffe surrounded and was on full attack to Scotts B17. The pilot, 21 years old, was shot and unconscious..fires were everywhere..Scott, 28, at the time and co pilot on this mission, took charge and put the plane in an 1100 foot dive..Five crewmen, thinking they were lost, bailed out. The pilot revived and Scott got the cockpit fires out and he took the plane to the clouds to evade more attacks and they limped back to the base. Scott and the pilot received silver stars for their heroism and saving a whole ship and crew. Documents attached about two other flights to hell.

When Scott was shot down with 8 other B17s April 13, 1945, he was over Schweinfurt, when he landed, in a tree, he was taken prisoner and taken to Stalag #1 on the Baltic Sea. All the Germans spoke English..many had lived in the United states, went to school here and one of the prison guards had a store in New York for many years. The internet is a vast source of knowledge, just punch in 384th Bombardment Group and Stalag 1 into Google Search..so much there. Since I have written in many guest books I have had several letters and some have heard of Scott. I found his cell mates at Stalag Luft #1 and trying to find them..many have passed on. The prisoners really did try to dig tunnels and some did escape but were caught. The officers were aloud to go swimming sometimes in the Baltic Sea if they signed a promise not to escape for that day.

They were liberated by the Russians...the long war was over..13 months in Stalag Luft #1 was MORE than plenty.

They were taken to France by truck to Camp Lucky Strike, where the French had charged the Americans to use their base to DEFEND THEM!

When Scott was in chow line one day GENERAL EISENHOWER asked Scott where his hat was and Scott told him he had just been released from a POW camp and had no hat. The general then took a private from the line and asked him if he was getting enough to eat and took him to the front of the line. The general didn't care too much for the fly boys.

They left France by ship to new york, a train to Long Beach and drove to a nice hotel at the Irvine Ranch until discharged

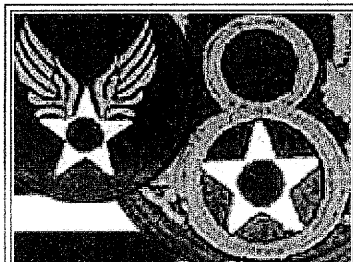
Scott and his wife, Peggy, now decased built a home on a hill in Vista, which Scott still owns. He and a friend started their own flying School at Engel Airport in Escondido. He served 33 years as General Sales Manager for Weseloh Chevrolet in Escondido. He raced his candy red Corvette in the SCCA meets from Florida 500 to Riverside, winning many trophies.

Well and happy, still an avid fisherman he enjoys driving, but no more planes or race cars.

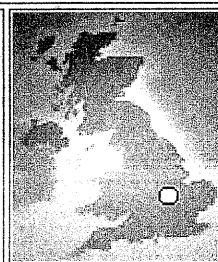
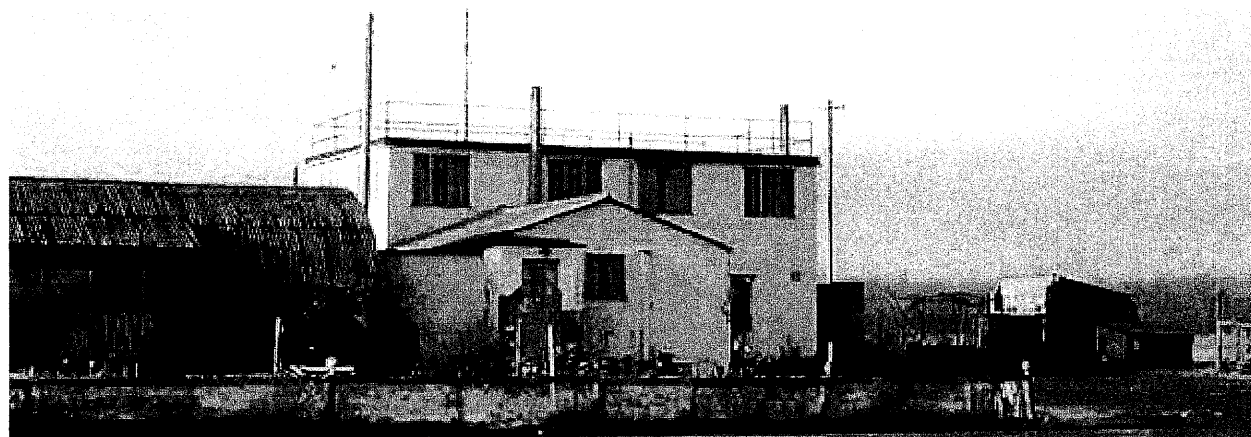
Written by
Virginia (Boots) Graham McAloon
Proud sister in law

GOD BLESS AMERICA

God bless ALL our valient service
men and women EVERYWHERE+++



Grafton Underwood


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1973 (© Steve Bond, Milton Keynes Aviation Society)

Grafton Underwood airfield

Airfield

Today:

Agriculture

Tower Type:

Watch Office with Operations Room, Type A. With control room & crew briefing room Nissen Hut. 15898/40, 7344/41, 13079/41 and 4170/43.

Tower:

Demolished

Other

Buildings:

Few



/41 to /42, 1653 Heavy Conversion Unit with Liberators.



The first Station in England to receive an Eighth Air Force flying unit. Also the first to launch a USAAF heavy bomber operation to Rouen 17 August 1942.

History:

12/5/42 to /6/42, 15th BS training with Douglas Boston bombers, moved to Molesworth.

7/42 to 9/42, 97th BG with B-17s, moved to Polebrook.

12/9/42 to /11/42, 305th BG commanded by Colonel Curtis LeMay, moved to Chelveston. Airfield then rebuilt and improved.

4/43 to 5/43, 96th BG with B-17s, moved to Andrews Field.

6/43 to 6/45, 384th BG with B-17s, flew (approximately) 320 missions before moving to France.



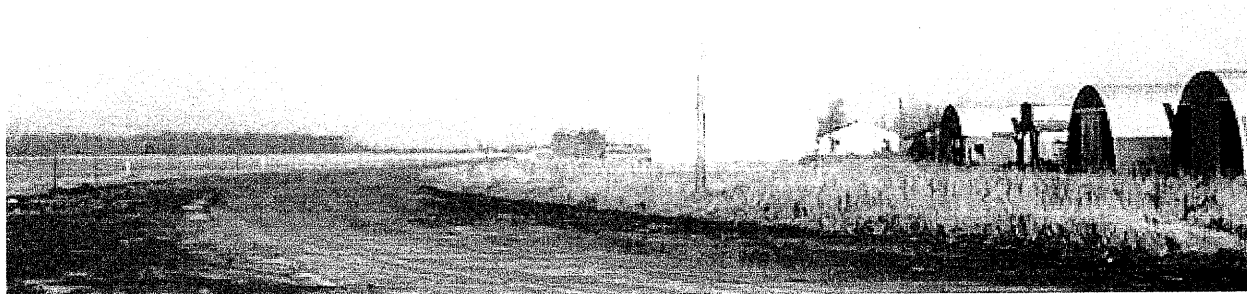
10/45 to , 236 MU for vehicle storage and sales. Airfield sold 1959.



RAF and 8th USAAF Station

Airfield: Operational Bomber
Opened: /1942
Closed: 1/2/1959
ID Code: GU
USAAF Station: 106
Runways: 3 tarmac and wood chips, extended in 1942
Hangars: 2 T2
County: Northamptonshire
Location: 4 miles NE of Kettering
OS Ref: SP923813
Links:

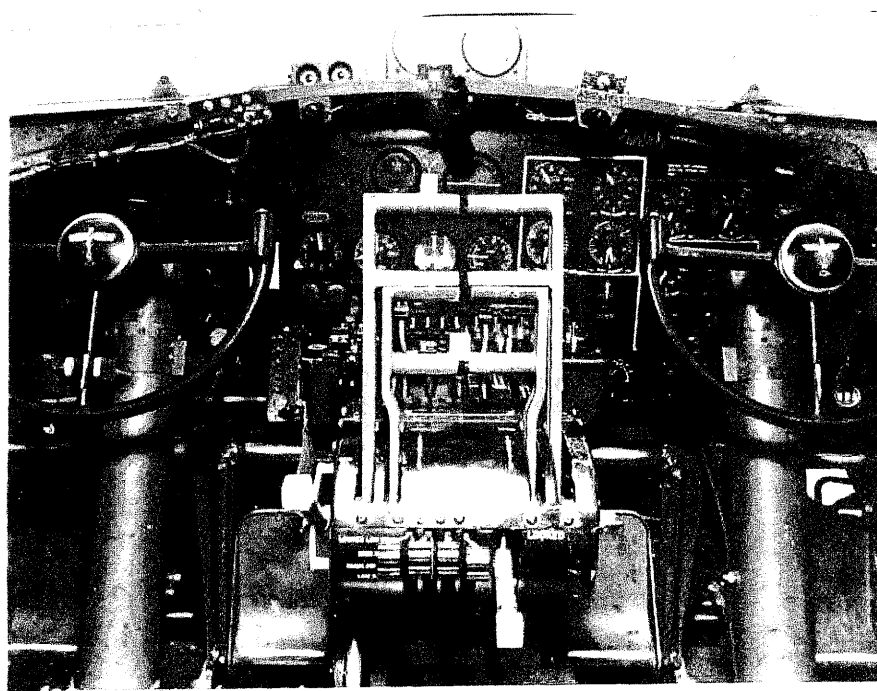
Photos January 1973, all © Steve Bond, Milton Keynes Aviation Society



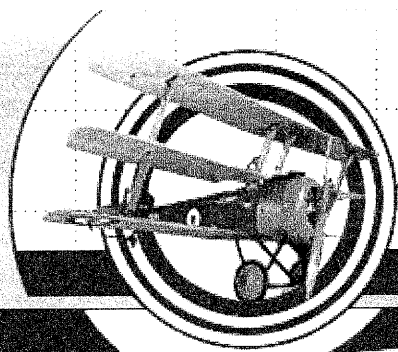
which offers a programme of visits to the site for the public to see the remains of the station.



Courtesy Bob Cappell



SCOTT'S
SEAT



flight-history.com

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Boeing Aircraft Models

B-17 Flying Fortress	Model 215	Model 314 Clipper	P-26
B-29 Superfortress	Model 247	Model 40	Stearman Kaydet
Model 200 Monomail	Model 294 (XB-15)	Model 80	

... ○ ...

Boeing B-17 Flying Fortress

Country of Origin:	United States
Propulsion Type:	Piston
Wing Type:	Monoplane
Usage:	Heavy Bomber
Era:	WWII

Specification for B-17G Flying Fortress

Powerplant:	1,200 hp Wright R-1820-97 Cyclone turbocharged radial
Number of Powerplants:	4
Length:	74 ft 4 in (22.66 m)
Height:	19 ft 1 in (5.82 m)
Wing Span:	103 ft 9 in (31.62 m)
Wing Area:	1,420 ft ² (131.92 m ²)
Empty Weight:	36,135 lb (16,391 kg)
Max Takeoff Weight:	65,500 (29,710 kg)
Cruising Speed:	182 mph (293 km/h)
Maximum Speed:	287 mph (462) at 25,000 ft (7,620 m)
Service Ceiling:	35,800 ft (10,850 m)
Range - Distance:	2,000 mi (3,219 km) with 6,000 lb (2,722 kg) bombload
Crew:	2 pilots, bombardier, radio-operator, 5 gunners
Armament:	13 0.5-in (12.7mm) machine guns 17,600 lb (7,983) maximum bombload

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Formation Sheets for the Mission to Marienburg, Germany (04/09/44)

Page 1 of formation sheets for the April 9, 1944 mission to Marienburg, Germany. This page shows the position of the lead group in the formation.

Jackson was flying with the Clayton crew on this mission. Note the position of Clayton's B-17 in formation is circled. The Clayton crew flew B-17G-20-DL Ser. No. 42-37982 (SU+K) named "*The Tremblin' Gremlin*" for this mission.

One B-17 (B-17G-30-BO, Ser. No. 42-31740, BK+T) was lost on this mission. The pilot, 2nd Lt George Schock (see next sheet) and six of his crew were either KIA or MIA. The rest were captured.

LEAD GROUP: 11ST COMPOSITE COMBAT WING "B"GROUP FORMATIONFor 9 April 1944Combat Wing Leader: Colonel SMITHDeputy Wing Leader: Lt. WESTColonel SMITH
ALLISON

K-24

1364

Dirtrack-D

FOSTER

WEST

9888

1135

Dirtrack-B

Dirtrack-S

JORGENSEN

K-17

1495

K-20

Dirtrack-R

CLAYTON

KNAPP

7982

7136

Dirtrack-K

Dirtrack-J

PIORETTI

BOOSKA

8112

7072

Aslope-J

Flapjack-H

MILLER

BROWN

H. B. SMITH

LAVIN

7177

K-24

7124

K-24

7150

7277

Aslope-A

Aslope-M

Flapjack-F

Flapjack-K

BRILEY

OUTEN

K-21

2106

8158

Aslope-A

Flapjack-L

BARAD

HEFFLEY

KELLY

BENNETT

7758

K-20

7016

K-21

7201

8208

Aslope-W

Aslope-S

Flapjack-J

Flapjack--

have wounds tended to from gunfire. The radio operator had bailed out with wounds to the face from flying glass. The five man crew saved the aircraft and it got them home, much to the disbelief of those on the ground who saw it when it returned.

Lt. Fioretti and copilot, Lt. Briley would each be pilots of aircraft which would be shot down on 13 April 1944. Both would become POW's. Sgt. Stuhl would be killed on that day while still a part of Fioretti's crew.

3 FEBRUARY 1944 MISSION # 57 WILHELMSHAFEN, GERMANY

An uneventful mission as far as fighters were concerned. Cloud cover kept the fighters away, even though the escort was excellent. Bombs were 500 pound delayed action fused. Tragedy can strike anyone at any time, and today it was aboard the B-17 of Lt. Joseph Herbert, pilot of "Wabbit Twacks." Somehow, the ball turret gunners hatch popped opened while in flight and T/Sgt. Donald I. Collins fell to his death. Ball turret gunners hang their parachutes up in the fuselage as room doesn't permit wearing them in the ball. Sgt. Collins remains a missing person as his remains were never found.

4 FEBRUARY 1944 MISSION # 58 FRANKFURT, GERMANY

Another day without loss of aircraft. No fighters were seen but there was flak. Lt. Donald Ackerson, navigator on the Maurice Booska crew was obviously not pleased with the route taken to and from the target. He wrote the following in his diary; "Another long hard one (7 hrs. 25 min.), never saw any enemy fighters though. But the formation was SNAFU and on the return some jerks led us right back through the Ruhr Valley with all its flak, were in the stuff 20 minutes, all of it intense too. No holes in the ship or casualties." The heavy flak and the cold temperatures and strong winds were the main topics of conversation at the debriefing.

5 FEBRUARY 1944 MISSION # 59 ORLEANS, FRANCE. BRICY AIRDROME

The target was the German bomber and training base 9 miles NW of Orleans. The crew received some kind words from Col Dale Smith for the navigation and bombing precision on the mission. The target was visible from five miles away, due to clear sky conditions. The bomb run was 12 minutes with a turn off the target giving the crews a good view of their work. Eight enemy aircraft were seen on the ground near a large hangar. The first bombs hit the center of the target and the remaining bombs added to the destruction. It is believed an ammo dump may have been hit judging by explosions and fires which shot through the smoke. No aircraft lost or damaged, and all crew members safely returned to base.

6 FEBRUARY 1944. MISSION # 60. NANCY, FRANCE. ESSEY AIRDROME

The weather to and from the target was good, but at the target it was overcast and no bombs were released. A 7 hour, 45 minute ride with no fighters and meager flak. All aircraft returned and everyone is safely back at the base.

© MEMORIES, KEN DECKER

P	2 nd Lt. Horace F. Writz	POW
CP	2 nd Lt. Russell L. Harman	KIA
N	2 nd Lt. Robert S. Gorman	KIA
B	2 nd Lt. Paul M. Beeler	POW
TT	T/Sgt. Warren D. Gribbons	POW
R	T/Sgt. Frank G. Robertson, Jr.	KIA
BT	S/Sgt. Anthony J. Hetzer	KIA
WG	S/Sgt. Zenen C. Mikolayk	KIA
WG	S/Sgt. Edward S. Gac	KIA
TG	S/Sgt. Edward J. Pazsit	KIA

formation until she bombed the target and then started down. Before going out of sight, three chutes were seen to open. The plane continued down as the formation limped ahead on its long and tough journey home.

42-5444 "We Dood It" JD-N

P	Lt. Burton R. Ross	KIA
CP	1 st Lt. Francis P. Nelson	POW
N	2 nd Lt. Arthur L. Canziani	KIA
B	Lt. James E. Seibel	KIA
TT	T/Sgt. Everett L. Bartholomew	POW
R	T/Sgt. Edward D. Davis	KIA
BT	S/Sgt. Robert E. Ralph	KIA
WG	T/Sgt. J. t. Bishop	KIA
WG	S/Sgt. Thomas J. Vezina	KIA
TG	S/Sgt. Robert A. Grimes	POW

42-37727 (No name) JD-Z

P	Lt. Comus R. Penney	POW
CP	Lt. Donald W. Fuber	KIA
N	2 nd Lt. Robert C. Huber	KIA
B	2 nd Lt. Harvey K. Pinger	POW
TT	S/Sgt. Alan H. Gregerson	KIA
R	S/Sgt. Roland W. Parsons	POW
BT	T/Sgt. Walter F. Hunt	POW
WG	S/Sgt. J. G. Koth	POW
WG	S/Sgt. Mercer C. Nickles, Jr.	POW
TG	Sgt. Charles R. McClure	POW

42-31415 "Ham On Rye" JD-?

P	Lt. Edward Fioretti	MC
CP	2 nd Lt. Scott A. Briley	MC
N	Lt. Samuel J. Merlo	MC
B	Lt. Leonard R. Griffith	MC
TT	T/Sgt. Walter E. Stuhl	NC
R	S/Sgt. Joseph H. Sylvia	POW
BT	S/Sgt. Horace D. House, Jr.	POW
WG	S/Sgt. Andrew (NMI) Wallo	POW
WG	S/Sgt. Clark B. Wolfe	POW
TG	Sgt. Huley N. Day	POW

pit and radio room. The chin turret was shot to pieces and the crew would soon learn the brakes were shot out. A fire had also started in the nose and it too was put out. The bombs had to be freed as they would not release and Lt. Fioretti had to

what appeared to be only a dozen mixed types of enemy fighters turned into what seemed like the entire German Air Force, in a matter of minutes. A fierce battle took place between the enemy fighters and the B-17's. This didn't start until the Group was at the IP, and hopefully would end over the target. First the "Geezil" fell from the bomb run and then the unnamed plane of Lt. Comus Penney. The bomb drop was achieved and forming up was hindered by heavy contrails making visibility for precision formation flying difficult. ~~Lt. Edward Fioretti's plane was on fire, along~~ with that of Lt. Burton Ross.

"Section 8" and "Big Stupe" were shot up badly but stayed with the formation. "We Dood It" was in bad shape but stayed in

The "Big Stupe" under command of 2nd Lt. James W. Hines, had been hit in the waist by at least one cannon shell. Both waist gunners, Sgt.'s Everett Woodard and Jerome F. Wilson were both wounded when the shell exploded. Less seriously wounded, Sgt. Woodard took over both waist guns, firing first one and then the other. He also applied first aid to Sgt. Wilson. The crew fought on and somehow completed their mission.

"Section 8" was flying wing to Big Stupe, making it an easy target which the fighters took advantage of. Sgt. Clarence H. Oien had his boots torn apart and one blown completely off by a 20 mm shell. He only received a bruise on one foot. The pilot, Lt. Archie Ashcraft noticed an Fw-190 at its wing tip, flying beside him and apparently surveying the many shell holes in the aircraft. The two men stared at each other for a few seconds and the fighter peeled off, apparently out of ammunition. Many guns on Section 8 were either out of commission, out of ammunition or unmanned due to wounded gunners. Fortunately they would survive this ordeal.

The crew of Lt. Penney fell from the formation before the target. It is not known what went on inside this aircraft, but the copilot, navigator and top turret gunner were the only three killed on the crew. This pattern of fatalities would indicate a fighter attack from 12 o'clock, but this is only a guess. The temporary burial of the three was in Belgium.

The last aircraft to be in serious trouble was "Ham On Rye", piloted by Lt. Edward Fioretti. Fires were blazing throughout the aircraft. The radio operator came forward to ask the top turret gunner / engineer, with a hand gesture pointing down, about bailing out. The reply was a nod of the head, thinking the radio operator was asking if the bombardier needed help. This was all it took for the five men in the rear of the plane to bail out. The other five of the crew were left to put out the fires and try to keep the aircraft in the air as long as possible.

With the fires out, a survey of the damage was done and found the tail section was full of holes, many control cables were severed, the instruments were a mess, shells had started the fires had shattered the gun sight and glass in the top turret, fire in the cock-

© MEMORIES, KEN DECKER

20 MARCH 1944. MISSION # 78. FRANKFURT, GERMANY.

Today was a mission which called back the entire Wing, including 20 planes of the 384th, from deep inside France while on the way to Frankfurt. Unusual weather conditions brought clouds up to 25,000 feet. The mission was credited as a sortie for those participating.

22 MARCH 1944. MISSION # 79. BERLIN, GERMANY.

Today the 384th sent a split Group into Germany. Twenty seven took off and were divided into 20 for the main group and 7 for a composite group. One from each group aborted. Bombing was through the cloud layers and results were unknown. Flak was moderate and not particularly troublesome. This did not turn out to be the case for the "Lazy Daisy," under the command of 2nd Lt. James G. Miller, II. Over the target, a burst of flak damaged the #2 engine, breaking an oil line. Lt. Miller couldn't feather the propeller, and the vibration of the wind milling prop forced him to slow down and leave the formation. It was 400 miles back to England and Lt. Miller took a vote among the crew as to bailing out of trying to get home. Everyone decided to try for England. What a time to be on a mission with no escorts.

The plane continued on and hooked onto another formation. Giving full power to the three good engines allowed them to stay in the new group for about 10 minutes but the vibration threatened to tear the plane apart. Again they fell behind with reduced speed helping to dampen the shaking of the aircraft. The dropped down to 12,000 feet and continued on their journey towards England, all the time hoping the plane would hold together. Finally ready to leave landfall, their final leg of the journey would be over water and away from enemy flak. Then one of those strange coincidences happened that changes everything. Over the Zuider Zee a flak shell blew the prop off the #2 engine and the vibrating stopped. The plane and crew flew on safely to England and landed safely.

23 MARCH 1944. MISSION #80. FREEHENHORST and AHLEN, GERMANY.

Today would split the Group into a 20 plane formation and an additional 6 would join up to form a Composite Group. The weather was terrible for the whole mission and the primary and secondary targets were socked in. The 20 plane formation went to a target of opportunity, the small town of Freekenhorst, and the bombing of the town was approximately 1 mile short of the target. The composite Group bombed factories successfully at Ahlen. This target was 5 miles east of Hamm. No fighters but some flak which was not a problem. No injuries no loss of aircraft.

24 MARCH 1944. MISSION # 81. FRANKFURT, GERMANY.

Off to Schweinfurt to find it was under 10/10 cloud cover. Frankfurt was chosen as an alternate target. The 384th sent 20 aircraft on this mission and PFF was used to successfully drop their bombs without interference from enemy aircraft. As usual there was flak which was moderate to heavy over Frankfurt. This became a problem for one aircraft in the Group. Lt. Scott Briley was flying "Miss Billie II" when one engine was damaged by flak. He made the trip back to England and found the US fighter base at Nuthampstead to use as his emergency field. As he was on his final approach to the runway, he saw a couple P-38's facing him from the other end. Forced to pull up abruptly, and making sure he didn't stall out, he was forced to crash-land in a field. Though he was still carrying his bomb load, there was no fire or explosion, and all the crew scrambled out and away from the aircraft. None were wounded seriously, but "Miss Billie II" was written off and salvaged.

26 MARCH 1944. MISSION # 82. LEGRISMENT, FRANCE.

This was a pretty routine mission which could have been called a "Milk Run" had it not been for heavy flak. This didn't prove a problem for any of the airmen and all aircraft returned safely to base. This would add to the work of the ground crews, patching small shrapnel holes in some of the aircraft. A short mission with no enemy fighter opposition.

27 MARCH 1944. MISSION # 83. TOURS, FRANCE.

Many weeks ago, a suggestion was made after a mission on a small target to split the available aircraft in a formation, rather than crowding them all into one target and risking a collision or stringing them out where enemy fighters could pick them off one at a time. This procedure put all aircraft over two targets, with each dropping half their bombs on each target,

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Missing Air Crew Reports - For Specific Date

65 Matching Records

MACR #	Date	A/C Type	Serial #	Group	Squadron
3742	4/13/1944	B-26	41-31968	322	
3752	4/13/1944	P-47	42-76074	78	82
3762	4/13/1944	P-38	42-104195	364	384
3765	4/13/1944	B-17	42-30233	95	412
3766	4/13/1944	B-17	42-31774	96	338
3767	4/13/1944	B-17	42-32073	96	339
3768	4/13/1944	B-17	42-37910	96	339
3769	4/13/1944	B-17	42-97480	96	337
3770	4/13/1944	B-17	42-97617	303	358
3771	4/13/1944	B-17	42-31866	385	550
3772	4/13/1944	B-17	42-38196	385	550
3773	4/13/1944	B-17	42-31138	388	560
3830	4/13/1944	B-24	41-29132	445	703
3832	4/13/1944	B-24	42-110048	445	702
3834	4/13/1944	B-24	41-28629	453	734
3863	4/13/1944	B-17	42-37827	351	508
3865	4/13/1944	B-17	42-31357	381	535
3866	4/13/1944	B-17	42-31048	384	545
3867	4/13/1944	B-17	42-31433	384	547
3868	4/13/1944	B-17	42-37816	384	545
3869	4/13/1944	B-17	42-38112	384	545
3870	4/13/1944	B-17	42-97124	384	545
3871	4/13/1944	B-17	42-97228	384	545
3872	4/13/1944	B-17	42-97231	384	547 <i>Scott</i>
3873	4/13/1944	B-17	42-97274	384	547
3874	4/13/1944	B-17	42-97233	384	545
3897	4/13/1944	P-47	42-75104	359	368
3911	4/13/1944	B-17	42-97346	2	20
3912	4/13/1944	B-24	42-64485	454	
3913	4/13/1944	B-17	42-31506	2	96
3914	4/13/1944	B-24	41-28811	454	
3915	4/13/1944	B-24	42-52248	454	
3916	4/13/1944	B-17	42-31837	2	20
3917	4/13/1944	B-17	42-32058	2	96
3938	4/13/1944	B-17	42-31508	401	613
3941	4/13/1944	B-17	42-97464	401	614
3946	4/13/1944	B-17	42-39821	390	570
3947	4/13/1944	B-17	42-39819	390	568
3948	4/13/1944	B-17	42-31691	390	571
3973	4/13/1944	B-24	42-52409	461	764

mission

	4/10/44	Brussels-Evert, Belgium	Airfield	0	0
85	4/11/44	Sorau, Germany	Aircraft Plant	Lt. J. Rich	42-31375
				Lt. M. Miller	42-31048
				Lt. C. Stearns	42-31433
				Lt. F. Heffley	42-37816
				Lt. E. Fioretti	42-38112
86	4/13/44	Schweinfurt, Germany	Ball-Bearing Plant	Lt. H. Swensen	42-97124
				Lt. G. Poole	42-97228
				Lt. V. Tollison	42-97231
				Lt. S. Briley	42-97233
				Lt. J. Lavin	42-97274
87	4/18/44	Oranenburg, Germany	Aircraft Plant	0	0

97178	B-17G-45-BO	Sweet Mama	545th	JD*N	MIA 7/19/44 mission to Hollriegelskreuth. Germany. Pilot-G. Heim
42-97188	B-17G-45-BO	none	544th	SU*A	MIA 6/14/44 mission to Coudmmiers. France. Pilot-R. Summerville
42-97201	B-17G-45-BO	Jamaica Mary	547th	SO*J	salvaged 7/24/44
42-97204	B-17G-45-BO	Skylark	547th	SO*K	MIA 8/25/44 mission to Anklam. Germany. Pilot- Harry Rainey
42-97221	B-17G-45-BO	none	547th	SO*?	MIA 4/24/44 mission to Oberphaffenhofen. Germany. Pilot- LT Brouillard
42-97228	B-17G-45-BO	GI Jive	545th	JD*G	MIA 4/13/44 mission to Schweinfurt. Germany. Pilot-G. Poole
42-97231	B-17G-45-BO	none	547th	SO*D	MIA 4/13/44 mission to Schweinfurt. Germany. Pilot-V. Tollison
42-97233	B-17G-45-BO	none	545th	JD*K	MIA 4/13/44 mission to Schweinfurt. Germany. Pilot-S. Briley
42-97237	B-17G-45-BO	Royal Flush II	547th	SO	

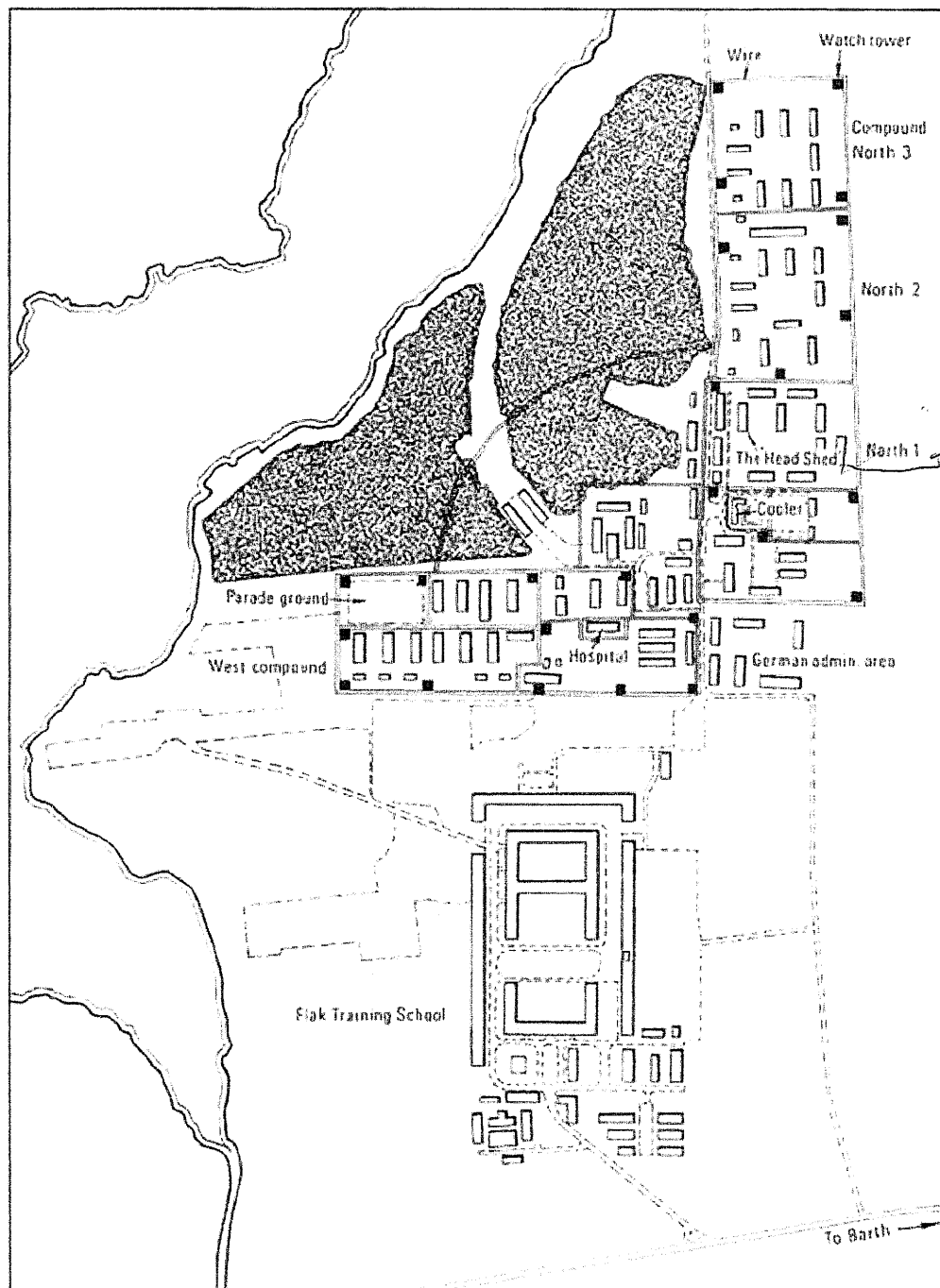
SILVER STAR. EVERETT D. WOODARD, 38200025, Staff Sergeant, Army Air Forces, United States Army. For gallantry in action, while serving as right waist gunner of a B-17 airplane on a bombing mission over Germany, 30 January 1944. Sergeant Woodard was severely wounded and the left waist gunner wounded to such an extent that he was unable to remain at his gun, when a cannon shell exploded in the waist of the plane. With complete disregard for his wounds, Sergeant Woodard manned both of the waist guns, firing first one and then the other and succeeded in destroying one enemy aircraft, probably destroying another and in warding off numerous vicious attacks. During a lull in the fighting, he administered first-aid to his wounded comrade. The gallantry, exceptional skill and devotion to duty displayed by Sergeant Woodard served as an inspiration to the entire crew. His actions on this occasion reflect highest credit upon himself and the Armed Forces of the United States. Entered military service from Texas.

SILVER STAR. EDWARD A. FIORETTI, 0-802552, First Lieutenant, Army Air Forces, United States Army. For gallantry in action, while serving as pilot of a B-17 airplane on a bombing mission over Germany, 30 January 1944. During a savage attack by enemy fighters, Lieutenant Fioretti was wounded and rendered unconscious and his aircraft heavily damaged. One engine was hit and set ablaze, three fires started inside the plane, most of the control cables severed and other serious damage inflicted. The blazing aircraft went out of control and into a steep dive, losing 11,000 feet in altitude. Recovering from his stunned condition, Lieutenant Fioretti, despite his painful wounds, assisted by the co-pilot, returned the plane to level flight. Just as it seemed everything was about in order and the fires had been brought under control by the crew, enemy fighters again attacked, trying desperately to destroy the already crippled bomber. Putting their aircraft into a dive, Lieutenant Fioretti and the co-pilot, working as a perfect team, eluded the enemy by taking advantage of cloud cover, but five members of the crew, thinking the plane doomed, bailed out. Having accomplished this, they flew their aircraft back to England and made a landing without further injury to the crew. The gallantry, devotion to duty and skillful airmanship displayed by Lieutenant Fioretti were an inspiration to all flying with him. Entered military service from Pennsylvania.

SILVER STAR. SCOTT A. BRILEY, 0-751249, Second Lieutenant, Army Air Forces, United States Army. For gallantry in action, while flying as co-pilot of a B-17 airplane on a bombing mission over Germany, 30 January 1944. Enemy fighters made a savage attack on his aircraft, wounding the pilot and rendering him unconscious, starting three separate fires in the plane, damaging most of the control cables and setting one engine ablaze. Though the blazing aircraft went out of control and into a steep dive, losing 11,000 feet of altitude, Lieutenant Briley tenaciously clung to the controls and assisted by the pilot, who regained consciousness, returned the plane to level flight. Lieutenant Briley then aided in putting out a fire in the cockpit and directed the crew in extinguishing the other fires. Just as it seemed everything was in order, enemy fighters again attacked, trying desperately to destroy the already crippled bomber. By putting their plane into a dive, the enemy was eluded by taking advantage of cloud cover but five members of the crew, thinking the plane doomed, bailed out. Working as a perfect team Lieutenant Briley and the pilot flew their aircraft back to England and accomplished a landing without further injury to the crew. The gallantry, determination and exceptional flying skill displayed by Lieutenant Briley inspired his fellow crewmen and materially aided in their safe return to England. Entered military service from California.

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Annotated plan of Stalag Luft I as of January 1945.



Volume III, Number 14

Staging, Part I

June 6, 1944

INVASION!

YANKS-BRITISH LAND IN EUROPE!!!

THE INVASION OF EUROPE HAS BEGUN. Since dawn this morning, Allied shock-troops have been landing on a 50-mile front between Cherbourg and Le Havre on the north coast of France. The greatest military operation in history — the bid to free Europe from Nazism — has at last been struck.



B-U-I-L-B-T-I-N-G

German Radio, late this afternoon, reported a major naval battle off the coast of Belgium.

Nazi Communique of June 5: "Despite German offer to exclude Rome from the battle area, American armored formations penetrated to the center of the city in the morning of June 4. Bitter street fighting continued until the evening."

Nazi Communique of June 6: "American armored forces were repulsed at Tivoli, fourteen miles north-east of Rome."

North Compound, evening June 6: Our grand-father guardsmen packed their equipment and drove off in trucks.

A terse statement from the Nazi High Command, at 1pm today, announced:

"The long-expected and long-prepared invasion of the north coast of France started about midnight, after a heavy air bombardment of the coastal defenses."

"Air-borne troops landed at several places between Le Havre and Caen, followed by landing craft, supported by light and heavy naval gun-teams."

"Our defenses were not surprised. There was bitter fighting in the sectors attacked."

"The air-borne troops were engaged before landing. The paratroops were, for the most part, captured or killed."

"In spite of the fire from enemy naval units, our Channel defenses kept up their fire on the landing craft."

"The action is now in full progress."

All day yesterday, U.S. bomber and fighter formations tore at the French coast. London reported that 500 Fortresses and Liberators blasted Boulogne and Calais during the morning.

At noon, very great forces of U.S. and British medium bombers hit specialized objectives all along the coast.

During the afternoon, continuous fighter sweeps were maintained all over the north of France, on dive-bombing and strafing missions.

Last night, in immediate prelude to the landings, R.A.F. Bomber Command struck with all its weight at the coast defenses.

Before dawn, U.S. and British paratroopers, gliders and air-borne forces were dropped behind the German coastal defenses.

(continued back page)

Underground POW camp news paper.it was never discovered..

defenses.

Simultaneously, Rangers and Commandos waded ashore at several points between Cherbourg and le Havre.

Over their heads roared the drum-fire shelling from scores of Allied warships. Ahead of them, dive-bombers, attack-bombers and fighters scourged the Normandy beaches.

Close behind them came the shock-divisions of U.S., Canadian and British amphibious forces.

British troops were returning to France almost four years to a day of their expulsion from those same shores. American soldiers were fulfilling their President's promise to the enslaved peoples of Europe.

Allied supporting forces are now flooding beaches and Channel from south-England embarkation ports in invasion ships of every type. The German communiqué admitted that defensive shore-fire was not able to halt the reinforcement.

Most motorized divisions are driving toward the beach-head from their garrison and assembly areas at Lille, Abbeville and Paris. It is yet unknown if French patriot forces have gone into action.

Details of the actual landing, the effectiveness of German defenses, or the scale of the operation are yet to hand.

It is not yet clear if the present invasion is the intended concentration point of the Second front.

New bulletins over the German radio this afternoon declared that very heavy casualties had been inflicted on the first waves of the attackers. Many gliders and transport planes were claimed shot down.

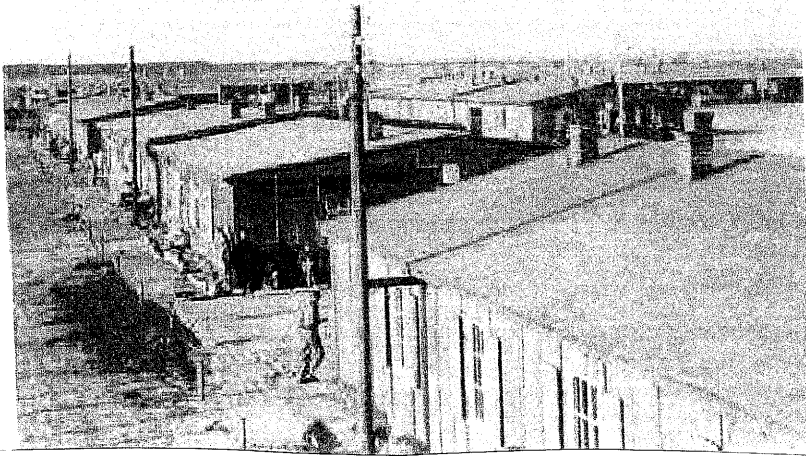
Allied air support is expected to surpass by far the maximum effort provided in Italy to our Fifteenth Army Group. Eighth Air Force bomber Command is now able to put up more than 2,000 heavy bombers in a single attack.

Ninth Air Force is able to maintain 1,500 sorties daily. Ninth Air Force medium bomber and fighter strength is reliably estimated at 1,000 sorties daily.

Britain's R.A.F. will contribute 1,500 heavy bombers, with an average bomb-load of seven tons each, for night pulverization of German rear-areas. A thousand R.A.F. fighters have been readied for their share of the air support. An additional 500 medium bomber sorties can be provided by the R.A.F. tactical Air Force.



Daily roll call at Stalag Luft #1



Home for the POWs..Stalag Luft #1

Scott was awarded many ribbons and medals including the air medal with three clusters, the purple heart, prisoners of war medal, and the silver star which he just received 09-17-2004. Congressman Duke Cunningham ordered it for him...after I told him Scott never received it nor did he ask for it sixty years ago. Scott never told his wife, friends or anyone of his heroism or awards during that difficult period for the USA. Thank you Scott and all our brave veterans..Ginny

Monday, September 20, 2004

FINALLY..the book is done..I had no one to proof read or help me as my friend is gone but I TRIED. Going to Kinkos now to have it bound..another big job to make copies and put it together!! This is to honor Scott and all the brave men and women who made and KEEP OUR COUNTRY FREE! GINNY