

306 BG (H) Supplemental Information / Correction and Explanations

This document adds in additional photos, crew identification, and history that is not included in the original publication.

It is sourced from various people who have sent in the photos and other information.

Gibson Crew

I was Charles Gibson's copilot. Our crew flew a new B17 from Kearney Nebraska to Iceland. Shortly after Gibson came down with a Virus and was grounded. After indoctrination of 5 missions I was made 1st pilot and for 30 missions had various crew members. In fact Charles Gibson flew as my copilot on his 1st mission. I can give you the names of a good many of them. You can see why I don't have a crew photo. As I never had training with a crew I had many close calls. I have my own web page with many photos including The Glenn Miller Mystery. The Rhuland Mission in which we lost 10 planes and the origin of the Joystick or correctly Joyce stick.

I see the name of Wendell Larson, 423rd, he was our navigator in our original crew. The copilot in the photo is not me but James Seymour.

More information and photos at his web site: <http://www.stargeezer.net/b17new/Dadshome.htm>

Regards,

Howard

Ethan Allen Crew

Some of Russell Strong's information is wrong. You show an Aircraft Commander named Ethan Allen with no crew photo. I sent a crew photo to Strong years ago. I would like to see the record of names of corrected. The name of the Bombardier was not Donald Casey.... His name was Donald Newell Carey. His rank was 1st Lt. He was from Marblehead, MA and a recipient of the DFC. The name of the Top - Turret gunner / Flight Engineer was not Robert T. Hill.... It was Rupert T. Hill. He was a T/Sgt. from Bellville, OH and like Carey was a recipient of the DFC. The aircraft commander, Ethan Allen was from South Burlington, Vermont and a namesake of his direct relative of his Great - Great - Great Grandfather and U.S. Revolutionary War Hero of the same name. The crew consisted of only 9 men. The waist gunner Charles Armuth, handled both waist guns. The Ethan Allen crew flew all their 35 missions between May of 1944 and August of 1944. All crew members except T/Sgt. Robert F. Behnke survived the war. Behnke, who had fallen behind due to illness, attempted to make up his missions.... Unfortunately, he flew as a replacement R.O with the Eldon Ralstin Crew. On that mission, their B-17G was hit by flak and went down. KIA were Eldon Ralston (P) and Robert Behnke (RO). After the war, Behnke was returned to the U.S. and is buried in the National Cemetery in his hometown of Syracuse, NY. Also wounded in action on the Allen crew was Co - Pilot Armstong. Wounded in the leg he received the Purple Heart. It is interesting to also note that both Allen and Carey were both wounded, but refused to be tapped by medics for the P.H. In his later life, Allen worked for a manager and lineman for Bell Telephone, Carey came back to Marblehead and worked in nearby Boston selling appliances, Rupert T. Hill went back to Ohio and like Navigator Wendell Leggett worked a US postal route. Charles Armuth, farmed as his father did, in Indiana, Armstrong recovered from his wounds and stayed in the A.F. and retired as a Col. with The Strategic Air Command. Little Stanley Falkowski, (B.T.) was from Chicago and returned there. I believe (after only speaking to him once) that he was an educator. Earl Fick (TG) was from Bay City, MI and still has family there. At this point, I believe that all have passed away from this crew. The last of which was the old man of the crew. Rupert T. Hill.

Sincerely,

Jeffrey D. Dance

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Crew of "Bioya" B-17

Waist Gunner Warren Goss S/Sgt. Engineer Wayne Warner S/Sgt. Radio Oper. Henry Stelmach S/Sgt. Tail Gunner Andrew Barrus Sgt. Ball Turret Howard Chatelain Sgt. Waist Gunner Leander Aurie Sgt.

Pilot Ross McCollum 2nd Lt. Co-Pilot Marcus Thomas 2nd Lt. Navigator Daniel Jones 2nd Lt. Bombardier Lloyd Crabtree 2nd Lt.

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