

# REMEMBERED



**BOMBARDIER**

**William Anderson Gregory  
2nd Lt. US Army Air Force  
April 22, 1924 - Sept. 13, 1944**

# WILLIAM ANDERSON GREGORY

## PREFACE

My childhood memories of the war years of the 1940's came back fresh that cold day in January 2003, standing there in the Evergreen Cemetery in Chester, SC. William's older brother George had passed away and we had driven down from Maryland for the funeral. At the grave site I noticed William's grave marker and the notation; 8<sup>th</sup> Air Force, 306<sup>th</sup> BG, 369<sup>th</sup> BS. I never really knew William when I was growing up and heard very little about him. During those years after The War the family did not talk about William. All that was heard was that William died in the war. I believe this silence was due to the great pain of the loss and its emotional impact on our entire family. What a great loss indeed, and until now, no one knew what happened. That had to be changed.

My search began in March and the first real find came when I discovered the web site for the 306<sup>th</sup> Bombardment Group Reunion Association. This find opened the door leading to many contacts and procedures/processes that would over time provide the information details summarized here.

I have tried to gather as much information as possible about William's military years starting with his freshman year at Clemson in the ROTC program. I have talked with William's Pilot living in Colorado, and a Bombardier School classmate living in Wisconsin. Each spoke of their relationship with William and provided many details of the period. I have contacted others who did not know William but served at the same time. Some eighteen sources, individuals and organizations, have contributed. My search has provided many details in addition to William's accomplishments recorded here. I have tried to document William's role as part of our country's *Greatest Generation*. I want the family to know what William did. He deserves to be remembered.

James (Jim) S. Gregory  
Laurel, Maryland

# WILLIAM ANDERSON GREGORY

## INTRODUCTION

William Anderson Gregory was born in Chester, SC on April 22, 1924, the second son of George Tillman Gregory, Sr. and Inez Anderson Gregory. When William was in College at Clemson his brother, George Jr., a few years older, had finished school and was a practicing attorney in Chester. As a freshman in 1941, William was a member of the ROTC program when the tragic events of December 7<sup>th</sup> occurred. Living in the daily military environment on campus, that horrible event must have had a really significant emotional impact on him. He shared all this with a new found friend and classmate, Jesse E. (Gene) Gregory, from Colquitt, GA. They would share many significant events and decisions over the next two and a half years. Their lives would be linked very closely as they followed their decisions to serve their country. Early in his second year at Clemson, William was promoted to Corporal, a position of promise in that program. Sometime during the next few months as the War in Europe continued to build and reports abound of the many battles, William and Gene would heed the call to duty and join in with their support. Gene was a few months under age to enlist and needed his parents signed approval. His father reluctantly agreed since Gene would have joined anyway and wanted to join with his friend, William. In February 1943 they would travel to Miami Beach, Florida and enlist in the US Army Air Force Aviation Cadet Program. This beginning, along with his travels, training, and combat service are detailed here to help understand the determination these young men had and the importance their friendship must have been for them in dealing with the trials of the fast pace and taxing program they would experience. Both would indeed provide the full measure and serve their country in combat, giving their all. I am extremely proud that I had this opportunity to get to know this much about William and understand a little of what he did for himself, his family, and his country.

Jim Gregory  
Laurel, Maryland

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ATTACHMENTS

## **WILLIAM ANDERSON GREGORY – REMEMBERED**

### **September 1941 – February 1943: Clemson College, Clemson, SC**

William enrolled as a freshman for the fall semester with the study major of architecture. He was also in the ROTC program. In his sophomore year in ROTC William was promoted to Corporal in Company D-2. He changed his major to textile engineering. As a freshman he met a classmate from Colquitt Georgia by the name of Gene Gregory. This friendship would endure and become a source of encouragement for them both. (Attachments 1 & 2)

### **February 26, 1943: Enlistment!**

William and Gene traveled to Miami Beach, FL and enlisted in the USAAF Aviation Cadet Program. The record shows his enlistment was for:

*“The duration of the war or other emergency, plus six months, subject to the discretion of the President or otherwise according to law”.*

The war had now been going on for over a year and there were many daily reports of how serious combat situations were. This was obviously a commitment William took very seriously. Traveling from Clemson, SC (where he was in school at the start of the second semester) to Miami Beach, FL was no short trip. It was a *journey*, likely by bus, which maybe took over night or a full day, providing plenty of time to reconsider. Jesse was a couple of months under age at the time and needed parental approval. They traveled together and enlisted together, receiving adjacent service numbers. They would continue to share in their military experiences as their training and preparations progressed.

(Attachment 3)

### **March 26, 1943 – May 29, 1943: The Cadet Program**

Erskine College in Due West, SC contracted with the USAAF to offer a special program for Aviation Cadets, focusing primarily on science training. William and Gene would be in a campus military environment for about 8 weeks with focused study and military drills. Courses included Physics, Math, Geography, and English. This was a time of serious preparation prior to the AAF Sta-Nine testing to identify specialty skill areas and thus for specific acceptance into the commissioned officer training program. Their training here would help firm the technical skill base needed. School records from Erskine

show they both did very well. It must have been good for them to be there together, able to share in the daily drill. No more relaxed college campus life. During this period they were thoroughly tested both physically and mentally to determine if they were suited to continue in the Aviation Cadet Program. Washout was always dependant on the next phase of test. Their motivation must have been very high to prosper so well in this new concentrated study.

(Attachment 4)

### **May 1943 – July 1943: Basic Training**

The six weeks of basic training were very much like that for the normal enlisted program. Military orientation, drills, rules of conduct, shots, and physical fitness development were all part of the preparation for the strenuous training program ahead.

Erv Keepman, a classmate at Bombardier School, believes William was at The Army Air Force Technical Training Command (AAFTTC) at Miami Beach, FL. Although this is not confirmed, it is a good possibility because so many were trained there, and William did enlist at Miami Beach. Note the following taken from a 2002 AAFTTC Miami Beach veterans' reunion report.

*From 1942 to 1945, Miami Beach played a significant role in World War II. Nearly 500,000 men, including matinee idol Clark Gable, took over 300 hotels and buildings for housing and training headquarters under the Army Air Force's Technical Training Command. By the time the war ended, one-fourth of all Army Air Force officers and one-fifth of the Air Corps' enlisted men had been trained in "the most beautiful boot camp in America"--Miami Beach.*

(Attachment 5)

## **July – September 1943: Pre Flight School**

In Santa Ana, CA training would continue for 10 weeks, focusing on advancing in specific areas. William and Gene still are sharing the experience, now as Aviation Cadets. They would now focus on developing more specialized skills in mathematics (28 hrs), Morse code (48 hrs), map and chart reading (24 hrs), aircraft recognition (30 hrs), naval recognition (12 hrs), principles of flight (12 hrs), aero-physics (20 hrs), altitude equipment (9 hrs), and the daily military parade field drills, for developing discipline and general officer training.

## **September – October 1943: Aerial Gunnery**

Many Cadets had no fire arms experience at all. As part of a future aviation team, the skills learned and practiced here at the Aerial Gunnery School in Las Vegas, NV, would be critical to survival in combat. Every B-17 crew member must be an expert gunner, even the officers. Here William learned weapons, ballistics, turret operations and maintenance, gun repairs, shooting from a moving base and from a turret. This training began with small arms (pistols, rifles, and shot guns) and then with machine guns. This is where William would make his first flights while learning to shoot at towed targets and at moving planes with a gun camera. This training lasted for six weeks. That's how important shooting skills would be for each team member to do their part and defend their aircraft.

## **October 1943 – March 1944: Bombardier School**

William's class at the Carlsbad Army Air Base Bombardier School was Number 44-4. It must have been kind of like graduate school, considering all the concentrated testing and training he had already received. This was an intense period, even more intense and focused than any other. There were 20 weeks of highly specialized work, very focused every day, seeking perfection. Even with all the physical, mental, and psychological testing already performed, the *wash out rate* was still significant. William spent 120 hours in the air, flying in the nose of a twin engine aircraft, making practice bomb runs against targets in the desert. There were another 718 hours of ground school, much of it in classroom lectures and more in the lab practicing with the Norden Bomb Sight (NBS) mounted on a wheeled platform and pulled over a target on the floor. Actual flight conditions of wind drift, altitude, aircraft speed, etc. were simulated to practice with the NBS under controlled conditions. Scoring results were measured, aptitude determined,

and for those who made the grade, the training continued. Class room work included navigation and bombing, interactive training in areas of code, meteorology, and air recognition, as well as many hours learning the operations and workings of the NBS. The students each took an oath to guard this instrument, to protect its secret design. They were even issued a side arm to shoot and destroy the instrument if necessary to prevent its compromise. They had to sign for the NBS for each flight and were closely monitored.

Oath:

*Mindful of the secret trust about to be placed in me by my Commander in Chief, the President of the United States, by whose direction I have been chosen for bombardier training...and mindful of the fact that I am to become guardian of one of my country's most priceless military assets, the American bombsight...I do here, in the presence of Almighty God, swear by the Bombardier's Code of Honor to keep inviolate the secret of any and all confidential information revealed to me, and further to uphold the honor and integrity of the Army Air Forces, if need be, with my life itself.*

Navigation training for bombardiers first began at Carlsbad with this class, 44-4. Along with the Aerial Gunnery training, William became a "Triple-Threat Bombardier", fully qualified in dead reckoning navigation, aerial gunnery, and as a bombardier. In addition to the responsibilities as the Bombardier, William was also the aircraft Gunnery Officer. Physical fitness was an ongoing practice. The time between and after classes was spent participating in sports and calisthenics.

(Attachment 6)

### **March 18, 1944: Commissioning**

Having successfully completed Bombardier School training, William and Gene receive their Silver Bombardier Wings and are commissioned as 2<sup>nd</sup> Lieutenants in the USAAF. This was a great occasion indeed. However, there were only a few hours to celebrate. The press of the War in Europe and the Pacific presented a huge demand for the new Triple Threat Bombardiers. Immediately upon commissioning, they received orders to report for crew training. They would become part of a team that would learn to fight together, even for survival. For the first time now in this arduous program, William and Gene would not be together. They would become the Bombardier and Gunnery Officer for their own team.

(Attachment 7)



## **March – June 1944: Flight Crew Training**

William arrived in Sioux City, IA and was assigned as Bombardier with the flight crew of 1<sup>st</sup> Lt. Clayton A. Nattier. Ten highly trained airmen, four officers and 6 enlisted men, met here for the first time and would spend the next 3 months together becoming a polished combat team. Each member of this new combat crew, already highly skilled in their own specialty areas, would now learn to work as a team, and become interactively familiar with the aircraft equipment and procedures. Many long missions were flown in formation, approximating battle zone conditions. These practice missions were flown both day and night, stressing the team to build confidence and prepare them for combat. Learning to live, work, and fight as a highly effective team was paramount. On the job, social distinction between the officers and enlisted men was minimal, just the necessary chain of command. They were a fighting team. (Attachment 8) Clayton Nattier provided the picture of Copilot Johnson and William. (Attachment 9)

Pilot	Clayton NATTIER
Copilot	Gerald JOHNSON
Navigator	Bernard WEINSTEIN
Bombardier	William (Willie) GREGORY
Engineer	Gene BLASKOSKI
Radio Operator	Edwin BLOCK
Ball Turret Gunner	Cecil RICHARDSON
Waist Gunner	Max KIMMEL
Waist Gunner	Ernest LUSSIER*
Tail Gunner	Richard EDWARDS

\*All crews would later be reduced to nine members. Lussier was removed.

## **June 1944: New B-17 Check-out**

Having completed air crew training, the team was ordered to Kearney, NE to pick up a new B-17 for their trip overseas. This would be their first opportunity to function solo as a team. They performed complete operational check-out of the new aircraft, exercising all its systems, verifying that it was indeed ready for delivery overseas to the combat zone. They would develop and plan their trip to the UK and under orders deliver the aircraft for in theater assignment. The crew would plan and plot their trip, allowing for all in-route flight requirements, refueling stops, and any necessary lay over.

### **July 3, 4 & 5, 1944: Flight To The UK**

With the new B-17 all checked out and loaded they departed for the UK. The trip took them from Kearney, NE to Mansfield, NH; then on to Goose Bay, Labrador; and then on to Iceland where they spent the 4<sup>th</sup> of July 1944. On July 5<sup>th</sup> they arrived in Wales in the UK. There the airplane, along with the load of new replacement spare parts was delivered for distribution as combat spares. (Attachment 10)

### **July 20, 1944: Arrival On Station**

The crew was processed in Theater and assigned to the 306<sup>th</sup> Heavy Bombardment Group at the USAAF Station 111, Thurleigh, England, about 65 miles north of London. Traveling from Wales by train they arrived on July 20<sup>th</sup> and were soon further assigned to the 369<sup>th</sup> Bomb Squadron on base. The 306<sup>th</sup> BG had four Squadrons on base, the 367<sup>th</sup>, the 368<sup>th</sup>, the 369<sup>th</sup>, and the 423<sup>rd</sup>. (Attachments 11, 12, 13, & 14)

### **August 6, 1944 – September 13, 1944: Combat Missions**

From Station 111, Thurleigh, England, William would fly all his combat missions. This was his new home and place to rest between flights. There was one occasion that the crew was able to go on leave. Clayton Nattier only remembered this one opportunity when they spent a few days in London. This is the only break for personal relaxation from the rigorous training routine since basic training, months earlier. Combat missions began for this team on August 6, 1944. Clayton had already completed the two combat missions (as copilot with a combat experienced crew) that were required for new pilots before he could lead his own crew into combat. The mission history of his crew as provided by Clayton, letter of January 6, 2004, and is as follows:

1. August 6<sup>th</sup> Brandenburg Germany
2. August 7<sup>th</sup> Montbartier/st. Loubes France
3. August 9<sup>th</sup> Ulm Germany
4. August 12<sup>th</sup> Chamont France (Airdrome)
5. August 15<sup>th</sup> Frankfurt Germany
6. August 16<sup>th</sup> Bohlen Germany
7. August 24<sup>th</sup> Mersburg Germany
8. August 26<sup>th</sup> Gelsenkirchen (synthetic oil refinery in Ruhr Valley)

- |     |                            |  |
|-----|----------------------------|--|
| 9.  | August 27 <sup>th</sup>    | Wilhelmshaven Germany                              |
| 10. | September 3 <sup>rd</sup>  | Ludwigshafen Germany                               |
| 11. | September 5 <sup>th</sup>  | Ludwigshafen Germany                               |
| 12. | September 8 <sup>th</sup>  | Ludwigshafen Germany                               |
| 13. | September 10 <sup>th</sup> | Stuttgart Germany (Hirth Motoren Works)            |
| 14. | September 13 <sup>th</sup> | Mersburg Germany (synthetic oil refinery<br>Leuna) |

### **September 13, 1944: The Last Mission**

The B-17 assigned to the Nattier crew was number 43-38296, named "Heavenly Body" by the crew. As the Heavenly Body was taxied out that pre-dawn morning on 13 September 1944, the hydraulics to the wheel brakes failed. The aircraft were lined up on the taxi strip moving slowly forward as their turn approached for take off. Unable to stop the forward motion they collided with the aircraft in front of them (Attachment 15). Returning to the ramp, as a "mission ready crew", they were put into aircraft number 42-31726, the "Duration Plus", borrowed from their sister squadron, the 367<sup>th</sup> (Attachment 16). All their previous missions had been flown in the "Heavenly Body". This was the 230<sup>th</sup> mission flown for the 306<sup>th</sup> Bomb Group and the 14<sup>th</sup> combat mission for William. One hundred and forty one B-17's were dispatched to hit the heavily defended oil refineries at Mersburg in southeast Germany (Attachment 17). They were escorted by fighter support consisting of both P-47's and P-51's. Seven B-17's on this mission were lost.

As they approached the target area all crew members were at their battle stations, well prepared for the job. Clayton Nattier, William's pilot, related these events of that final mission. When they crossed the IP (initial point) for the bomb run, William was in the bombardier's position preparing his equipment and the aircraft for the run on target. At this point one of the four engines failed and the pilot had to feather the propeller, taking that engine out of service. Now with only three engines operating, they remained in formation and continued toward the target. Even with the crew on oxygen and flying at 29,500 feet, this was an acceptable mode and safe to continue for a successful mission. Minutes passed and as they flew over the target and released their bombs, the aircraft was hit near the copilot position by anti aircraft flack. A fire broke out in the copilot's area and a second engine failed. The crew attacked the fire but it would not be extinguished. It continued to burn as the aircraft turned with the formation for the return flight home. Now

with two engines lost and a fire growing, the pilot was unable to maintain formation. Loosing flight control and fearing for crew safety, he ordered the crew to bail out. When last seen by the pilot, William and the navigator were providing assistance to the copilot in the lower cabin area near the exit. The pilot got an OK sign from the navigator so he turned and bailed out through the bomb bay. Three crew members were lost, William, the navigator, and the copilot. The opinion is that the copilot was injured and while being attended to by William and the navigator, all were overcome and went down with the plane. The crash occurred at 12:32 PM at Ammendorf, near the town of Halle, Germany.

Clayton said it was many years later that he learned why they were not able to extinguish the cabin fire. The area near the copilot position damaged by the flack explosion is where the hydraulic and oxygen supply lines are routed. The conclusion is that both supply lines were ruptured and ignited by the explosion. Being oxygen fed, the burning hydraulic fluid was just too hot and was consuming all around it.

### **September 1946: Post War Recovery**

In September 1946 the US Army Quartermaster Corp (QC) located William's grave site in the town of Halle, Prov. Halle-Mersburg, Germany. The site and remains were identified using local German cemetery records of the crash site remains and the items recovered from the grave. Reports are that the German burial records of war casualties are quiet reliable. The German reports I obtained contain these details.

### **Relocation:**

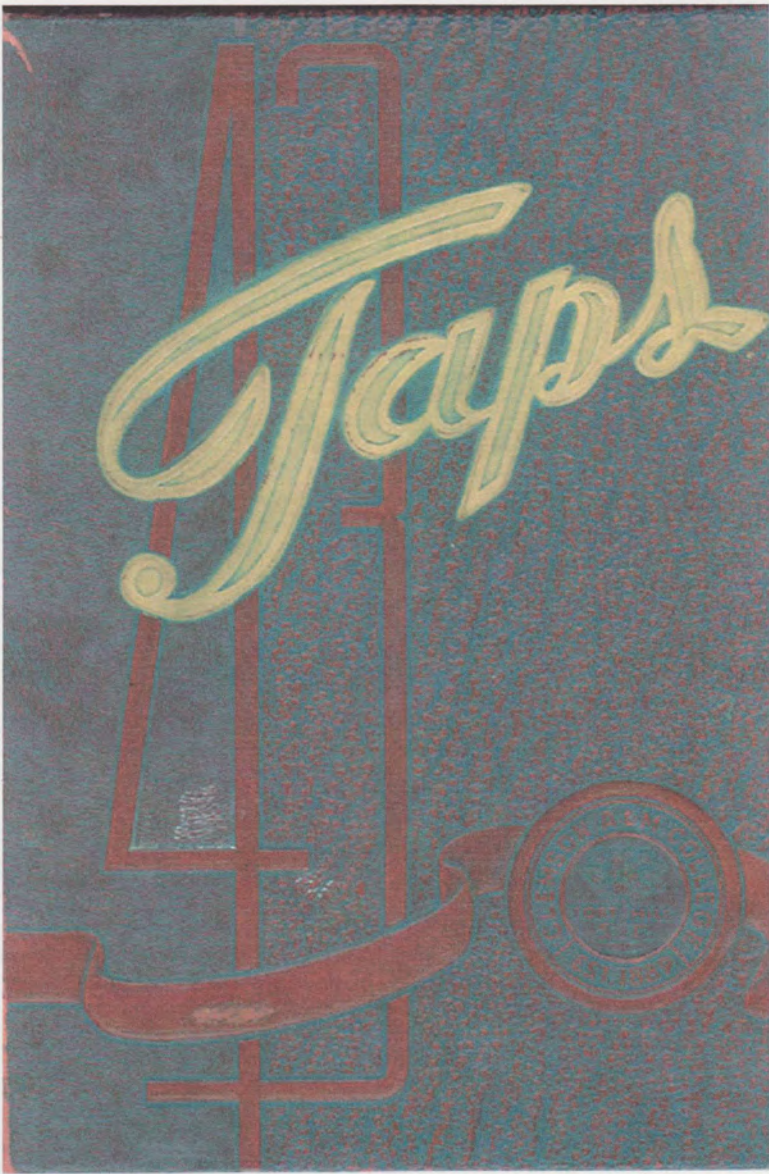
The QC recovered the remains of the US casualties from this site and re-interred them in St. Avold France in May 1948. As the identification and recovery process continued, families were being notified and contacted to determine their wishes for final burial. William's family was also contacted. William would be buried at home in Chester, SC.

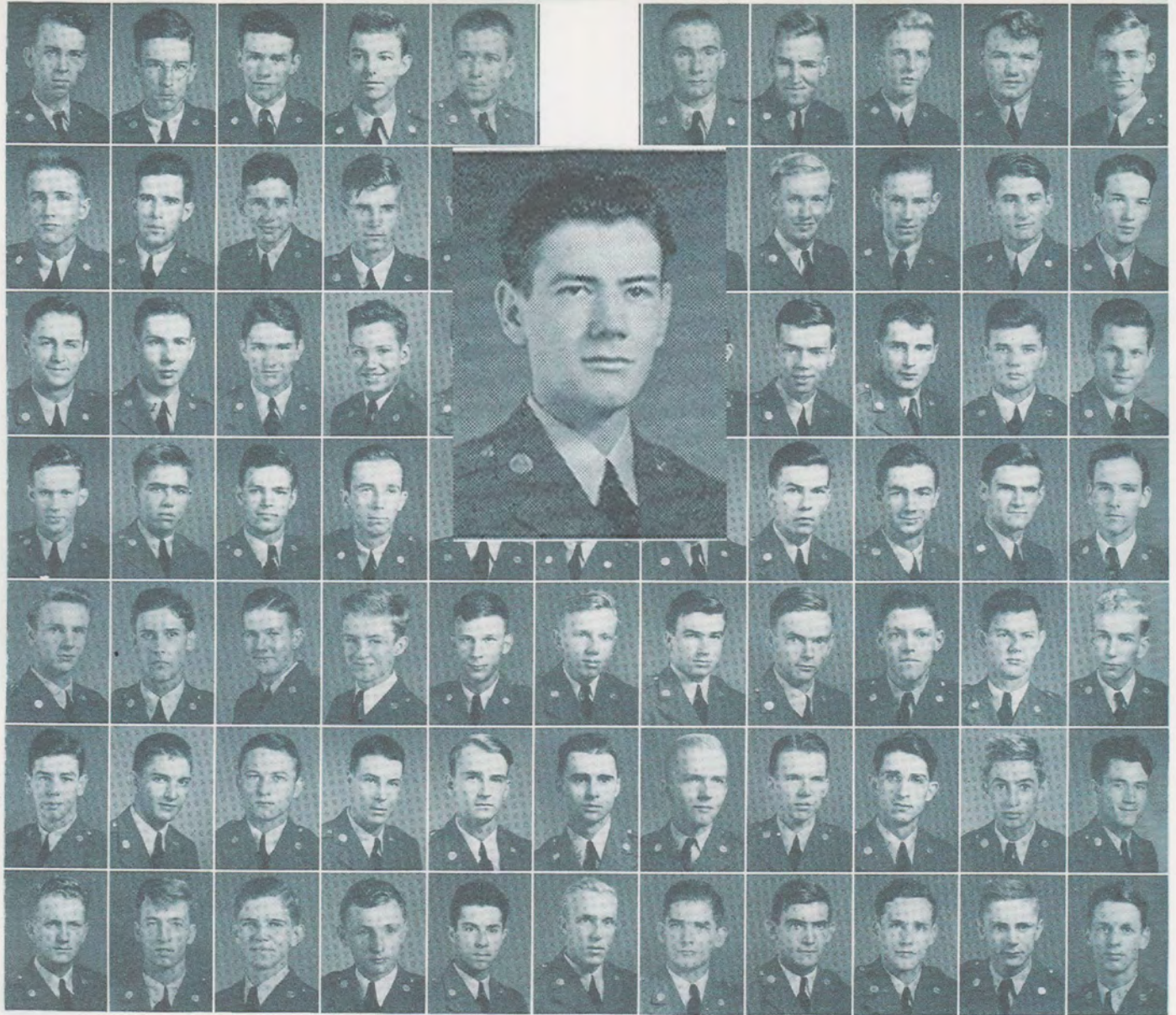
### **July 17, 1949: Home**

MSgt. Henry W. Moss, US Army, escorted William's remains by train from New York to Chester on July 14, 1949. The Barron Funeral Home in Chester made the local burial arrangements. The funeral service was held at the First Baptist Church on July 17, 1949, with the Rev. Broadus E. Wall presiding. There was a Military Honor Guard and Salute at the grave site. William is buried in the Evergreen Cemetery, Chester, SC. (Attachment 18)

## ATTACHMENTS

1. TAPS 1943, Clemson Year Book
2. ROTC Picture  
(a)1942 & (b)1943
3. Enlistment Record (a & b)
4. Erskine College
5. Miami Beach Basic Training (typical pictures)
6. Bombardier School Class 44-4 Picture
7. Graduation Invitation (a & b)
8. Flight Crew Picture (Kearney, NE)
9. William & Co-pilot Gerald Johnson (Kearney, NE)
10. Training and Overseas Deployment Travels (map)
11. Thurleigh Control Tower (1944)
12. Map, Thurleigh, USAAF Station 111
13. View across Thurleigh AAB Today
14. AAF Patches – 8<sup>th</sup> AF, 306<sup>th</sup> Bomb Group, 369<sup>th</sup> Bomb Squadron
15. B-17 Collision (similar to Heavenly Body incident)
16. DURATION PLUS
17. September 13<sup>th</sup> Mission Route (map)
18. Newspaper Articles (a, b, c, & d)
19. Clayton A. Nattier (William's Pilot) Remembers
20. World War II Honoree
21. Research Resources





# FRESHMAN CLASS

- FIRST ROW —Graham, W. C.; Gramling, J. A.; Graves, J. E.; Gregorie, F.; Gregory, J. E.; Gregory, W. A.; Gregory, W. S.; Griffin, C. T.; Guest, T. E.; Gullledge, C. J.; Hadlow, E. B.
- SECOND ROW —Haigler, H. H.; Haines, C. E.; Hale, C. L.; Hammett, L. R.; Hammond, E. W.; Haney, J. C.; Hankey, D. B.; Hanna, R. G.; Hanvey, E. A.; Harrill, B. H.; Harris, M. D.
- THIRD ROW —Harris, R. D.; Harrison, C. S.; Hay, D. E.; Hendricks, J. B.; Heastess, C. L.; Hems, C. K.; Hightower, W. H.; Hill, A. W.; Hill, C.; Hill, F. D.; Hines, K. A.
- FOURTH ROW —Hogue, W. R.; Holder, F. C.; Holland, J. P.; Hooks, E. W.; Hooks, K. L.; Hopkins, H. C.; Horace, G. D.; Houck, S.; Howle, L. G.; Hoyt, H.; Hubbard, S. G.
- FIFTH ROW —Hungerpiller, J. E.; Hunt, N. E.; Hunt, S. P.; Huntley, W. B.; Hurst, C. G.; Hutto, A. D.; Hutto, J. D.; Jameson, W. H.; Jenkins, J. E.; Jenkins, J. L.; Jenkins, W. L.
- SIXTH ROW —Jennings, R. H.; Johnson, F. N.; Johnson, P. E.; Johnston, L. L.; Johnston, O. C.; Jones, H. R.; Kangeter, H. H.; Kelly, F. O.; Kendrick, M. C.; Kennerty, W. C.; King, B. B.
- SEVENTH ROW—King, E. C.; King, P. M.; King, R. H.; Knight, H. R.; LaBrasca, G.; LaMotte, R. C.; Laney, C. R.; Laney, T. B.; Lange, R. P.; Lee, D. C.; Lee, J. E.



FRESHMEN

Attachment 2a

GODBOLD, W. E.



GODWIN, J. J.

GOODALE, G. M.

GOOCH, G. R.

GRAHAM, T. H.

GRAVES, H. B.

GRAVES, J. E., JR.



GRAY, J. T.

GREENE, E. H.

GREER, T. M.

GREGORIE, F.

GREGORY, J. E.

GREGORY, W. A.





# Access to Archival Databases (AAD)

AAD Series List Series Description Fielded Search Partial Records Full Records

AAD TOOLS FILE UNIT INFORMATION

Print Bookmark Help

## Display Full Records

**File Unit:** Electronic Army Serial Number Merged File, ca. 1938 - 1946 (*Enlistment Records*)

**In the Series:** World War II Army Enlistment Records, created 6/1/2002 - 9/30/2002, documenting the period ca. 1938 - 1946. - Record Group 64 (Info)

**Brief Scope:** This series contains records of approximately nine million men and women who enlisted in the United States Army, including the Women's Army Auxiliary Corps.

You may wish to View the FAQs for this series.

Field Title	Value	Meaning
ARMY SERIAL NUMBER	14201476	14201476
NAME	GREGORY#WILLIAM#A#####	GREGORY#WILLIAM#A#####
RESIDENCE: STATE	47	SOUTH CAROLINA
RESIDENCE: COUNTY	023	CHESTER
PLACE OF ENLISTMENT	4262	MIAMI BEACH FLORIDA
DATE OF ENLISTMENT DAY	26	26
DATE OF ENLISTMENT MONTH	02	02
DATE OF ENLISTMENT YEAR	43	43
GRADE: ALPHA DESIGNATION	PVT#	Private
GRADE: CODE	8	Private
BRANCH: ALPHA DESIGNATION	AC#	Air Corps
BRANCH: CODE	20	Air Corps
FIELD USE AS DESIRED	#	#
TERM OF ENLISTMENT	5	Enlistment for the duration of the War or other emergency, plus six months, subject to the discretion of the President or otherwise according to law
LONGEVITY	###	###
SOURCE OF ARMY PERSONNEL	5	Enlisted Reserve or Medical Administrative Corps (MAC) Officer
NATIVITY	47	SOUTH CAROLINA

YEAR OF BIRTH	24	24
RACE AND CITIZENSHIP	1	White, citizen
EDUCATION	5	1 year of college
CIVILIAN OCCUPATION	992	STUDENT
MARITAL STATUS	6	Single, without dependents
COMPONENT OF THE ARMY	3	Reserves - exclusive of Regular Army Reserve and Officers of the Officers Reserve Corps on active duty under the Thomason Act (Officers and Enlisted Men -- O.R.C. and E.R.C., and Nurses-Reserve Status)
CARD NUMBER	#	#
BOX NUMBER	0170	0170
FILM REEL NUMBER	2.27#	2.27#



Two Towers  
Administration  
Class Rooms

Mens  
Dorm



Erskine College  
Due West, SC  
(circa 1944)  
(Aviation Cadets)

Attachment 4



Above: Cadets marching to class.

(File Pictures, 1943-44)

Below: Physical Training on sands of Miami Beach, Fl





Walter K. Geist  
Buffalo, New York



Fred E. Glover  
Montgomery, Alabama  
Cadet Officer



Howard E. Gollay  
Chicago, Illinois



Harvey J. Goodstein  
Philadelphia, Pennsylvania



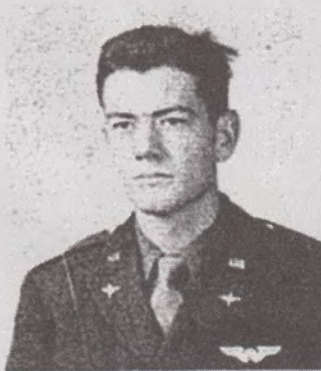
Eugene H. Gosfield  
New York City, New York



Charles W. Greeninger  
North Hills, Pennsylvania



Jessie E. Gregory  
Colquitt, Georgia



William A. Gregory  
Chester, South Carolina

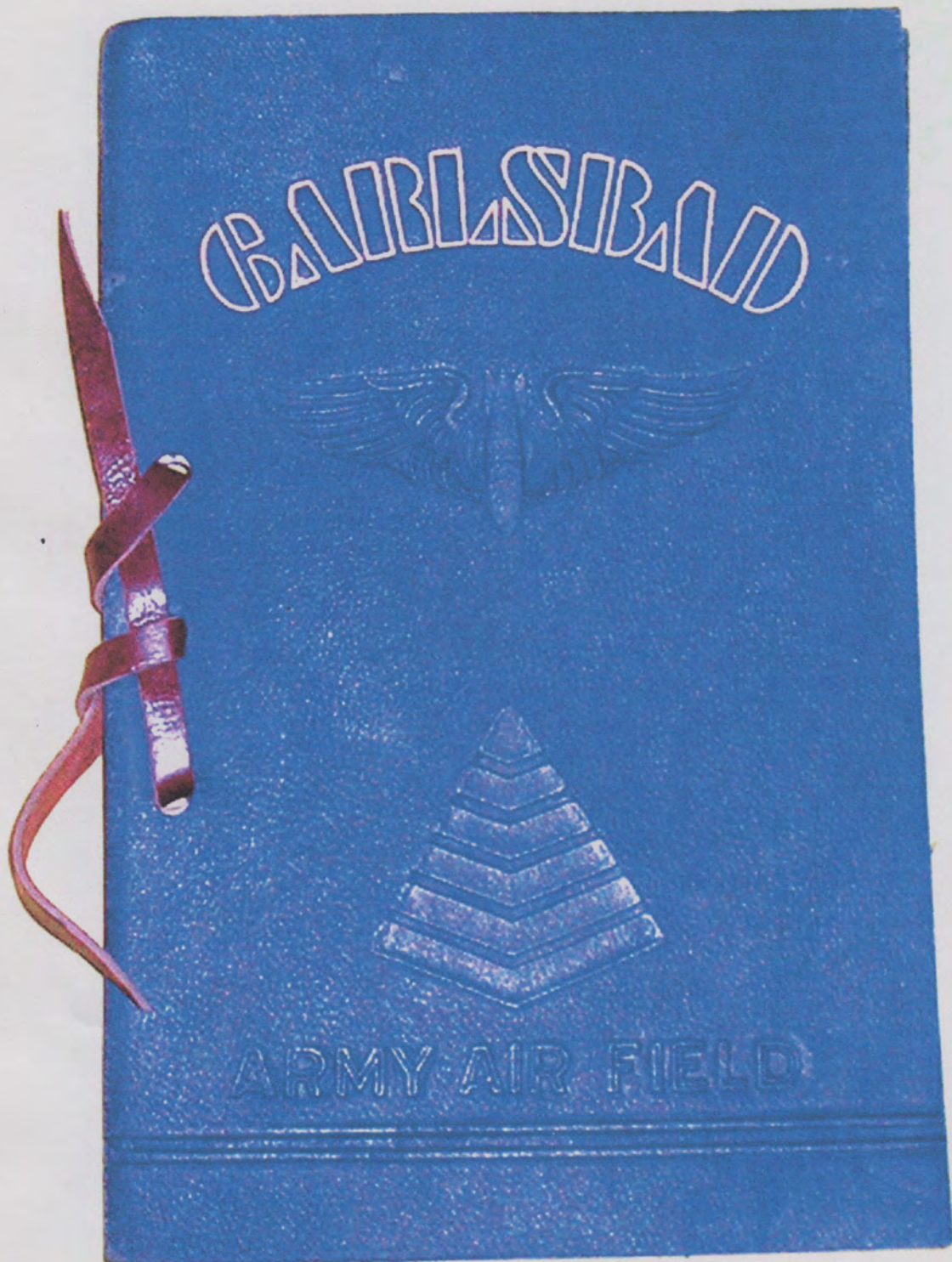


Bruce B. Grueschow  
Milwaukee, Wisconsin



Raymond E. Haakonson  
Fox River Grove, Illinois

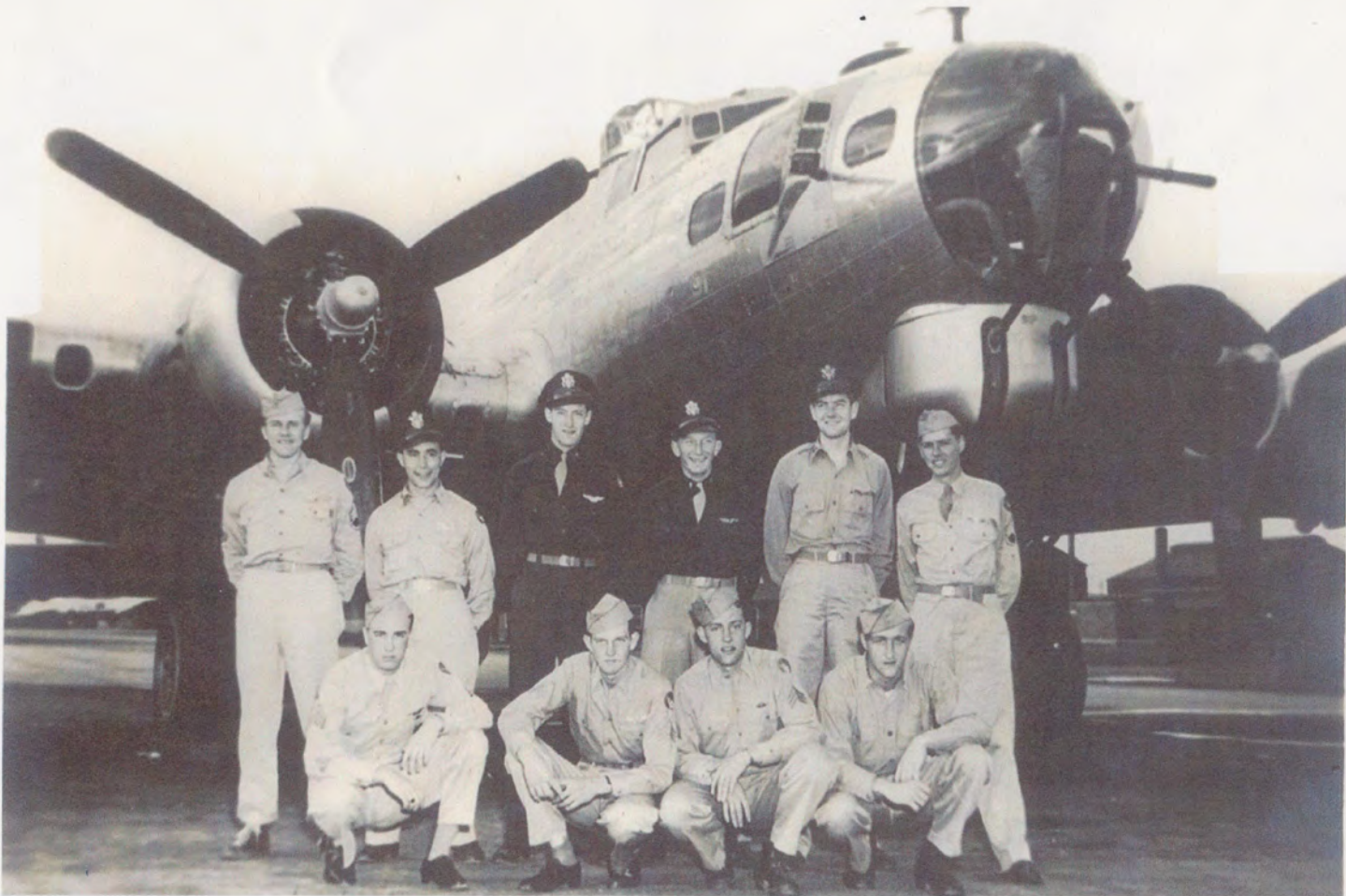
Graduation Class  
44-4  
Bombardier School  
Carlsbad, NM



Bombardier School  
Class 44-4  
March 18, 1944

*The Army Air Forces  
Bombardier School  
of  
Carlstad, New Mexico  
announces the graduation of  
Class 44-4*

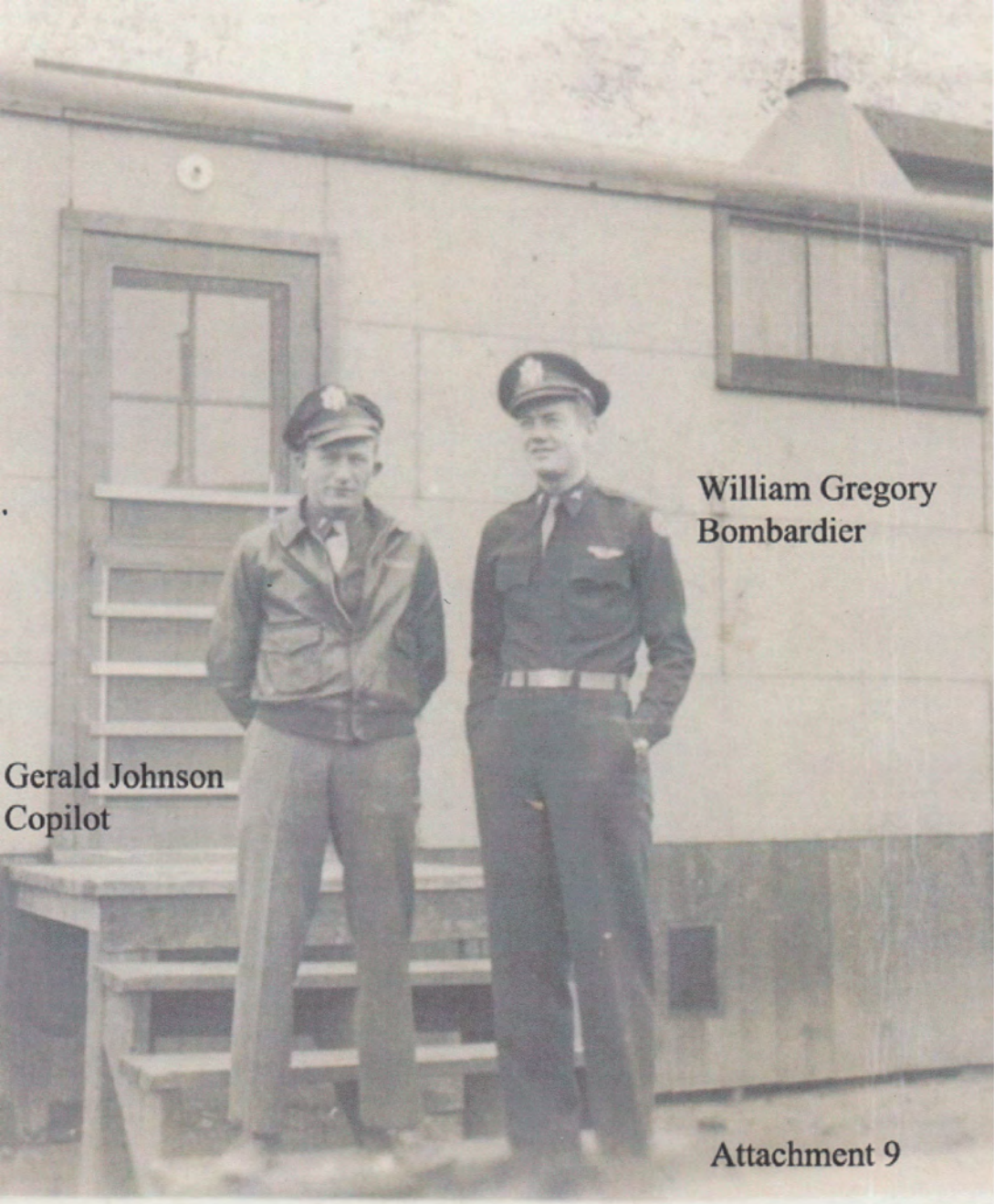
*Saturday morning, March eighteenth  
Nineteen hundred and forty-four  
Carlstad, New Mexico*



Back Row L to R: Gene BLASKOSKI, Engineer; Bernard WEINSTEIN, Navigator; Clayton NATTIER, Pilot; Gerald JOHNSON, Copilot; William GREGORY, Bombardier; Edwin BLOCK, Radio Operator & Top Turret

Front Row L to R: Ernest LUSSIER\*, Waist Gunner, Max KIMMEL, Waist Gunner; Cecil RICHARDSON, Ball Turret Gunner; Richard EDWARDS, Tail Gunner. (\*When teams were cut to 9, Lussier was transferred)





William Gregory  
Bombardier

Gerald Johnson  
Copilot

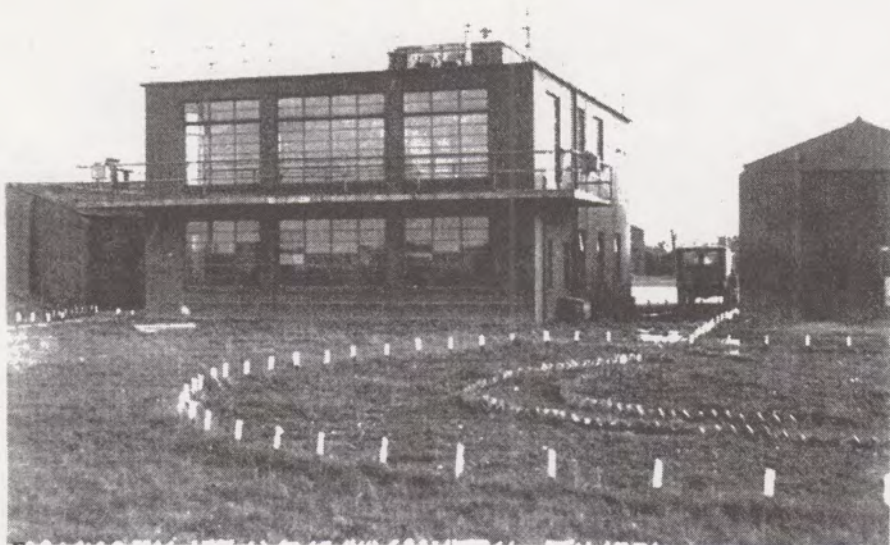
Attachment 9

Attachment 9



### Training and Overseas Travel

- |                    |                         |               |
|--------------------|-------------------------|---------------|
| 1. Clemson, SC     | 7. Carlsbad, NM         | 13. Wales, UK |
| 2. Miami Beach, FL | 8. Sioux City, IA       |               |
| 3. Due West, SC    | 9. Kearney, NE          |               |
| 4. Miami Beach FL  | 10. Mansfield, NH       |               |
| 5. Santa Ana, CA   | 11. Goose Bay, Labrador |               |
| 6. Las Vegas, NV   | 12. Iceland             |               |



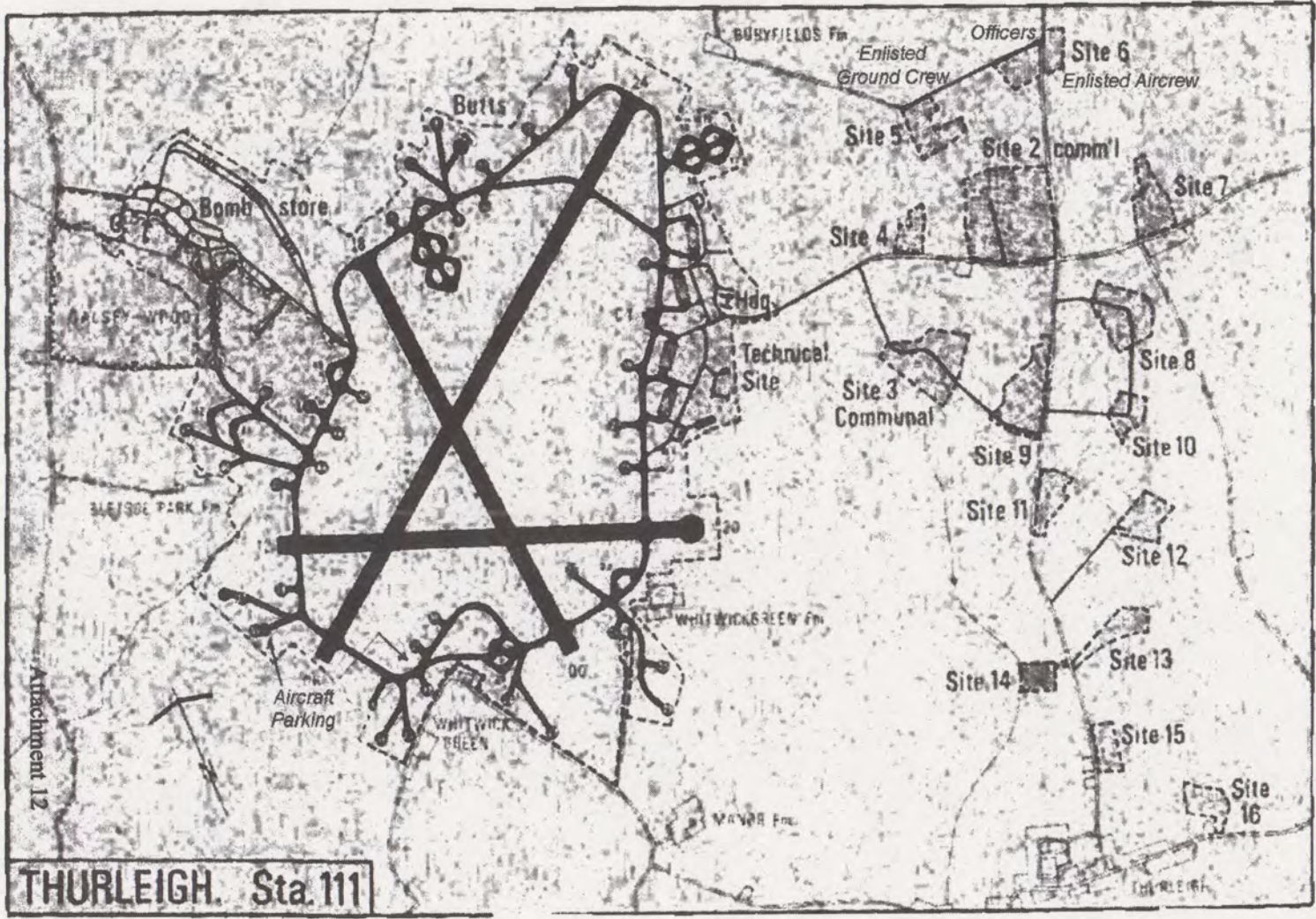
Front

Control Tower, Station 111, Thurleigh England, 1944

Back



Attachment 11



Attachment 12

THURLEIGH. Sta. 111

Attachment 12



Thurleigh England, USAAF Station 2003



8th Airforce  
306th Heavy Bombardment Group  
369th Bombardment Squadron  
Station 111  
Thurleigh England



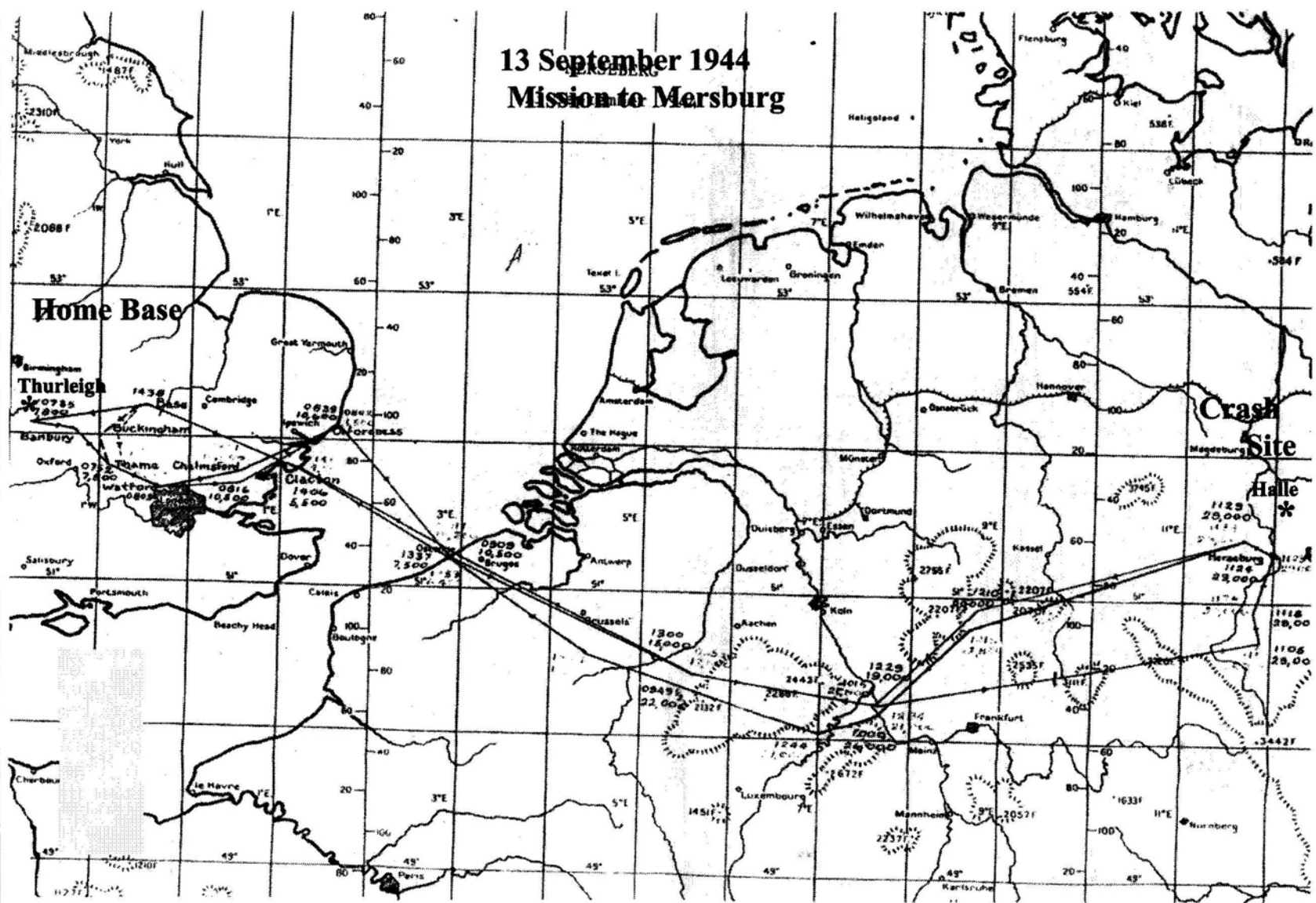
This is a similar accident to what happened to William's crew on September 13, 1944



**William's plane experienced brake failure while in que for take off on September 13, 1944 for their 14th mission. As a mission ready crew they were assigned the DURATION PLUS, borrowed from their sister squadron, the 367th**



# 13 September 1944 Mission to Mersburg



Attachment 17

# The Chester Reporter

Mondays and Thursdays

## Wm. A. Gregory Gets His Wings

Carlsbad, N. M., March 18—Aviation Cadet William A. Gregory, son of Mr. and Mrs. G. T. Gregory, 133 Brawley street, Chester, S. C., today was commissioned a Second Lieutenant in the Army Air Forces after completing bombardier training at the Carlsbad (New Mexico) Army Air Field.

Lieutenant Gregory now becomes one of the Army Air Forces' new "triple-threat men"—airmen who have completed instruction in dead-reckoning navigation and aerial gunnery in addition to the regular bombardier course.

As an officer in the Army Air Forces ready for active duty, his destination is not disclosed.

He is a former student of the Clemson College.

(Note: Lieutenant Gregory, who is just 19, has been ordered to Sioux City, Iowa. He will not get a leave at present.)

# The Chester Reporter

Mondays and Thursdays

MONDAY, OCTOBER 30, 1944

## Lt. Gregory Was Killed In Action

Mr. and Mrs. George T. Gregory were advised yesterday evening by the War Department that their younger son, Second Lieutenant William Anderson Gregory, 20, Bombardier on a B-17 bomber, who had been reported missing in action over Germany since September 13th, was killed on that date. The International Red Cross received this information from the German Government.

Lieutenant Gregory received his gunner's wings at Las Vegas, Nev., Army Air Field and his bomber's wings and commission at Carlsbad, N. M., Army Air Field. He was also trained at Santa Ana, Calif., Army Air Base, Erskine college, Nashville, Tenn., Kearney, Neb., and Sioux City, Iowa. He was stationed in Iceland shortly before being transferred to England. Prior to his enlistment in February, 1943, he was a member of the Sophomore class at Clemson college.

Young Gregory was one of Chester's best loved boys. He was a member of the First Baptist church. He is survived by his parents, and an older brother, George T. Gregory, Jr., who recently completed a course in law, and is locating in his home town for the practice of his profession.

## Lt. Gregory's Body En Route To Chester

Chester, July 5—(Special)—The body of Lieut. William Anderson Gregory, popular young Chester man and son of Mr. and Mrs. George T. Gregory, Sr., of Chester, has arrived in this country, according to a telegram received by his father from the War Department. The body is expected home some time this month.

A bombardier in the Eighth Air Force during the war, he was shot down over Leipzig while on a raid.

Lieutenant Gregory is survived by his parents and a brother, George T. Gregory, Jr., who is city recorder.

He attended Clemson college and left there to join the air force.

Lieutenant Gregory was a devoted member of the First Baptist church of Chester.

The State: COLUMBIA, S. C., WEDNESDAY, JULY 6, 1949

The Columbia Record  
Saturday, July 16, 1949.

## Lt. Gregory Rites Sunday At Chester

CHESTER, July 16. — Reburial services for First Lieut. William Anderson Gregory, Jr., son of Mr. and Mrs. Gregory, Sr., of Chester, who was shot down over Merseberg, Germany, in a B-17 on September 13, 1944, will be conducted at 4 p. m. tomorrow at the First Baptist church with military honors by the James Hemphill post of the American Legion. The Rev. Broadus E. Wall will conduct, and interment will follow in the Evergreen cemetery.

Lieutenant Gregory was a bombardier with the Eighth Air Force in Europe. Before entering service he attended Clemson college.

He is survived by his parents and a brother, George T. Gregory, of Chester.

## W. Gregory of Chester Is Laid to Rest

Chester, July 17 — (Special)—  
Funeral services were conducted this afternoon from the First Baptist church of Chester for Lieut. William Anderson Gregory, 20, son of Mr. and Mrs. George T. Gregory, Sr., of Chester, a bombardier in the 8th air force in the European area in World War II. He was shot down by the Germans on September 13, 1944, while on a raid over Merseburg. The Rev. Broadus E. Wall, minister of the church and pastor of the deceased, officiated.

Prof. Myron E. Brockman, superintendent of the Chester city schools where Lieutenant Gregory was graduated, delivered the eulogy. He paid high tribute to the hero.

The James Hemphill Post, No. 27, American Legion, was in charge of the largely attended services. The firing squad and the bugler came from Fort Jackson.

Lieutenant Gregory, in addition to his parents, is survived by a brother, George T. Gregory, Jr., who is city recorder of Chester.

## Services For Lt. Gregory Are Held Sunday Afternoon

Full military funeral services were conducted at 4:00 o'clock Sunday afternoon from the First Baptist church of Chester for Lieut. William Anderson Gregory, 20, son of Mr. and Mrs. George T. Gregory, Sr., of Chester, a bombardier in the Eighth Air Force in the European area. Lt. Gregory's B-17 was shot down by the Germans, September 13, 1944, when it was making a raid over Merseburg, Germany.

Rev. Broadus E. Wall, minister of the church, officiated.

The James Hemphill, Post No. 27, American Legion, was in charge of the military services.

The firing squad and bugler at Evergreen cemetery, where the interment was made, came from Fort Jackson, Columbia.

The body was escorted by Master Sgt. Henry W. Moss of Chester, who has been stationed recently at the Brooklyn Navy Yard with the War Escort Memorial division.

Lieutenant Gregory is survived by his parents and a brother, George T. Gregory, Jr., of Chester.

"He was graduated from the Chester high school. While a sophomore at Clemson college he enlisted in the air force in February, 1943. He was first sent to Miami, then Nashville, Tenn., Santa Ana, Calif., and Carlsbad, New Mexico, where he won his wings on March 18, 1944. He was then transferred to Kearney, Neb., and from there flew across to Europe."

He was a member of the First Baptist church of Chester.

# LT. GREGORY'S BODY BURIED

Military services were held at First Baptist church Sunday afternoon at four o'clock for Lt. William Anderson Gregory, 20-year old son of Mr. and Mrs. George T. Gregory of Brawley street. Young Gregory was shot down while on a raid over Merseburg, Germany, September 13, 1944. The body arrived here Friday afternoon under the escort of M-Sgt. Henry W. Moss.

He is survived by his parents and a brother, George T. Gregory, Jr.

Burial was made in Evergreen cemetery. The firing squad and bugler were from the local National Guard unit.

# MY MEMORY OF WILLIAM GREGORY

(September 23, 2005)

It has been 61 years since our B-17 crew members trained, worked and socialized together. One of William's characteristics stands out above all: **he was a gentleman!**

Everyone in the crew liked William and respected him. As you might imagine, our recreational hours were spent "Officers with Officers, Enlisted Men with Enlisted Men". While that was the military way it was less so in the Air Force than in other branches of military services. We worked so closely together that we were all friends.

The training missions showed us that we had a good bombardier. William's bombs always hit close to the small targets. With all the variables of wind velocity – which varied from our altitude to the ground – turbulence and temperature, a bull's eye was difficult for any bombardier.

In combat we always looked forward to William's lusty "BOMBS AWAY" on the intercom. Upon hearing that every man in the crew knew: "Now the formation will turn and get away from this flak". It seemed that every target we visited was heavily defended by anti-aircraft guns.

Clayton A. Nattier, Pilot  
Duration Plus  
42-31726 (B-17G)



# World War II Honoree

**Killed in World War II**



## **William Anderson Gregory**

BRANCH OF SERVICE  
**U.S. Army Air  
Forces**

HOMETOWN  
**Chester, SC**

HONORED BY  
**Family, Cousin**



### **ACTIVITY DURING WWII**

B-17 BOMBARDIER WITH THE 306TH BOMB GROUP, 369TH BOMB SQUADRON. STATIONED AT THURLEIGH, ENGLAND. KILLED IN ACTION ON 14TH MISSION ON SEPTEMBER 13, 1944. HIS B-17 WAS 'DURATION PLUS'.

## RESEARCH RESOURCES (Contributors All)

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306<sup>th</sup> Bomb Group Reunion Association, WWII

Edouard Reniere  
Web Researcher  
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Clemson, SC

Ann Hawthorne  
Erskine College Alumni Office  
Due North, SC

Sylvia Young,  
Public Works Clerk  
Chester, SC

Nathaniel Mencow  
(Brother was classmate)  
B-17 Navigator  
Web Research

Tally Johnson  
Chester County Library  
Local History/Young Adult Coordinator  
Chester, SC

Ralph Franklin,  
Curator/Owner  
306<sup>th</sup> Bomb Group Museum  
Thurleigh, England

James Pietrzak  
Web Researcher

Martha (Marty) Gregory  
Sister to Gene Gregory (classmate)  
Charlotte, NC

Miami Beach Images (War Years)  
By Seth Bramson

Erv Keepman  
Oconomowoc, WI  
B-17 Bombardier (classmate)

Clayton Nattier  
Lakewood, CO  
Pilot, DURATION PLUS

National WWII Memorial  
Washington, DC

US Army Human Resources  
Arlington, VA

Army Casualty & Memorial Affairs  
Alexandria, VA

National Archives  
College Park, MD

Lynn Gamma  
USAF Historical Research Center  
Freedom of Info. Act Coordinator  
Maxwell, AFB, Alabama