

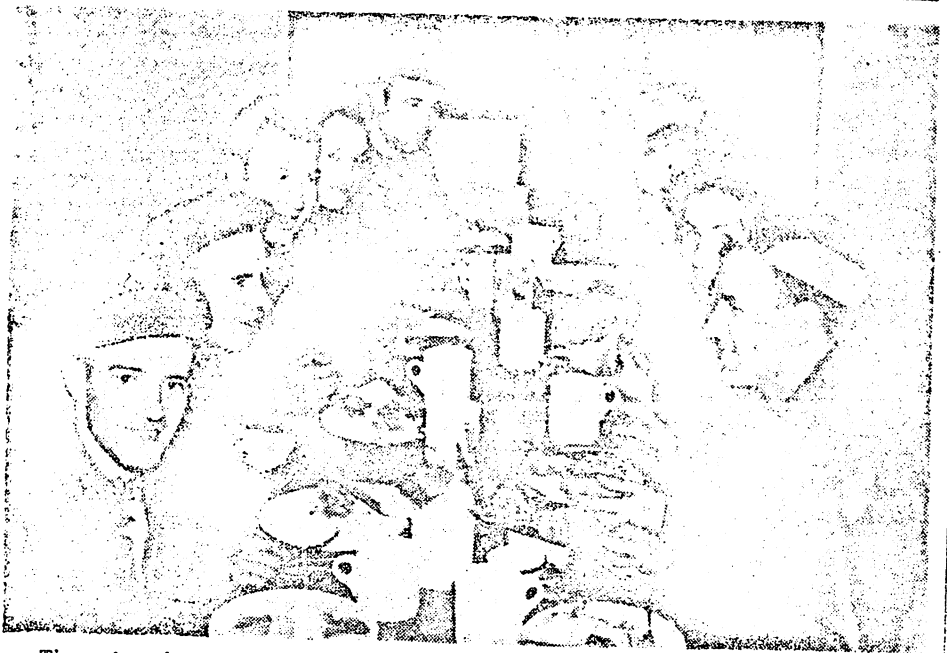
14 October 1943

Schweinfurt, Germ

42-30811 369

1Lt Ralph T. Peters, pilot	RTD
2Lt Edward B. Hughel, co-pilot	RTD
1Lt Dan H. Peterson, navigator	RTD
1Lt James V. Vaughter, bombardier	RTD
S/Sgt Blair S. Steed, engineer	RTD
S/Sgt. Raymond M. Grimm, radio operator	RTD
S/Sgt Manford L. John, ball turret	RTD
Sgt. Richard L. Kern, waist gunner	RTD
Sgt. Pierre J. Noisat, Jr., waist gunner	RTD
Sgt. Daniel J. Piedmont, tail gunner	RTD

NEARER BLACK



These American airmen who participated in raids on Gydnia, Poland, and Munster, Germany, on Oct. 9 and 10, are shown afterward as they enjoy a hearty

meal in England. The fifth man from the left is a Texan, Lt. James Vaughter of Wichita Falls.

—Associated Press Photo.

Byers Bombardier Reported Missing



American airmen who participated in raids on Gydnia, Poland, and Muenster, Germany, Oct. 9 and 10 enjoy a meal somewhere in England. They are left to right around table, Lt. Ralph Peters, of Spokane, Wash.; Sgt. Edward J. Mayer, of Johnson, Pa.; Sgt. Daniel J. Piedmont, of Holley, N. Y.; Sgt. Richard L. Kern, of Topeka, Kan.; Lt. James Vaughter, of Byers, Texas; Second Lt. Edward E. Hugel, of Anderson, Ind.; Sgt. H. H. Smith, of Ludington, Mich.; Sgt. William R. Jones, of Commerce, Ga., and Sgt. Blair S. Steed, of Salt Lake City, Utah.

Missing



Special to The Record News
BYERS, Texas, Nov. 12.—First Lieutenant James V. Vaughter, son of Mrs. H. D. Vaughter, Byers, was recently reported by the war department as missing in action following a flight over Scheinfurt, Germany. On the day before Mrs. Vaughter was notified that her son was missing, she received notice that he had been awarded a citation for completion of his first five missions over Germany.

BYERS, Dec. 3 (Spl.)—Lt. J. V. Vaughter, Flying Fortress bombardier, who was reported missing in action on the Oct. 14 attack on Schweinfurt, Germany, is a prisoner of war, according to official information received here by his brother, H. D. Vaughter.



LIEUTENANT VAUGHTER.

The flier, who had received the Air Medal, participated also in the Aug. 17 raid on Schweinfurt. The two attacks on the vital ball-bearing works at this German city near Frankfurt, cost us 96 bombers, but our gunners and Thunderbolt pilot escorts destroyed 271 German fighter planes. Rocket shells were used against the Fortresses in the second and more costly attack.

The son of Dr. and Mrs. H. D. Vaughter Sr., the bombardier was born here May 22, 1918. He was graduated from Byers High School and received his bachelor of science degree at East Texas State Teachers College in 1939. He remained in Commerce, working at a drug store there, before enlisting in the Army Air Forces Sept. 10, 1940. His father died on that date.

Vaughter was graduated from the armament school at Lowry

Field, Denver, in June, 1941. He was commissioned a second lieutenant Oct. 13, 1941, and promoted Aug. 13, 1942, to first lieutenant serving meanwhile at Moffett Field and the Chico, Cal., Army Air Base until November, when he entered bombardier school at Albuquerque, N. M. He received his wings last February and went overseas to England in July.

A brother, Lt. (jg) J. G. Vaughter, in the Navy Dental Corps, is stationed at the Naval Training Station, San Diego, Cal.

Aerial Prayer Meeting Ritual for Crew of

A U. S. BOMBER STATION IN England, Aug. 30. (AP)—So many aerial prayer meetings have been held inside the Flying Fortress "Sis," veteran of 27 missions over Europe, that the men around here call it the flying chapel.

"When I took over they said it was a jinx ship, but I'm not superstitious," said Pilot Lt. Charles T. Schoolfield, 24, of Baltimore, Md., as he watched mechanics virtually rebuilding the plane—named for his sister, Gertrude—for the third time.

"We've had to shoot our way out of lots of bad spots and several times we've been so badly damaged there seemed nothing left we could do but pray and we always made it back," he declared.

Now prayer is part of the crew's ritual whenever the going gets tough.

Schoolfield is certain the Germans have chalked up the ship as "killed" at least three times.

On the last trip to Gelsenkirchen he even fooled his own buddies who reported "Sis" diving out of control from 15,000 feet and believed to have gone down.

Their eyes popped when they heard how the big battle wagon pulled out of the dive at 7,000 feet, shot down two Nazi fighters, drove off a half-dozen others, dumped bombs "somewhere in Germany" and limped home an hour late with one dead engine and another acting up and with dozens of flak holes in the fuselage and the left wing practically shot off.

"Theoretically the plane should have fallen apart," Schoolfield said. "The wing was so loose it actually was flopping up and down—well, anyway, almost."

Schoolfield related that they were jumped by three Focke Wulfs which daringly shot through the Fortress formation two minutes before they reached the target.

"The number 4 engine was knocked out, part of the fin was blown off and a three-foot hole was blown in the wing," he said. "I lost control of the ship for only a few seconds, but when I saw the three Jerries following me down I continued to dive, hoping they'd think I was still out of control. Apparently they thought us goners for they finally pulled away."

Examination showed that two 20-millimeter explosions inside the wing had wrecked all internal mechanisms and experts said it was a miracle that Schoolfield was still able to fly the ship—not to mention bringing her out of the dive.

Co-pilot Lt. John P. Noack, Port Arthur, Texas, was stunned but only slightly injured by stray shell fragments on his side of the ship.

After having hobbled along only a few thousand feet, "Sis" was pounced on by five more Nazi fighters, just before reaching the coast. Two of them were shot