



### Ray Foss, 826 Sq

Ray Foss, age 69, pilot, with the 826 squadron, who lived in Malta, Illinois died from an accidental gun shot wound September 19, 1987. Among his war decorations was the Distinguished Flying Cross. He is survived by his wife Grace, a daughter Linda Chapman, three grandchildre and three brothers.

### Walter Rix, 824 Sq



We have learned of the passing of Walter M Rix, at (R) 70, a crew chief with the 824 squadron. He served in the CCC before being drafted into the Army in 1942 and was sent to basic mechanics school in Chanute Field, Illinois, and then transferred to B-24 School at Ypsilanti, Michigan, graduating in January of 1944 (The Ford Motor Company had an excellent mechanics school at Willow Run). His wartime service with the 824 squadron earned him a Bronze star for maintaining his aircraft ready for operational status from April 29, 1944 to October 14, 1944 for 56 continuous missions for a total of 554 combat flying hours. His plane never aborted a mission due to mechanical difficulty. His crew, often below TO (Table of Organization), worked

through uncounted nights, night repairing damage from flak and fighter attacks, to make the plane ready for the morning missions. After 56 missions all four engines needed replacement, and were replaced in record time, earning them the admiration of their superiors.

After WWII, Rix attended B-29 School and worked as a B-29 engine mechanic in England during the period of the Berlin Airlift, then returned stateside where he was assigned to KB-29 air refueling operations at Biggs Field, Texas. He was discharged from the service at Maxwell Field, Alabama in 1952. In civilian life, he worked as a licensed journeyman plumber and fitter. He is survived by his wife, four daughters, and seven grandchildren.

### Clarence Byers, 824 Sq

We have learned of his passing recently. He was a Bombardier on R A Dean's crew. On his twentieth mission he was shot down November 20, 1944 on a planned attack on Blechammer when they were hit by flak on the bomb run preventing them from dropping their bombs, losing #2 and #3 engines over the target. With their fuel supply low they headed back to base. They were able to drop their bombs on Novemesto, Czechoslovakia, when the other two engines quit, and the crew was ordered to bail out. They were picked up by partisans, and then travelling by foot and train, they were eventually given over to the American Mission at Sanski Most. From there the crew was put on a train in an attempt to evacuate them to Split, but four days later with snow blocking the track, they were returned to the Mission. They were well treated by the partisans, and only wished that their supplies and clothing were more suited for walking in the mountains. They were surprised to find that there was no money in the escape kits. On January 5, 1945, a C-47 taking off from the mission air strip carried them to Bari. After the war he worked as a sales engineer and was very active in Lions International service club, becoming district governor in 1979. He is survived by his wife, two children and four grandchildren.

