

They missed the D-Day action

By FRANK BODANI
Dispatch/Sunday News

Ellis Scripture was on the beach on D-Day.
The beach in Atlantic City, N.J., that is ... thousands of miles from where he wanted to be.
Scripture, 76, of York Township, a navigator with the 95th bomb group, had just finished his first tour of duty flying in B-17 bombers. When June came, he was back home resting.
When he heard of the invasion, he "tried to get special orders to return, but (was) unsuccessful because of heavy troop movements to Europe," he said.



Anthony Schneider with his memorabilia of World War II.

A few weeks later, Scripture arrived in Scotland for a second tour. That month he flew over the front lines at 500 feet (normal altitude is 23,000 feet) to drop machine guns, tools and other supplies to the underground French fighters.

In August, he said, he flew a mission covering 7,000 miles in a week. He took off from England and bombed Rumanian oil fields and a rocket center in northern Germany and helped in the invasion of southern France.

Another "late" arrival was Franklin Shumberger, 71, of Manchester Township, an engineer with the 79th Infantry Division.

Trudging up Utah Beach eight days after D-Day, Shumberger describes the sights:

"Paratroopers who didn't make it hanging in the trees; gliders that didn't make it slammed into stone barns or buildings.

"It was quite scary at first, some-
thing you didn't expect."

It took a two- to three-mile hike from the harbor for Shumberger to make it to his assembly area just off of the beach.

The Germans and Allied troops kept exchanging fire.

"I didn't get much sleep that night because the noise was terrible," he said.

His time in the harbor before landing was just as harrowing, he said.

His engineering group built wharves so boats could unload their troops easily. German airplanes were firing on

them.
A bomb hit one of the wharves and killed several engineers, he said.
Something got in the way of Anthony Schneider's flying a B-24 bomber over the Normandy beaches on D-Day.
A court martial.
Several weeks before the invasion, Schneider and a friend celebrated their upcoming graduation from flying school in Albany, Ga., with some "buzzing," or low-altitude flying over the trees.
"We were goofing off," said Schneider, 71, of Hellam Township.

The incident delayed his graduation three months. He said it probably caused him to miss D-Day.

But Schneider caught enough action as it was: He was shot down, with his plane crashing into the Adriatic Sea in November 1944.

Two months later, while attacking a synthetic oil plant near Vienna, Austria, his plane was struck again.

The crew bailed out over Transylvania, he said.

"We could not get back over the high Alps with only two engines on the right wing, so we flew east toward the Russian front," he said.

Schneider returned to action again and suffered only a "few holes" from anti-aircraft fire the rest of the war, he said.

SUNDAY NEWS
3 5 JUN '94

YORK, PA

F 10
Tony Schneider
94

JAN '44
LAST HOUR OF ADV'D TRAINING

as of 7
M 10/91
10/3

NAME: Anthony C. Schneider (S. S. #183-18-5308)

ADDRESS: ~~P. O. Box 2159~~ Box 53 RD 24 FRY'S LN
R. D. #2 York, Pa. 17406-9502
Etters, Pa.
Phone: ~~717-938-1439~~ 717-755-6729

PERSONAL: Age - ⁶⁸ 58 (Date of birth - March 10, 1923)
Height - 6' - 1" (6' - 0") (SHRINKIN')
Weight - 180 lbs.
Married, Two Children, Both Married 5 GRAND CHILDREN

MILITARY STATUS: 1 DAUGHTER - 1 GRAND DAUGHTER
21 SON 2 GRANDSONS - 2 GRAN
Lieutenant Colonel, U. S. Army Reserve, Retired
Top Secret Clearance

Commanding Officer, 214th. F.P.C.D. - April, 1969 to June, 1972
York, Pennsylvania
Retired 1972- from U.S.A.R. Center, York, Pennsylvania

EDUCATION: Commercial diploma - York Catholic High School, 1940

Completed 5800 hours of 7,000 hour tool & die maker apprenticeship - York Corporation, 1940 - 1942. (Training interrupted by call to active duty in World War II as Aviation Cadet from Enlisted Reserve Corps.)

B-2A PILOT - MULTI-ENGINE WWII MTC - Europe (5 BATTLE RIBBONS)
B.S. Mechanical Engineering (minor - Electrical Engineering) - Pennsylvania State University, 1950.
DFC AM W/ CLUSTER
MIA - 2X

Instructor and Evening Administrator - Penn State/York Campus Technical Institute, 1950 - 1959.
YUGOSLAVIA - DITCH M 20 NOV '44
ROMANIA - BAIL W 31 JAN '45

Graduate of U. S. Army Command & General Staff College - Fort Leavenworth, Kansas, 1968.

Registered Engineer - Pennsylvania, N.J. and Ark. + CA & MO & N.M.

PATENTS: U. S. #3,079,763 (March 5, 1963) and U. S. #4,108,618 (August 22, 1978).

Box 53 RD 24 FRY'S LN.
YORK, PA 17406-9502
717-755-6729



Anthony C. Schneider, P.E.
Vice President

WEBBER/SMITH Associates, Inc. DESIGN ENGINEERS
1921 Wheeland Avenue (717) 291-2295
Lancaster, Pennsylvania 17603 Fax (717) 291-4401



This was used as an exhibit in a recent court case in which I was an "expert witness"

Schneider 259
5/24/88

EXPERIENCE:

March, 1979
to
Present

VP - Remedial & Innovative Design
~~Director of Refrigeration Engineering~~, Webber/Smith Associates, Inc.,
1921 Wheatland Avenue, Lancaster, Penna. 17603
Phone: 717/291-2266

1978
to
March, 1979

Chief Engineer, Penjerdel Refrigeration Co., Inc.
15 Union Hill Rd., West Conshohocken, Pa. 19428

1972
to
1978

Chief Engineer, Freezing Equipment Sales, Inc.
1405 N. Duke St., York, Pa. 17404

1957
to
1972

Project Engineer, Freezing Equipment Sales, Inc.
1405 N. Duke St., York, Pa. 17404

Design and supervise erection, testing, etc. of all unitary ("packaged") products for industrial freezing systems including all electrical components. Responsible for development of new equipment and applications of same in frozen food, dairy and chemical industries. Granted two patents, assigned to Freezing Equipment Sales, Inc.

1960
TO
PRESENT

Partner - Schneider Associates, consulting engineers. Recent contracts involved screw compressor design and test equipment for same. Design of commercial heat exchange equipment and design of production facilities and tooling to produce same.

1954
to
1957

Manager - Test and Model section, York Division of Borg-Warner Corporation. Supervised design, erection and operation of all tests performed for 5 Industrial Division Products Groups on all sizes of refrigeration and related equipment. This includes compressors of all types, air washers and other equipment, heat exchangers and complete systems. Designed and supervised construction of special test equipment for other companies as well as prototype units for later production by York Division, Borg-Warner Corporation.

EXPERIENCE
(cont.)

1950
to
1954

Started - Training program with York Division of Borg-Warner in Production Control Department. Assisted the Chief Stock Controller in ordering purchased parts for production and maintained control records of entire stock.

Promoted - (1950) - To Test Laboratory as Jr. Test Engineer. Responsible for setting up, directing operation and calculating and recording results of tests on all sizes of refrigeration and related equipment.

Promoted - (1951) - To associate Engineer with same general duties as above except for additional responsibilities.

1945
to
1950

Attended College and worked as Co-op. Student at York Corporation, York, Pa.

1942
to
1945

Aviation Cadet training; Heavy Bomber Pilot with 15th. Air Force European Theatre, World War II. Awarded Distinguished Flying Cross, Air Medal with Cluster.

35N ENL 13093161

OSN 1st 0.823712 (RESERVED) / C.M. LAST DAY OF FLYING - ADV'D THIN ENGL BZZING - LOW FLYING

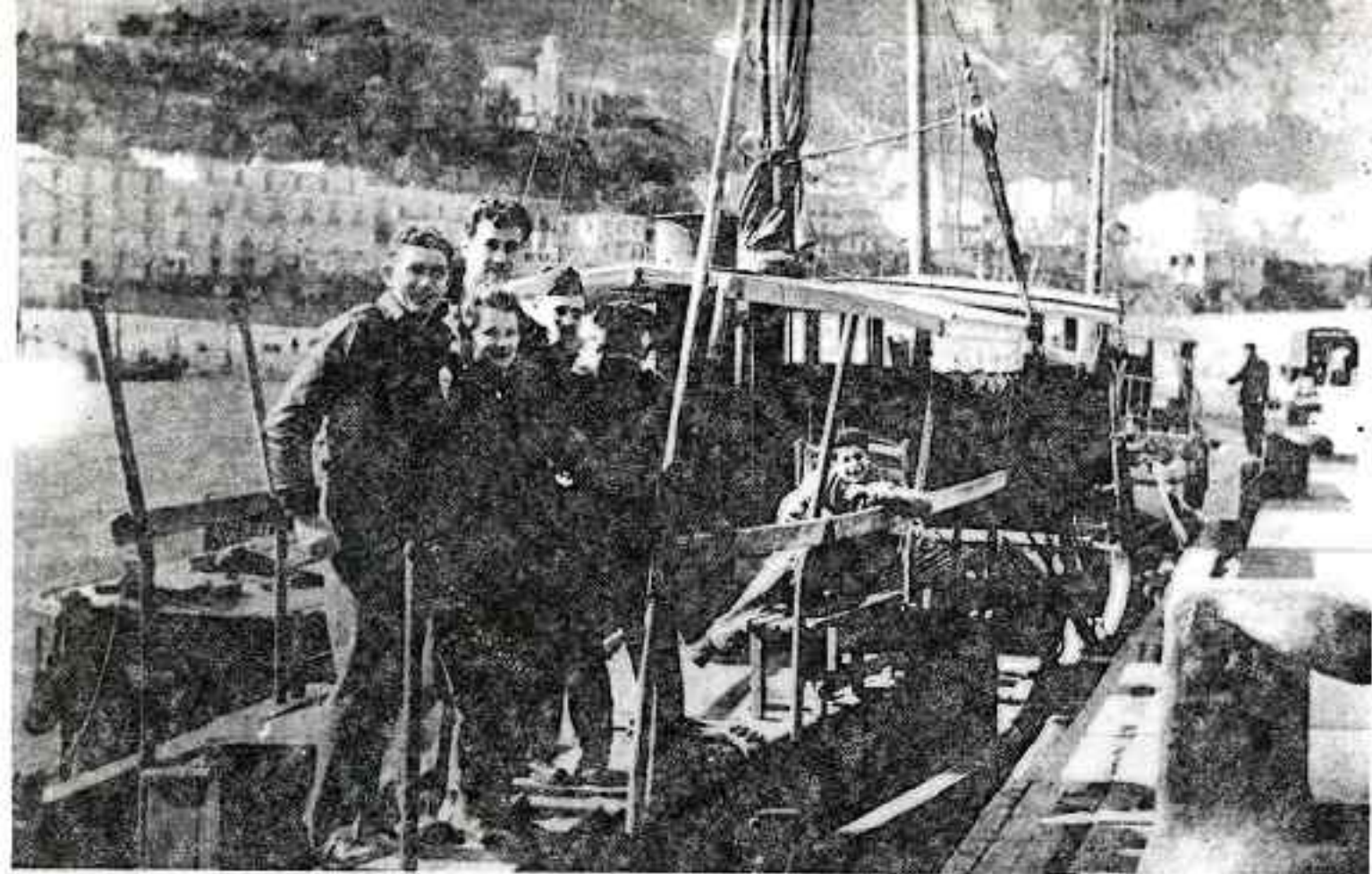
" 2nd 0.830779

1942
to
1940

Worked 5 months as stock clerk and tool crib operator for the Martin-Parry Company, York, Pennsylvania.

Worked 5 months as dispatcher in Machine shops of York Corporation until reaching 18th. birthday. After 18th. birthday, started to serve tool and die making apprenticeship.

3/2 ↓ 3 GROUND VS 2 RATED OFFICERS (NO EM AT THAT TIME)
* court martialled - convicted - grounded 3 mos - hard commission
(alone) 2 May '44 (2nd LT.) w/ apologies from Dir of Training who stated "you got caught at some thing we all do & did, but we had to make an example of you". (C'est la guerre, c'est la vie.)



_____, *IDA ZURN, TONY SCHNEIDER, MANCELL RAY

BOAT CAPTAIN & GRANDSON.

ISLE OF CAPRI, NAPLES, ITALY

MAR'45

AFTER RETURN FROM
TRANSYLVANIA, ROMANIA

*WAC

Crew # A-286

4th Echelon

Flight A



SUGAR

WALSH

KIA 20 Nov 44
DITCHING
(REPLACED BY
BOB GROSS)

RADIO
(WALSH)

MANEY
Ray

† DECEASED
(USA)

KO-E

BURNED BADLY
IN NORTH AFRICA
EL GUINA A.B.
TUNIS - NEVER
BLEN COMBAT
BY CREW
(REPLACED BY
MARK PETERSON)

TAL

INJURED - DITCHING
RSTO 21
REPLACED BY
JIM NEWTON

TRANSFERRED TO B-17'S AT
LANGLEY FIELD 44
FLEW OUT OF COGGIA
ITALY - LAST VISITED
BY SELF 29 DEC 44
(UNKNOWN STATUS)
REPLACED BY
JOHN R. GOTTSCHALK

20 July '44

Chatham Field

Savannah, Ga

Anthony C. Schneider 2nd Lt A.C.

M 7
10/91

ARLINGTON BECAME ORN'S OFFICER

TOOK ALL NEW CREWS (776) ON FIRST COMBAT MISSION AS CHECK-OUT PILOT

OUR ORIGINAL CREW W/ NEWTON REPLACING LUCIAK - DITCHED IN ADRIATIC IN 20 NOV '44.
LOST TWO ENGINES OVER TARGET AREA (2243 INBORED) BY RAN AWAY OVER SEA - HIT
SEA W/ 14 OPERATING. VEET SPEED 800 FPM NEG - 120 MAN FORWARD - STOPPED 8-24 BREAKS
BEHIND WING. HURST NEVER SEEN BY ANY ONE AFTER IMPACT. I WAS THROWN THRU
CANOPY - NO INJURIES - EVERYONE ELSE WOUNDED (INJURED) TOWER, SERIOUSLY. YUGOSLAV
FIGHTSMEN PICKED US UP - TOOK US TO PARTISAN HOSP IN YUGO. MIN X 10 DAYS.
SECOND CREW (BY PERSEON & GROSS) BAILED OVER TRANSYLVANIA IN 31 JAN '45. AFTER DIRECT
HIT IN LEFT WING (NO EXPLOSION - 88 WENT THRU W/O DETONATING) - LOST W/ #2 - FLEW
EAST FROM VIENNA, AUSTRIA AREA & JUMPED INTO UNDERCAST FROM 7500 FT ASL.

Crew #286 Chatham Field, Savannah, Ga.



James Edward Merrill Edward Harold James
Hurst E Chickson Ray A Long John Manning
R R AA AE AR
July 23-1944

ORIGINAL CREW AT CHATHAM FIELD SAVANNAH, GA



FINAL CREW AT PANTANELLA AAF BASE ITALY (MTO) 1945

+ DECEASED
R REPLACEMENT

CM 7
10/91