



# THE 99th Bomb Group Historical Society

Newsletter

Vol. 6 No. 6

Nov 1 1986

## SOCIETY OFFICERS 1986-87

PRESIDENT - LEW BOATWRIGHT  
TREASURER - WALTER BUTLER  
CHAPLAIN - HARVEY JENNINGS

VICE-PRESIDENT, JOE KENNEY  
HISTORIAN -GEORGE F. COEN  
SECRETARY - DICK DEMPSEY

EDITOR - GEORGE F. COEN

## THE PRESIDENT'S MESSAGE

Your President joined the 99th at Gowen Field, Boise, Idaho in September, 1942. The mission at this base was to receive personnel of all required skills and integrate them into the B-17 training squadrons stationed there. After a concentrated familiarization course, assignments were made to B-17 Groups enroute overseas. Combat crews were assembled and trained, then transferred to Groups being activated or transferred to the replacement pipeline for overseas destinations. Each base training squadron was usually maintained about three-times authorized strength. Operations were on a continuous 24-hr day, 7-day week schedule. At that time I was C/O of the 52nd training squadron, 29th Bomb Group. Things were getting hectic and I was glad to be assigned to the 99th as Group Operations Officer.

Near the end of September 1942, the Group was moved to Walla Walla, Washington so that combat training could continue and to relieve the crowded conditions at Gowen Field. Also they were beginning to form the 100th Bombardment Group(H). The weather at Walla Walla was good during the first part of October and flight training of the crews continued. However, at the end of October a persistent ground fog stopped most flying activity. In the meantime, reports from England indicated formation flying was extremely important and all pilots must be proficient.

In mid-November, the Group moved to Sioux City, Iowa. The weather was much better - cold and clear - which allowed formation flight practice. However, keeping the B-17E and F in formation required a great amount of effort because the sensitive supercharger controls required continual adjustment during maneuvers. This resulted in crew fatigue after a couple of hours.

The flight echelon departed Sioux City and arrived at Salina, Kansas on 1 Jan 1943. There were thirty-six combat crews with B-17Fs plus Squadron and Headquarters personnel. We were authorized six days "overseas duty" leave on 6 Jan 1943. Here, the group was supposed to receive the balance of its "organizational equipment." I personally signed for some K-17 and K-25 cameras. If my memory hasn't failed me, I believe each squadron was authorized one K-17 and four K-25s but they were unable to furnish this quantity. The K-17s proved our bombing accuracy claims, starting with mission #1 to Villacidro Airdrome on 31 Mar 1943.

It was at Salina that I had a discussion with a Boeing factory representative about the extreme sensitivity of the supercharger controls on our B-17s. During engine runup before takeoff, too much time was required to set the manifold pressure for full power. He said Boeing was aware of the problem and had a "fix" for it. This was a cuff about six inches long that could be attached over the end of each engine's exhaust pipe. Across the open end of the cuff were louvers that could be set to divert a portion of the exhaust gas through the turbine part of the supercharger. Each aircraft crew chief adjusted the louvers to yield takeoff power at sea level.

The benefits from this simple modification were beyond my wildest expectations. No longer were pilots required to adjust each engine supercharger control before takeoff. In the dust and sand of North Africa this saved many engines and propellers from early failures. In the air it was not necessary to adjust the sensitive supercharger controls at lower altitudes and our formation flying approached parade precision. Climbing power was available up to 25,000 feet. The engine superchargers were more stable when adjusted at higher altitudes. Without a doubt, this device greatly reduced our casualties during combat.

We were in DeRidder, LA near the end of January 1943, and then on to Morrison Field, FL about 1 February. (to be continued in next issue)

Warm Regards,  
Lew Boatwright  
President, 99BGHS

*Thank you, Lew.*

#### REPORT FROM COMMITTEE TO INSTALL PLAQUE AT AIR FORCE ACADEMY

Plans are well under way to comply with the decision of the Board of Directors and the approval of the members at our General Meeting in Dayton, Ohio June 27, 1986, ie to install a PLAQUE on the Memorial Wall, USAFA. I have visited the Monumental Service, Inc. in Colorado Springs and with their assistance have designed a configuration that our members here in Albuquerque have concurred with. The Company is now in the process of making what they call the approval rubbings to submit to the Academy for their and also our final approval before the foundry pours the plaque. Monumental Services will install the Plaque on the wall as soon as it has been completed. Our membership approved that this be dedicated by our 99th Bomb Historical Society during the 15th Air Force Reunion 14-18 October 1987. The Academy has agreed with this and has set the Dedication Ceremony to be held at 10:00AM 15 October 1987. Details to be decided later. It would be great if we had a large number of members of the 99th BGHS attending the dedication and the 15th AF Reunion, whose program promises many events-football Air Force vs Notre Dame, tours of sights in area, etc-more info in 15th AF newsletter.

To assure that all of our 99th members who choose to go and want to be housed in the same hotel I have worked out these arrangements with the 15th and with the ANTLERS, which will be the Headquarters for the 15th and its activities. I have already reserved a hospitality room to be used only by our members during the reunion. IF YOU WANT TO STAY IN THE SAME HOTEL WITH OUR 99th MEMBERS PLEASE MAKE YOUR RESERVATIONS NOW AT THE ANTLERS. Reservation form and instructions are in this newsletter. The 15th expects 2500 attendees-there are 275 rooms in the ANTLERS with 900 parking spaces in the basement-located in the middle of town with shopping for the ladies (men you too) in walking distance. SO YOU SEE HOW IMPORTANT IT IS TO GET YOUR ROOM RESERVED NOW!!! ONE TOLL FREE CALL TO 1-800-232 2323 will get the room now-confirmed back to you in writing. From your ole friend bernie barr. PS -Send me a note if you plan to go, please !!! BSB

Feb. 12, 1986

To: Board of Directors, 99th Bomb Group Historical Society

From: John H. Henry, Chairman, Auditing Committee

Subject: Audit Report of Treasurer's Records Jan. 1, 1985 to Dec. 31, 1985.

At the request of Vice-President Lew Boatwright, I have conducted an audit of the 99th BGHS financial records. In my opinion the record of receipts and expenditures appear reasonable.

signed/

John H. Henry  
Chairman, Auditing Committee

15TH AIR FORCE ASSOCIATION  
(99TH BOMB GROUP)  
OCTOBER 14 - 18, 1987

Phone Number \_\_\_\_\_ Date \_\_\_\_\_  
I will arrive on \_\_\_\_\_ I will depart on \_\_\_\_\_  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
Zip \_\_\_\_\_

Single (one person) \$60  
 Double \$60  
 Triple \$70  
 Small Suite \$175  
 Deluxe Suite \$325  
 Quad \$ 80

MAIL TO

Please guarantee my room by  American Express  
 Mastercard  
 Visa  
 BRODMOOR Gold Card  
 Check Enclosed

Credit Card # \_\_\_\_\_ Exp. \_\_\_\_\_

- Unless guaranteed, all rooms on availability basis only!
- If this reservation is not honored on the above arrival date or cancelled 48 hours prior to arrival, the room will be billed for one night and the reservation cancelled.
- Account must be settled in full upon departure. I will share with \_\_\_\_\_

RESERVATION CUT-OFF DATE IS: AUGUST 31, 1987  
MAIL THIS FORM TODAY! OR CALL TOLL FREE 1-800-232 2323 The  
ANTLERS will take your reservation NOW and send you confirmation!!!!

And now a flash from our favorite War Correspondent - Jesse Hobbs

In Nov. 1943 a pilot in another crew complained that he could not find fuel for a working model of a steam engine, his most prized possession. Harold Griese and I decided that a suitable substitute could be produced from cheap and available purple death wine. It was suggested by interested personnel that the end product may possibly be converted to a secondary use as well. A group of volunteers relocated parts and suitable substitutes from nearby dumps. Assembly was made in a fox hole for protection from possible bombing raids and or other hazards and production began.

During tests of the first batch, blue flames dancing in front of the eager pilots eyes brought a smile to his face that was undisputed proof of success. Would processing through used aircraft tubing and the airtank boiler produce hazardous chemicals?

Was this product safe for human consumption? No one would take the risk and the project stalled.

A Cpl. whose primary duty was driving a 6x6 would stop by the combat crew area almost daily to exchange rumors and shoot the bull. This likeable knight of the road had never been known to refuse an offer of wine of the grape. On his next visit the almost colorless liquid was displayed and the potential hazard explained. He scoffed at the risk and quickly downed about 2ozs mixed with lemon powder and a little water. After several favorable comments had another mounted his vehicle and drove away. About thirty minutes later <sup>we were</sup> brought to attention by the continual sound of a vehicle horn and came out to investigate. Heading down hill from the direction of the 97th was a fast moving 6x6 pursued by a jeep, the driver waving an arm and blowing the horn in what seemed to be an attempt to stop a runaway vehicle. They zig-zaged through the tent area uprooting a few tent pegs but causing no major damage. It was the Cpl and following closely was the CO. The next day the grounded Pvt. made his report. He stated that his military career had suffered a setback but he felt no ill effects and the stuff must be at least 150 proof.

Preparations were made to run another batch, and we were under way. The heat source for this masterpiece was 5 or 6 C ration cans filled with gasoline and could not be controlled. A metal plug had been removed and replaced with a wooden dowel in the boiler to act as a safety valve and prevent disaster in case of overheating. Griese and I started the fire and joined the chow line nearby. All was well until the plug let go and a fragrant and distinctive aroma drifting on a light breeze engulfed the chow line area. Every one froze in silence and disbelief. Then someone yelled WHO THE HELL'S FROM KENTUCKY and the line moved as one toward the source, leaving only the culprits standing where the line had been. That night the refinery disappeared and the 347th lost its fuel production capability.



Jesse N Hobbs

Fellow 99 ers.

I am seeking information for the nick name and the logo of the B-17, #44-8187.

This B-17, was a Mickey Radar aircraft. It went down Feb. 27, 1945 into Switzerland after flying squadron lead for the 346th. The target was Augsburg, and our Pilot was Len Smith.

If there is anyone, who maintained this B-17, and knows the nick name and logo, Please drop me a card.

Victor A. Fabiniak  
2310 E. Liberty Ave.  
Vermilion, Ohio  
44089

Yours in Comradeship

*Victor A. Fabiniak*  
Victor Fabiniak

Dear George:

22sep86

Re: Bob Blackman's Letter in Sep. Newsletter - asking for location of Odertal syn. O/R, southeastern Silesia - Our crew went there on 18dec44, (in a/c 232110 - that was shot down on same date.)

a/c 232110 was not listed in earlier newsletter as going down on that date but it did, and we did, southeast of Budapest, Hungary.

thanks

Paul W. Capen, Box 26, Represa CA 95671

Thank You, Paul

gfc

Perryton TX  
Sept. 21, 1986

Dear George -

We wanted to report to you on the airline tickets we won in the drawing at Dayton. We flew to Seattle where we joined a tour to Vancouver and Expo 86, and then a 1700-mile bus tour through British Columbia and Alberta. Most beautiful country and we had a fine time. Thanks to the 99th for the opportunity.

Sincerely

(Austin) Dean Terrel

Dear Dean;

Bernie Barr is the guy who put that deal over. He is a real Operator, a Big Time Operator. best geo.

IN MEMORIAM

Geo F Coen  
c/o 99th B. G. Historical Society  
2908 Aliso Drive N E  
Albuquerque, N.M. 87110

Erwin J Kosharek  
121 E Fairmount Ave  
Milwaukee, WI 53217  
(414) 9628276

June 1984

Hi Geo:

Am enclosing copies of letter that Dillard Limbaugh had sent me in regard to my fall in the tail section of B 17 article which appeared in the November 1983 issue of 99th B. G. Historical Society. As I told you at the reunion in Huston that I would send copy on to you.

Getting a lot of golf in now that I'm retired and looking for some job to keep me busy in the winter months. Looking forward to meeting all the fellows again at the next reunion

as always

*Erwin Kosharek*  
Erwin Kosharek

May 11 1984

On the morning of Feb 8, 1945 I was in the 348th Squadron, 99th Bomb Group. I was flying ball turret with a crew that I don't recall the names of anyone. We were flying about 1/2 mile behind the 416th Squadron. As we were banking to go over the target I was looking at the 416th Squadron banking too. I saw two planes collide. One plane broke in half, the other went into a flat spin. One chute opened in the plane that broke in half.

We flew within 3 or 4 hundred yards of him. The tail section went below us. I reported to the crew that two planes had collided. We kept calling them to bail out, but only one chute opened that I could see. I have told this old war story quite a few times in the last 39 years.

I read Kosharek's story in the Nov. 1983 99th B.G. Historical Society. Then is when I found out that he rode the tail section down. I could not believe it. I was really surprised and happy that five men got out.

T/Sgt. Dillard Limbaugh, USAF (Ret.)  
3445 Clearpool, Memphis TN 38118

3 Nov 1981

Dear George,

Hope you are feeling better by now. After I talked to you, I called Terry Barton to ask him if he remembered who picked him and his crew up after his landing at Comiso air field, Sicily, on the 6th of August after the Foggia raid of that date. In case you didn't know, it was the "Bad Penny" I have also received a letter from him. Also talked to a ol' friend of yours by the name of W.W. Henderson, chewed him out for not applying for membership in the Society. He told me he would get his application in and I hope you have heard from him by this time. I forgot to get his address but his phone number is 1-904-438-5388. I will have to get his address as he wants some photos. *W.W. Henderson, 1735 Anderson St, Pensacola, Fla.*

This newsletter of yours is great. My tail gunner, Paul Peterson, has visited me. I have talked to my R.O., LeRoy Garvis. Also a phone call from Gushroske, who had flown some missions with me.

Do you remember the newsletter with the pictures of the Bad Penny and Nobodys Baby. "Nobodys Baby" was the plane I was flying on the first raid on Rome, I had forgotten that item until I was reminded by Peterson. It was the only plane damaged and not by enemy action.

A lot of fellows seem to vividly remember the 3rd of May raid on Tunis. Are you aware the the "Bad Penny" was the only plane to make all three passes over the target that landed at Navarin after the raid. We wondered where the rest of the Group was and the ground crews said they didn't know. I'll agree that raid was some experience.

George, I am sending you some more photos, a copy of the orders taking us overseas, and a copy of my diary. I don't expect reproductions in the newsletter but think some of the people might enjoy seeing this junk at the reunions. One of the pictures is of the original cadre of the 416th B.S. I am not certain but think the B-17 was the only one at Walla Walla at the time. The plane was named "Hunk of Hell".

Another item. Buck and I took the Plane, "Hell from Heaven" to 41,000 feet while at Walla Walla. The bombay tanks were loaded and we were still climbing at 41M but the plane only had about 20 hours on it and the cylinder head temps were running at the red line and we thought we might get in trouble if we burned the engines out with so few hours. The oxygen system was the old bladder system. Orance chewed us out when he learned of the flight.

I apologize for my tardiness in remitting my dues but will pay a penalty for the lateness. The Society can probably use the money anyway.

Hoping to see you in April,

Sincerely,



Carl D. Mitchell  
228 Wilder Place  
Shreveport LA 71104

P.S. Lost my last newsletter saying who the contact was for the reunion. If possible, can you send me another, if not, the name and address will be o.k.

I was going to lecture Mitch for not being prompt, but maybe I'd better change the subject. geo.

July 13, 1985  
Kissimmee, Fla

Dear Bernie:

I am writing this letter with a bit of remorse because I cannot get to Seattle this month. I had planned to get there, but things have come up which prevent our making the trip.

In anticipation of someday being able to get to a reunion of the 99th, my wife and I took a trip to Italy on May 6, 1985. I didn't realize until the last minute that we would be in Rome on VE Day (May 8), so I took along a card from the GI restaurant AMEDEO "Broadway Bill's" at 15 Via Fabio Massimo, where Charlie, Leo, and I celebrated on that great day--we had hit rest camps in Rome that week--Charlie was the bar tender etc. in the officers club at the 346th Squadron. I was in communications.

We spent an hour walking from the Vatican and asking directions and finally found the Restaurant AMEDEO still there. It was closed, so I went into the store next door to find out when it opened and met the son of the man who owned it in 1945. WOW! His name is SERGIO BERNARDINI and he and his wife took us to dinner in the restaurant and we had a great time--(pictures enclosed).

Our plan had been to spend a few days in Foggia, but we got waylaid on the Isle of Capri--the family of a friend of mine (here in Florida) showed us a great time there and kept us there an extra day so that we only had two days in Foggia (a beautiful city--118,000 population--nice new railroad station, etc.). The enclosed picture is of me, standing in front of the depot--behind me in Via Maggio 23--the main street. It's a beautiful shopping area with shaded sidewalks as you can see

The entire Foggia area is now in farms and vineyards--lots of commercial buildings in the outskirts and, after 40 years, who can remember where what was. We spent a day at San Riovanni Rotunda, Padre Pio's Monastery, and passed one of the old bases on the highway at Amendala (I think it was the 97th). It is now an Italian Air Force base.

Tortarella is still there, but I could not recognize much except a few buildings which could have been HQ--it's a nice little town now. I wish I could have stayed longer and asked more questions.

We took a local train from Naples to Foggia, (5 hours) and saw all the great scenery going through the mountains--Benevento, Areeano, etc. From Foggia to Rome we travelled past Cassino (all nice country) and saw the rebuilt monastery on top of the mountain.

It was a beautiful trip and brought back a lot of memories. We were treated very well in Foggia--stayed at a very classy hotel, the HOTEL CIOLELLA, about a block from the station.

I wish I could get to Seattle, but it's not in the cards this year--we'll surely be visiting Albuquerque this fall and will check you all out.

Sincerely

Francis A. O'Donnell

Known as O'Toole in 346th squad

p.s. I'm still receiving two copies of the newsletter. I mentioned it when I sent my contribution for the memorial.

p.p.s In cleaning out boxes of stuff, we are finding names and addresses--I'll send them soon.



We have lost the name of the writer and perhaps a second page. Sounds like Al Schroeder. Anyhow, we cannot resist the urge to print this one now. geo.

Dear Bernie;

November 29, 1983

As a former Squadron Leader for the 416th Squadron, I was fascinated to read the article in the November News Letter by Ervin Kosharek.

If my memory serves me correctly, I was flying the lead plane for the 416th that day with Roy Haggard as co-pilot.

I am quite sure that Lt. Schuld and his crew were leading the second element during this disastrous incident.

The mid-air collision was especially tragic for me, because my ball turret gunner, Junior Goodman, who had been with my crew since its inception at Plant Park, Florida through RTU training at Drew Field and then on many combat missions with the 416th, was one of the fine men lost in the accident.

The system of assigning crew members to different crews was standard practice during my tour of combat duty from August of 1944 to May of 1945, but it was a procedure which I didn't like, because it split up men who had flown together for several months.

I feel very grateful to Ervin Kosharek for his detailed description of his amazing experience, since I had not known the fate of those aboard the two planes from the time of the collision until the moment I read his story.

In addition to the article by Ervin Kosharek, there was another note of interest to me.

On page 12 a reference to one of the books about B-17s mentions a book entitled B-17 Flying Fortress by Roger Freeman and points out that there are two pictures of 99th planes.

Actually there are four pictures of the 99th, because on the second color picture page in the center of the book and on the back outer cover of the book is a picture which shows a jeep with eleven crew members and describes it as a lead crew of a 97th Bomb Group at Amendola.

Actually the picture is of a 416th Squadron, 99th Bomb Group Lead Crew.

The same Junior Goodman who was lost in the accident is shown on the hood of the jeep.

Also in the picture are two more of my crew: at the back left side of the jeep is Kieth McInch who was an outstanding bombardier (I have the pictures to prove it), and Wiley Watkins, the flight engineer.

Also, if my identification of people is right, the two officers in the driver's seat of the jeep are Major Wayne Seward, the Squadron C.O., and Beurt McKnight, the Operations Officer.

The name of the plane in the background is "I'll Get By.", so if this was the name of one of one of our airplanes in the 99th my assumptions will be correct.

With all the points that I accumulated during my tour in Italy, I had the option of returning to civilian life on June 28, 1945.

I took the option, and then on July 9th I was hired by Pan American World Airways as a copilot.

I flew for Pan Am for 34 years, and was flying as a 747 Captain when I retired in 1979.

Although I had accumulated over 27,000 hours of flying time, I feel that the few hundred hours I flew with the 99th were the most rewarding....

... Seeing the picture of the 99th CO, Ford Lauer, brought back memories of a wonderful B-17 pilot who was on his second tour of duty when I had the privilege of flying behind him. Prior to Col. Lauer's final mission, Axis Sally had broadcast a message that the Germans knew that he was about to fly his last mission, and the implication was clearly put that they were out to shoot him down.

The aircraft that he flew was No. 729, which had been one of the best airplanes in the Group.

Needless to say, they were badly shot up on this final mission of Col. Lauer's, and the airplane required major repairs, and if I am not mistaken it never flew the same after this mission.

I believe there were some serious and fatal injuries to other crew members on this mission, but Col. Lauer came through uninjured.



#### Ville Flora

In the Military Hospital at  
Bad Ragaz, Switzerland

I remained in the hospital at Bad Ragaz from the evening of October 1 to the early afternoon of Tuesday, October 5, 1943. I was kept for observation, and also to wait until I could be transferred to the internment camp at Macolin.

Late in the morning of October 2, I was taken to the x-ray room to have some pictures taken to see if any bones were broken, or whether or not I had received any internal injuries. They soon found that nothing was wrong. My only injury was the cut on my nose plus a slightly sprained back, a black and blue hip and a few other bruises.

Joe and Norris both had head injuries, and had to remain in bed. I was allowed to dress and remain up for an hour or so in the afternoon, and then was glad to get in bed again.

We had a lot of visitors; everyone wanted to come in to see us. Swiss soldiers and officers came in often to ask questions or to tell us something. We were greatly surprised at the large number of Swiss that spoke English very well. It seemed that close to half of them spoke English.

Sister Josy Berlinger was our nurse. She was perhaps twenty-five or six years old. She had lived in England and she spoke English very well. She was always very good to us, and we had a lot of fun with her. She told us that she had stood at the window of the very room we were in and saw our burning plane go down, and had seen our chutes open.

Josy always was bringing us things to eat. We got pieces of chocolate that are very hard to get in Switzerland these days. A friend of hers also sent us each a bar of chocolate candy and wished us a pleasant stay in Switzerland.

Each night before time to go to sleep, Josy would bring us tea or coffee to drink. She did so much for us while we were there that I cannot name them all, but none of us will ever forget.

Continued on page 21

#### HEADQUARTERS FIFTEENTH AIR FORCE APO 520, US ARMY

22 December 1944

#### ESCAPE STATEMENT

1. 2nd Lt Eugene W. Haner, O-714695, 353rd Bomb Sq. 301st Bomb Group  
Born - 16 May 1922 Interrogated - 22 December 1944  
Enlisted - 2 October 1942 MIA - 7 November 1944  
Home Address - 1411 Cedar Bend Drive Returned to Duty - 14 Dec 1944  
Ann Arbor, Michigan  
Peacetime Profession - Plant Protection Work Duty - Co Pilot

2. On 7 November 1944, source was flying as Co-Pilot on a "B-17" during a mission to Maribor. The plane was piloted by 2nd Lt Kulp (USA/SKP/304) over the target and just after bombs away, flak hit the plane, knocking out No. 1 engine and setting it on fire. Soon afterwards, the bomb bays were hit and also set on fire. The Navigator (F/O Rushmore) was hit in the shoulder. As bomb bay fires could not be extinguished, the pilot gave orders to bale - just E of Maribor at 19000 ft. (46 38 N 15 30 E). All members of the crew left the plane and all chutes are thought to have opened. Partisans reported that the plane blew up in mid air.

3. Never in enemy hands.

4. Source landed in a valley just north of Ptug (46 30 N - 15 55 E) and was met by a civilian man and boy, and within half an hour, by some Partisans. The Partisans carried source's chute to a nearby HQ, and three hours later sent him out, with guides, to another HQ North of where he landed. Here source met Sgt. Zamerski, and Sgt Schesta from his crew, and at dusk all travelled to another HQ where they spent the rest of the night. All travelled from one Partisan HQ to another in an area just North of Zagreb (45 50N - 16E) passing near Nraske (45 56N - 15 29E) and were joined by Lt Kulp and F/O Rushmore during their journeys. Treatment at Partisan hands was good, but the further south they moved, the rougher the conditions became. On 25 November all five Americans reached a mission at "Flotsam" and after a few days moved - still under Partisan control - to "Fungus." Here, the landing ground was under water, and the party only stayed long enough to have a meal. Transport took the party on a five-day journey via Rihaz (44 46N - 15 54E) to Zara (44 07N - 15 15E) reached night 10 December 1944. During the journey, one river (unknown) was crossed on a landing barge which carried the transport. Three nights were spent at Zara aboard a British Cruiser, and on 13 December the party embarked on a British Destroyer, which landed them at Bari 14 December 1944.

4 Incls: 1 - Ltr 383.6  
2, 3, & 4 - Exhibits "B", "C", & "F"

J.G.J. KENNEDY  
Capt, AIS  
Interrogator

#### EXHIBIT B

14/15 November 1944	Youita Janeis Partisan Girl (Mravjlica)	Acted as Interpreter for 3 sources gave them food and Accommodations
3-4 days December 1944	British Mission "Flotsam"	Provided food and accommodations for source & his 4 companions. Conditions were rough and Americans slept on tables.

This mission is short of cots (beds), but has plenty of blankets, and were able to provide the party with a blanket each when they left. All boots are small sizes, but they appear to have good supplies of other clothing.

HEADQUARTERS FIFTEENTH AIR FORCE  
APO 520, US Army

28 December 1944

ESCAPE STATEMENT

1. Sgt Thurston C. Medlin, 33227010, 347th Sq, 99th Group.  
 Born - 7 August 1921 Interrogated - 28 December 1944  
 Enlisted - 3 October 1942 MIA - 7 November 1944  
 Home Address - 309 Ashlawn Drive, Norfolk, VA RTD - 27 December 1944  
 Profession - Interior Dec. and Draftsman Missions - 9 sorties  
 Duty - Photographer
1. Sgt Jack R. Cooke, 18162352, 347th Sq, 99th Group.  
 Born - 14 May 1922 Interrogated - 28 December 1944  
 Enlisted - 28 October 1942 MIA - 7 November 1944  
 Home Address - Black Apt. Olomulgee, Okla RTD - 27 December 1944  
 Profession - Student Missions - 5  
 Duty - Engineer
2. Mission was to Maribor North M/Y. Flak made direct hit on No. 2 engine just before bombs away, setting it on fire; one minute later another direct hit, someone evidently in nose yelled he was hit. Pilot gave order over interphone to bail out as he was fighting to control the plane which was diving at 35 degree angle. Source 1 climbed out of camera well and went to waist and with Source 2 and the other waist gunner bailed out of waist door. All three cleared ship successfully, at altitude of 19,000 feet. Sources saw two more men leave plane successfully at 7,000 feet. Source 1's leg straps were not fastened on jump, chute caught at his neck and held on until he hit.
3. Once in enemy hands.  
 Source 1 landed 75 feet from a lightly wooded area, cutting his lip and injuring both knees slightly. Source 2 came down 150 yards away and joined source. Civilians surrounded them but at first kept a respectful distance away. (46 35 N - 15 49 E). An old man approached and then shook hands. A girl approached, signalled that her father could speak English, led them to her house. Sources talked with this 50 year old man who said he had lived in the midwestern U.S. for 15 years, leaving in 1924. He had a German accent. After feeding them, he told sources that there were no Partisans around and "Don't worry," to additional questions asked. Another man came up and host interpreted that sources must report to Yugoslav police, said in answer to questions that these were not connected with the Gestapo. Sources gave name, serial number to host, who with two other Yugoslavs began leading sources along road through open country. Sources asked the Yugo what would happen if they ran; he replied that the police were all around the area looking for them, that they wouldn't get half a mile, and not to worry. He would give no further information. Most of the Yugos they passed en route seemed sympathetic and one civilian they passed motioned to sources to run. The party stopped at a small inn where sources were left at door while their escort went in. A girl from a nearby house came fairly close to sources, pointed to another building, a church, 100 yards away, said "Gestapo," ran her finger across her throat, and motioned for sources to run to a nearby woods. They ran and 5 minutes later the girl appeared in the woods and led them 2 miles to a civilian's home where they met two Partisans. Here they stayed until night. Sources were shown their location on the escape map. Around 11 p.m. sources and Partisans left, and slept in a barn five hours away. They remained hidden here until the next night, travelling to another barn. The Partisans would try several houses before they could find someone to hide them. This second night sources heard firing in the vicinity when their Partisan friends had left them at one place, and soon they returned and moved sources to another house. The party wandered around from house to house in this vicinity until 12 November when an old man led sources to another hide-out where they were loaded, still in uniform, on a cart, crossed the Drava River on a wooden bridge at (46 33 N - 15 28 E), proceeded thru mountains on trail to an inn atop the Pohorje range at 6 a.m. Rested here, went on until 11 a.m.

carrying supplies on back, when they reached a cabin. They stayed here all night and for three days changed from house to house in same vicinity. Among persons met was an Italian who joined the party. On 16th, party started south again, but missed couriers on first night and stayed two nights longer. The man with whom they stayed was very nice to them but seemed afraid always of the Germans paying a visit. He said they usually came around once a day. He also revealed that a party of 5 Americans had passed along the route five days before. Party made contact with couriers about the 19th, and started again. They ran into party of 5 Germans on the trail, had to run back another trail to a Partisan pillbox, where they stayed four nights before contacting the next courier, who carried them to a Partisan "adred" hqs. Next night they walked for several hours. The following morning, 24 November, they arrived at a British Mission and were carried to a nearby American mission. At time of arrival this valley was liberated by Partisans but on 4 December, the Germans made a push west from 46 20 N - 15 02 E, capturing Mosirjo (46 20N - 15 00 E), and bringing the Partisan airfield near these under fire. Mission naturally cancelled request for planes to land to evacuate sources. On 6 December sources with mission, seven in all, journeyed south by Smartus (46 02 N - 14 54 E) and Motnik (46 13 N - 35 E) where they were held on a mountain top for three days because Germans were sending troops along road northeast. On 9 December sources' party crossed road under protection of Partisan battalion. They spent the night in a village about 10 miles south of Motnick, and were held up again by German river patrols for three nights. They crossed the Sava River between Smarno and Litija (46 04 N - 14 50 E) on night of 14th five at a time. While walking south on the 15th, the Bellagarda (White General, Yugos.) attacked the rear guard of party and sources continued south to Mekinjo (45 59N - 14 43E) where one of the mission left party for another destination. Sources reached Zugemoeck (45 50 N - 24 57 E) crossing Kirka river at Duor (45 43 N - 14 58 E) on the 17th. By cart they went thru Senice to Rozanec (45 36N - 15 10 E) where they spent the night at American home. They arrived at British mission on 20 December.

On the 27th sources left by C-47, arriving in Foggia that afternoon. They arrived by truck in Bari on the 27th.

M.J. FOREHAND,  
1st Lt., A.C.,  
Interrogator

7 Incls:

- 1-2 2 Ltrs. 383.6
- 3 Appendix B
- 4 Appendix C
- 5 Appendix D
- 6 Appendix E
- 7 Appendix F

APPENDIX B

Senor Mario, (Via San Marco No. 36, Trieste). Italian who joined sources in North Yugo. Helped keep sources posted on developments. Kept at G. Grad by Partisans. American mission thinks Partisans may kill him. He had escaped from German labor battalion in Hamburg.

Koollick Janka, Dr. Zarbarapri chariboises, Slovenja, Yugoslavia.  
Krajne Pranc (Tigovce) Lv. learkui pri Vurberger, Slovenia, Yugoslavia  
These were the first two Partisans met, carried them from Maribor area. Collected money for Partisan cause.

"Vera" and "Cinna", helped sources in Pohorjo. Girls names are Partisan names.

John Ramuta, American, and wife, at Rozanec. Says two sons in marines, one 13 year old in Partisan army.

Captain Fisher, American mission in G. Grad.

Major Lindsay, American mission in G. Grad. Has special assignment.

Majors Roberts, Matthews, Mervin, British mission at G. Grad.

## Mission locations:

American and British missions - G. Grad (48 18 N - 14 49 E).  
British mission, 9th Corps near Senice.

## Money:

North of Sava no money charged. Escape kit money kept from south of Sava River.  
spent escape kit money.

## APPENDIX C

Money came in handy.

## Suggestions:

1. Need high-top combat shoes.
2. Should carry musette bag of supplies.
3. G.I. shoes in snow wore out halfway back.
4. Dog tags were sufficient; "official" documents do much good.
5. Opinion varies on side-arms. One source believes gun would help with neutral civilians.

## APPENDIX D

Sources saw four dead Partisans shot through head and stripped.

## Military information:

Sources say their first Partisan helpers said bombing of M/Y at Maribor missed rail yards but hit an airplane fabric factory on northwest corner of town.

Partisan told sources there were 3,000 to 10,000 German troops concentrated on SE outskirts of Maribor.

American mission said they had sent in report of 2,000 German troops in Ljubina.

German troops moving north along road.

Strip built by Partisans between Gongi Grad and Mozinjo (46 20 N - 15 00 E), 5 kilometers SW of Wozinjo.

## APPENDIX E

One PW camp (Russian, French, American) southwest of city. "Robert" a German SS man for Americans told of 10 Russians raiding camp and released 50 Russian prisoners successfully. Two wounded in escape, one killed.

"Robert," German, spoke french, German, English fluently, is American saboteur and informer. Works with Partisans in sabotage. Sources met him at American mission in G. Grad.

## APPENDIX F

Jernigan, Wilbur R., Sgt - Partisans in Maribor area say he was captured by Gestapo, fell almost in the Drava in parachute landing. Was carried to same headquarters as sources but escaped from same 5 minutes after sources left. Was first to jump from plane.

Weikeath, 2nd Lt., pilot - Capt. Staggers at 9th Corp. British Mission, said he had preceded sources back by 10 days.

Roberts, Thomas, Sgt. - Capt. Staggers said a Sgt Roberts had come through 10 days before.

Lt Denver R. Spry, Co-pilot	)	
Lt Young, Navigator	)	
Sgt Krapan, Engineer	)	- and enlisted bombardier
Sgt Harold E. Hansen, R/O	)	no word
Sgt Harry E. Klinkert, T/G	)	

This installment of the War Diary was found out of order in the microfilm, as were the months of July and August 1944. So we are dropping back to publish the missed items in more or less chronological order. goo.

## NARRATIVE STATEMENT

## NARRATIVE STATEMENT INDICATED AS BASIS FOR CITATION

On 4 July 1943, an order was issued directing three groups of heavy bombers to attack and destroy enemy aircraft on an airdrome in Sicily, aircraft that might be a severe hindrance to our invasion efforts scheduled for only five days hence. The battle order which reached the 99th Bombardment Group (H) on that day, directed that it should lead two other Bombardment Groups, the 97th and 301st on a mission to Gerbini Airdrome, Sicily on the morning of 5 July 1943. Fragmentation bombs were to be dropped by the 99th Bomb Group with the purpose of destroying enemy aircraft on the south half of the main airdrome and on the adjacent area. This target was of prime importance because at that time, the main airdrome and satellites at Gerbini constituted the principle Sicilian bases for fighters which had to be destroyed before the invasion.

Although only twenty-four (24) planes [were] required for the mission, the ground personnel put forth strenuous efforts and early on the morning of 5 July 1943, twenty-eight (28) Flying Fortresses of the 99th Bomb Group lifted their cargo of men and bombs and headed into the northeast on their missions to destroy the enemy. Shortly after rendezvous with the other two groups one of our bombers was forced by mechanical trouble to return to its base. The remaining twenty-seven (27) Forts of the group, under the leadership of Colonel FAY R. UPTHEGROVE, the Commanding Officer, bored steadily onward toward the target.

As the formation drew near the target area it was observed that the enemy was preparing to prevent the destruction of its principal airdrome and the aircraft on it if that were at all possible. Swarms of enemy 109s, FW 190s, and Macchi 202s were sweeping up to reach the bombers as they went steadily on toward the target at an altitude of twenty-one thousand (21,000) feet. About fifteen (15) minutes before reaching their target the group was suddenly attacked by the enemy fighters which now numbered at least one hundred (100) aircraft.

Fierce and aggressive encounters took place as the enemy formed up in a coordinated series of attacks. Some of the enemy pressed attacks in groups of four (4) to sixteen (16) from ten o'clock to two o'clock in line astern and line abreast. Many of these were very determined, continuing their flight entirely through our formation with machine guns and cannon blazing. Other groups of four (4) to six (6) made continuous passes from the rear while still others were attacking singly and in twos from all angles. Two large formations queued up in line astern parallel and on each side of our formation then peeled off one at a time, first on one side and then on the other, attacking our group from three (3) and nine (9) o'clock. The evident purpose of the attackers was to break up our formation, knock out as many bombers as possible and so disrupt the group that its bombing would be entirely ineffectual. But in this they failed miserably.

Fighting back with cool and steady nerves our crews continued relentlessly to the target. Enemy fighters were streaming down enveloped in flames while others exploded in mid-air as our gunners put their bullets into gas tanks and other vital parts of the planes. The enemy too scored against our group as three (3) of the 99th bombers fell to the sustained attack. But in spite of the fury of the battle, in spite of the loss of the bombers, and ignoring the heavy, accurate flak that was bursting among our aircraft, the group remained in perfect formation and dropped its load of bombs with devastating results.

the whole of the area assigned as a target to the 99th Bomb Group was covered thoroughly and completely with an excellent pattern of hits. Of the twenty-eight (28) enemy aircraft on the ground in the south half of the airdrome and adjacent dispersal area, official interpretation of photographs credited this group with the destruction or serious damage of twenty (20) of these aircraft on the ground. In addition, buildings, installations, storage pits, revetments and previously damaged hangars in the target area were heavily hit. The enemy had been given a crushing blow. The aerial battle continued for nearly a full hour and when the last of the enemy planes broke off the attack his numbers had been cut in half by the deadly accurate fire of the 99th Group's gunners. Officially verified claims of this group were thirty-eight (38) enemy aircraft destroyed, eleven (11) probably destroyed and one (1) damaged; a total of fifty (5) in the air. Up to

that time, this was the greatest number of enemy aircraft ever destroyed by one Group in aerial battle. Added to those knocked out on the ground, the total reached seventy (70) aircraft destroyed or badly damaged by twenty-seven (27) bombers of the 99th Bomb Group in an hour's time.

Out of all the furiousness of the battle, a number of outstanding feats were recorded. One waist gunner was officially credited with the destruction of seven (7) enemy aircraft, which was at that time an unsurpassed record in any theater and since has reputedly been surpassed by only one man in another theater of operations. The Fortress from which this gunner sent his deadly hail of lead carried others too who were dealing death and destruction to the enemy fighters. The crew of this one airplane accounted for a total of twelve (12) officially credited enemy aircraft destroyed and one (1) damaged which is still a record for one bomber. Crews of our bombers who observed their three (3) sister ships go down claimed that one of them alone knocked at least six (6) enemy fighters from the sky, although these play no part in the official totals.

The top turret gunner of one of our lost Forts, S/Sgt ALLEN B. HUCKABEE, who parachuted to safety and was captured only to later escape and rejoin the group, had this to say about the enemy fighters destroyed that day. "The Italians told us we shot down fifty-one (51) of their planes in that fight."

When the 99th bombers returned to base, it was found that in addition to the three (3) bombers and their crews who went down near the target, two crew members had been wounded and nine (9) of our aircraft damaged by flak and enemy fighters.

It had been a terrific struggle and our losses were severe but the enemy had suffered a blow which made him incapable of dominating the skies when our troops landed on Sicily in the invasion which started just five (5) days later.

For their part in the successful accomplishment of this important mission, a number of awards were made to those who contributed outstanding acts in the fulfillment of their duties.

Such heroic deeds and outstanding results obtained in the accomplishment of a dangerous and important mission reflect great credit upon the 99th Bomb Group (H) and the Air Forces of the United States Army.

#### PROPOSED CITATION

99th BOMBARDMENT GROUP (H). For outstanding performance of duty in armed conflict with the enemy on 5 July 1943. When it was necessary to neutralize Sicilian-based fighters immediately prior to the invasion, the 99th Bombardment Group was called on to furnish twenty-four (24) B-17 type aircraft to attack with fragmentation bombs and destroy enemy fighters and installations on the south half of the main airfield at Gerbini. As twenty-seven (27) B-17s of the 99th Bombardment Group neared the target, they were attacked by an estimated one-hundred (100) enemy aircraft consisting of ME-109s, FW 190s, and Macchi 202s, which made persistent aggressive and determined attacks from all angles, singly and in groups, in a furious attempt to break up the bomber formation. Returning the fire with devastating effect, the 99th Bombardment Group successfully penetrated the enemy defenses and dropped three-thousand two-hundred and forty (3,240) fragmentation bombs, covering the assigned target so completely that twenty (2) out of twenty-eight (28) enemy fighters on the ground were destroyed and many installations, including hangars, fuel supplies, and ammunition dumps were severely damaged. During the battle with enemy fighters in the air, which continued before, during and after the bombing run, the Fortresses of the 99th Bombardment Group took a terrific toll of the enemy planes. Official approved claims consisted of thirty-eight (38) fighters destroyed, eleven (11) probably destroyed and one (1) damaged, against the loss of three (3) bombers. The destruction of seventy (70) enemy fighters by this group in a single mission was a serious blow to the defenses of Sicily, and played a major part in setting the stage for the invasion five (5) days later. By the courage, heroism and determination of the air crews, together with the professional skill and devotion to duty of the ground personnel, the officers and men of the 99th Bombardment Group have reflected great credit upon themselves and the Armed Forces of the United States of America.

#### OPERATIONS ORDERS

HEADQUARTERS FIFTH WING (US)

APO 520  
4 July 1943  
2000 "B"

#### OPERATIONS ORDER

MISSION FOR 5 JULY 1943

NO 5

1. Mediums attacking GERBINI SATELLITES and SICILY RADAR INSTALLATIONS at 1230 1330. Second Bomb Gp attacking GERBINI NO 6 at 1430. Rendezvous with 36 fighters of 14th Fighter Gp at HAMMAMET at 10,000 feet at 0952 hours. Rendezvous with Spitfires from MALTA 30 miles North of VALLETTA MALTA at 22,000 feet, 1102 B hours. Cross coast of SICILY at PUNTA SICCA at 1110 B hours.

2. Twenty Four Heavies each group. Target GERBINI AIRDROME and GERBINI NO 4 and 5. Target time 1130 B hours (TIME IMPORTANT).

LEAD: 99th BOMB GP, 97th BOMB GP, 301st BOMB GP  
RENDEZVOUS: chateaudun, 6000 feet. - 0830 B hours - HAMMAMET, 10,000 feet, 0952 B hours.  
SPIT RENDEZVOUS 30 miles North Valleta, 22,000, 1102 B hours.  
ROUTE OUT: CHATEAUDUN, HAMMAMET, 30 miles North VALLETTA, PUNTA SECCA, SICILY, I.P., TARGET.

INITIAL POINT: RADDUSA  
AXIS OF ATTACK: 90 deg to 105 deg.  
BOMBING ALTITUDE: (99th - 21,500) - (97th - 23,000) - (301st - 22,000)  
RALLY: RIGHT TURN  
ROUTE BACK: REVERSE ROUTE OUT, RETURN MINIMUM ALTITUDE ACCOUNT HEADWINDS.

3. a. 99th Bomb Gp - Attack South Half GERBINI AIRDROME and dispersal area, as scheduled for July 4th. Axis of attack 105 degrees.
- b. 97th Bomb Gp - Attack North half GERBINI AIRDROME and DISPERSAL AREA. AXIS OF ATTACK: 90 degrees.
- c. 301st Bomb Gp - Blanket whole airdrome, GERBINI SATELLITE 4 and 5. Axis of Attack: 100 degrees.
- d. Escort by 36 P-38s of 14th Fighter Group and 24 Spitfires from MALTA high cover.
- e. Bomb loads frag, intervalometer setting 200 all groups. Groups cautioned to meet rendezvous times on schedules, controlled ground speed problem.
4. No Change.
5. Group Commanders on VHF only in case of emergency.

#### MAP OF COURSE

#### INTELLIGENCE REPORT

DATE 5-7-43

PHONED TO	New Market	WING, TIME	1700
1. Unit Notary.			
2. AT	0807	28	Underwear
	Time	No. A/C	Type a/c
			Took off to Bomb
			Mission
Gerbini A/D	1	returned early	27
Target	No. A/C		No. A/C
dropped	3240 frags	bombs on target at	1134
	No. & Type		Time
		from	21,000
			Altitude
	24	returned at	1457

- No. A/C Time
3. RESULTS: TC Ref. 2-15NA, Hits at LM-12. South side of drome well covered, G to K-11 to 14 hit - smoke and fire observed. Observation difficult because of haze.
4. OBSERVATIONS, INCLUDING FLAK AND ENCOUNTERS, OUR LOSSES, PHOTOS, ETC:  
45 E/A shot down - 2 Underwears shot down and 1 missing headed to sea on fire and smoking. 1 Underwear shot at after crash landing on beach near target. 5 crew members bailed out and were attacked by E/A. Aerial bombing from E/A formation. E/A numbered at least 100. Came in close from all angles and in some cases formations of 6 to 8, line astern, in attempt to split formation. Flak heavy, intense, accurate.
5. WEATHER ENROUTE: Hazy. OVER TARGET: Hazy
6. PRESS DATA: Coming later.

1st Phase Interpretation of Damage: Gerbini A/D, sicily: 99th Group.

A. Aircraft Present.

A total of 55 a/c visible on A/D including 5 S/E, 44 T/E and 6 M/E located as follows:  
S Side of field including open field dispersal area 1 S/E, 21 T/E and 6 M/E; N side of field 2 S/E, 18 T/E: W end of field 2 S/E and 5 T/E.

B. Aircraft Damaged or Destroyed.

99th Group.

A total of 20 a/c estimated to have been damaged or destroyed of which 15 were T/E and 5 M/E.

C. Other Damage.

1. Heavy concentration of hits on Service buildings, installations, revetments, storage pits and remains of the hangars, all adjacent to the perimeter track on S side of field with probable extensive damage.
2. At least two fires started one at S/9 probably in munitions stores, and one at R/9 fuel stores.
3. Fires started among buildings, probably farm structures and residence, at L/7 to the SW of the hangars.

5 July 1943

SUPPLEMENTAL DETAILED REPORT ON ENEMY TACTICS AND AERIAL BOMBING

ENEMY TACTICS

Notary group of Underwears was attacked at a base altitude of 21,000, about 15 minutes before reaching the target, Gerbini A/d. At least 100 E/As participated in the attack. In the attacking force were ME 109s, FW 190s, Ma202s. The 202s were painted pea green. Some of the 109s had yellow noses and yellow wing tips. Some of the A/C (unidentified) had white strips painted around the fuselage, just behind the cockpit. In some instances, the E/A attacked in formation, line-a-stern, from 10 to 2 o'clock. After firing at one element, the formation dove under and fired at the second. The E/As zoomed over this element and came in again on another element from the front. Another attack came from 12 o'clock by sixteen fighters. Shortly before reaching the Underwear, the formation split into two flights and the two flights then attacked from three and nine o'clock. Still another type of attack came when six to eight E/As rode far out with the formation. They would peel off and hit the formation from 12 to 3 o'clock in rapid succession. all attacks appeared to be designed to split up the formation.

Three Underwears of the Notary group were lost over the target and during the turn off the target. One exploded in midair. A second crash landed on a beach on the east cost and was on fire when E/As dove at the blazing aircraft and machine gunned it. A third Underwear was last seen headed toward the sea with smoke and flame streaming from it. Five members bailed out from the two ships.

E/As followed the jumpers down and made passes at them, firing continuously. There were four ME 109s in this attack on the chutists. Unconfirmed reports were that two of the chutes were seen to catch fire. At times the attackers came so close they almost rammed the Underwears. Preliminary survey shows that the Notary group shot down at least 30 E/As and possible 45, Combat claims are being investigated. Once crew claimed 13 E/As.

AERIAL BOMBING

At 1129 hours (37# 28' N - 14# 33'E) 22,900' ME 109s attacked in waves 6 to 8 ships in each wave. Bombs were released approximately 1000' above B127s. Bombs were small and apparently time fused as they all exploded at the same altitude. Black smoke at explosion. Dive bombers came in high at 2 o'clock and dropped bombs then peeled off to the right. Apparently a very definite pattern was dropped and repeated efforts made to hit the lead ship. Once crew reported that each E/A carried one bomb. A crew member estimated the bombs to be 30" in length.

CHART OF FORMATION OVER TARGET

UPTHEGROVE									
HUGO	BLISS	ASPEGREN							
		MATHEW	EBBERS	BURRELL					
		LIPPMAN	SHIELDS	HAGER	COVERT				
				MOSELEY	BANKHEAD				
					STUART				
ORANGE									
MITCHELL	WAS	THISTLEWOOD							
		NORRIS	BUCK	ELLIOTT					
		WINDRUM	W.C.DAVIS	CASTO	A.E.DAVIS				
					GRAHAM				
DEVANE					missing in action				

Attention: Augusta, Ga., Herald, Chronicle  
Mitchell, S.D., Tribune

From a 15th Air Force Bomber Base -- Staff Sergeant George A. Streetman, 28-year-old AAF Flying Fortress cameraman who once saved his crew and ship by prying loose a live bomb which had lodged in the bomb bay, has completed 50 missions with the 15th U.S. Air Force.

Streetman came to the rescue of his crew on the November 19th raid on Athena-Eleusis airdrome in Greece after a 20-pound Fragmentation bomb had stuck in the framework of the bomb bay. Working against seconds before the bomb became "armed," he pried it loose with a spare .50 caliber machine gun barrel.

Beginning combat flying as a photographer June 12, Streetman recorded on film the destructive power of the Fortresses in raids on Sicily, Sardinia, Italy, France, Greece, Germany and Austria. He has been awarded the Air Medal.

A native of Harlem, Ca., the photographer has a wife and two children living at 414 Montana Ave., Mitchell, S. D. He entered the army April 25, 1943.

BY DANIEL DE LUCE

Allied headquarters in North Africa, July 24-(AP)-Battle freshmen on the eve of the Sicilian invasion, soldiers of the United States 45th Division, drawn from almost every state of the union, can now be regarded as one of the fightingest outfits that ever conquered foreign soil.

If they are a sample of the scores of divisions still training in "back home" maneuvers, it means that General George C. Marshall and his staff have gone a long way toward solving the problem of transforming millions of civilians into combat-wise troops capable of meeting the best of the Axis armies on at least an equality basis.

Under studious, bespectacled Major General Troy Middleton, former Dean of Louisiana State University, the "Fighting Forty-Fifth" went into Sicily as the right flank of the Seventh Army and inside of one week won battle honors at Scoglitti, San Croce Camerina, Comiso, Pagusa, and Vittoria.

Capturing Comiso Airdrome, one of Sicily's "Big Ten," was a hard struggle but the 45th smashed up the narrow winding mountain road to 3,000 feet and slugged it out with German armored cars and tanks. That was the first enemy air base to fall to the Allies.

In taking Ragusa, the 45th claimed to be the first division to liberate captured Americans in Sicily. Two American bomber gunners, Sergeants David Fleming of Jackson, Mich.; and Allen B. Huckabee of Temple, Tex., shot down on a raid [in] July, were freed by the first bunch of 17 soldiers in two jeeps to enter the town.

The gunner pair said the most hair-raising experience they had was undergoing 14 American air raids in the space of 20 hours before the Forty-Fifth occupied Ragusa.

"You sure look good to us," they told their rescuers.

It is a far cry for boys from four corners of the United States to a landing in the rough Sicilian surf.

No maneuvers could equal that in realism but for nearly two years this division, originally drawn from such western states as Oklahoma, Colorado, and Texas, has been training for rugged tests like Sicily.

It shipped to North Africa only a few weeks before the "Day" and the men barely had time to read their Army instruction books about the land of the Sahara and the Atlas Mountain rebellions before they re-embarked and received the pamphlet about Italian customs and people.

## QUOTES



During the war, the Swiss guarded their neutrality zealously. They were well aware of how closely they had escaped Nazi occupation. In 1940, German armies had been poised to strike France, using Switzerland as a path. Only the quick French collapse had spared the Swiss from being swallowed whole. In subsequent years, German generals eyed Swiss rail lines as tempting corridors for supplying their armies in North Africa and Italy. Though democratic, benevolent, and tacit champions of Allied victory, the Swiss lived in fear of provoking the Germans. p. 58 PIERCING THE REICH

. . . ten men jumped from the (Swiss) train. . . . They were assigned to blow up the ammunition depot at Altdorf, in the canton of Uri and sabotage the runways of the military airfields at Lauseanne, Payerne, Bienne and Spreitenbach - an operation ordered by Hermann Goering, as reprisal for four German fighters, shot down by anti-aircraft guns while flying over Swiss territory. . . . Meanwhile another group fixed 176 pounds of gelignite under one of the pillars of the (Lavillat) bridge. . . . Some hours later the bridge collapsed. p. 106

The bridge was of great value to Switzerland. Since the destruction of the railway at Pontarlier, the tunnel at Frasne and the fine construction of the Belle-Garde-Geneva line, the Swiss had relied on it for the transportation of overseas supplies. For two months, the Swiss had to depend on a shuttle service of trucks between Annecy and Geneva to link them with the free world. A MAN CALLED LUCY p. 107

Liestal 25.3.86

G. F. Ruegg-Stoeklin

Tel. 061 911340

4410 Liestal - Grünbaggstr.

Dear Mr. Coen,

Thank you for your letter of the 5 Feb - With great pleasure I send you information about:

Something about neutrality over Swiss airspace. I hope you can publish this information in the next newsletter. I study always all publication in the newsletter with great interest.

Best wishes

Ruegg

\* \* \* \* \*  
SOMETHING ABOUT NEUTRALITY OVER SWISS AIRSPACE

During the World War II Switzerland was completely enclosed by the German and Italian army forces and had suffered under great diplomatic and economic pressure.

Great Britain began the night bombing of North Italy and used the direct North-South way over Switzerland. Germany threatened Switzerland if we were not able to prevent this way over Switzerland.

Our air sovereignty was violated in 6501 cases and Swiss railway and cities (bombed?). Basel - Zurich - Schaffhausen were mistakenly bombed with big damages and dead civil persons. Switzerland was forced to protect the population by fighters and anti-aircraft guns. The report of these activities from General Guisan informs me(?) that over:

40 German Fighters, Me, He, Do, Fw.

4 Gr. Brit. Bombers, Lancaster, Mosquito

8 USAF Bombers, B-17, B-24, B-26.

Crashed over Switzerland in weapons operations.

Landings in sanctuary in Switzerland:

44 German fighters, Me, Fw, Bu, Fieseler, Liebel

2 British Bombers, Mosquitos

436 USAF Bombers, B-17, B-24, B-26.

Flak shot only if the bomber were in a formation of over 3 planes. and did not show intention to land by letting down the undercarriage.

On the 4 Oct 43 shot flak in a closed formation of 15 planes who bombed cities (Davos - Landauarl - Samaden) in Swiss-Grisons.

Over 80 Bomber B-17s were captured by Swiss fighters and accompanied to the airport Dubendorf, and taken in care and lead back at the end of the war.

All crews were lodged in big hotels (Adelboden - Mawlin) and received with big sympathy by Swiss population.

Colonel Ruegg

\* \* \* \* \*  
Dear Colonel Ruegg;

Thank you for the above account. I have changed the grammar here and there, so any mistakes are mine and not Colonel Ruegg's.

The Colonel might also have added that the Germans went so far at one time as to plan an invasion of Switzerland - heavy pressure indeed! It seems that the sub rosa help of high officials in Switzerland saved many lives on the Allied side, and could have saved many more if the Allies had been able to recognize that they had the plans in advance for the invasions of Denmark, Norway, Holland and Belgium. Not to mention France and the USSR.

We navigators were saddened by the mistaken bombing of Schaffhausen in 1943. It made me deeply grateful that no such event had fallen to my lot. It still saddens me when I think of it.

So, Colonel, thank you again for writing about a little-known part of History.

Our best

The 99th Bomb Group  
Historical Society  
George F. Coen, Historian  
8608 Bellehaven Pl. N.E.  
ALBUQUERQUE, New Mexico 87112

Ing. Gaffarelli Alessandro  
Viale Mantegazza 51  
RIMINI 47037 (Italy)

Rimini 21 August 1986

Dear Sir

Since five years I receive "The 99th Bomb Group Historical Society Newsletter" and I thank you very much.

I have found the Newsletter very interesting, because are reported in it recollections regarding the activity of the 99th Bomb Group in Italy during the Second World War.

Since long I am searching and collecting documents referring to the war-actions of the 15th Air Force over towns of Northern Italy and particularly over Rimini. My object is of reaching the exact reconstruction of the events of the years 1943 and 1944 (events which I still well remember), by means of news taken both from official reliable sources and from personal witnesses of the pilots and crew-members, who took part in those war-actions.

For my searching work, I had a considerable help by the microfilm which I received from the USAF Historical Research Center of Maxwell; these microfilms regard the "Mission Reports" of some Bomber Groups of the 15th Air Force that carried out actions over towns of the Northern Italy in the years 1943 and 1944.

I know also that in the National Archives and Records Administration of Washington there are many documentations which should be very interesting for my searches of history. In order to have copies of them I wrote to the National Archives but they replied to me that, owing to the lack of staff, it was impossible to make searches. However they suggested to me to come in the Archives of Washington. Since this is not possible to me because too much expensive, I am searching someone, my representative, who has the possibility of doing searches in the Archives. Therefore I have thought to apply to the 99th B.G. Historical Society. I should like to know whether a member of the Historical Society, who lives in Washington or in the surroundings, has the possibility of doing the above-mentioned searches.

The loss of time should be limited (a few hours), owing to the help offered from the staff of the Archives, and the searches consist in a choice of Mission Reports and other documents in which it is possible to read the name of Rimini, also without reading the contents (to save time). Then I will ask to the National Archives for the photocopies of the selected sheets.

Of course I will pay in advance to the researcher the expenses and the reward.

Do you think possible to find anyone?

In any case is it possible to publish in the Newsletter a very short article mentioning my request?

In the affirmative I will explain in detail the searching work with precise data.

I offer my apologies for the trouble I am giving to you.

I enclose a copy of the letter that I received from National Archives of Washington, referring to the above-mentioned searches.

Thanking you in anticipation for your kind reply, I am

Yours Faithfully

*Gaffarelli Alessandro*

Please see reply on next page.

30 Sep 1986

Dear Signor Gaffarelli;

Thank you for your letter, which arrived too late to print in the September issue. Our best wishes to you and to the people of Rimini.

Now about this search of Washington records, we will be pleased to try to find some 99er who can help, but that Washington area is a wilderness. Still, perhaps some historian such as our friend Carol Rizzo might find it possible to help you. Anyhow, we'll do our best for you.

In comradeship  
George

continued from page 8

Every day while I was in the hospital the weather was perfect. The sun shone brightly, and everything outside was beautiful and clean. There were grass, trees, and flowers everywhere outside.

On October 3, I was allowed to be up most of the day. It was Sunday and a very beautiful day. In the morning I sat in the window enjoying the sun and the beautiful scenery that Switzerland has no end of.

I watched the sun come up over the Alps. Ragaz is so close to the German frontier, that from my window I would see the military trails along the top of the mountain that the Swiss soldiers used to guard the frontier. I could see how close we came to going down in Germany.

Again this day we had a great many visitors. The secretary to the American Consul came in, also Lieutenant Rexford, a young American military attaché. An American aviator came in who had been shot down over France on July 4 and had escaped from the Germans and had gotten into Switzerland.

The secretary to the Consul, (Donald Bigelow) talked to us quite awhile telling us what we could expect in the future, and just what our status was to be. He had some magazines and books sent into us, and the next day brought in a large box of fruit and more books.

October 4 was very much the same, more visitors and people always giving things to us, such as cigarettes, candy, fruit, etc. I was up all day, and late in the afternoon a Swiss officer took me for a long walk. We walked up a road that wound through the mountains. We walked far enough so that we could look down on the Rhine valley and upon Ragaz. It was the most beautiful picture. He pointed out where Joe and I had come down on the banks of the Rhine, also where the plane had crashed and the direction we were going when we came into Switzerland.

We walked back down, and I stopped at the hospital to get my jacket since it had begun to get rather chilly for me. Then we walked through the village and he pointed out places of interest. We stopped at a little tavern and he bought a small bottle of wine for the two of us.

October 5 was my last day at the hospital and also my last day in Ragaz. This day was the day for the funeral of my seven comrades, and those of seven other American flyers killed in Switzerland on October 1. We had learned that two of our planes had been shot down on that day.

October 1 and October 5 shall always live in my memory. October 5 shall always be Memorial Day to me in the future.

The Funeral at Ragaz

The funeral for my seven personal friends and crew members and also for seven other American comrades was to start at 2:30pm, Tuesday, October 5, 1943.

Early in the afternoon we began to hear of a large number of American flyers, also internies, in Switzerland, being in town for the funeral.

At about 2:15 o'clock, a Swiss officer came to the hospital for Joe and I. The doctor did not feel that Norris was well enough to go.

We walked through the streets to the beautiful stone Protestant church where the service was to be held.

On our way to the church we saw the eighty American soldiers that had come from Bien to give the dead a fine military funeral. They were all well dressed in new uniforms, and they were lined up in the street in a neat column of fours.

The Swiss officer, Joe, and I walked on ahead to the church and inside. Seats had been reserved for us to the rear and on the right side.

The first thing that met our eyes as we walked in to the church was the fourteen caskets, and a great many beautiful flowers neatly arranged at the altar. The white robed minister was standing at the left of them.

Soon the American soldiers began to file in and took their places in the church. There also were many high ranking officers of Switzerland, England, Italy, Poland, and Persia. There were members of the American Consulate and our General Legge.

The minister's talk was very brief. He began, "The Lord giveth and the Lord taketh away." A few minutes and the American soldiers stepped forward to act as pall bearers. Quietly and reverently they did their duty.

I could never express my feelings as those caskets went by. First casket came and I saw the name of my skipper, Lieutenant English, printed in white letters on it. The second, Lieutenant Prentice, the third, Lieutenant Finseth and so on until all my comrades had been carried out.

Now we left the church and fell into the formation that was to march to the burial place.

We marched at the rear of the procession through the streets of Ragaz to the beautiful little cemetery where the dead were to be buried.

On both sides of the street and to the cemetery stood a great many people who I know came to pay a very sincere respect to the American dead.

The caskets were carried into the cemetery and placed before their common grave.

More words were spoken and then, one by one, my comrades were lowered into their grave to rest side by side forever.

To our rear three great volleys were fired as a last salute to those brave men.

Flowers were piled up from the many wreaths and dropped into the grave. Slowly we filed out through the gates of the cemetery.

Then, and even now, it all seems like a dream to me. Can it really be possible that these, my good friends, are gone, that we can never laugh and joke together again.

The memory of them can never fade. When the pain of knowing that they are gone becomes a little less, then perhaps those of us that are more fortunate can remember and laugh again at the good times we all had together. There is one thing that no American must ever forget, nor ever fail to appreciate--

THEY DIED FOR THIER COUNTRY.

From Joe Kenney

August 7, 1984

Dear George;

. . . It seems real "posh" to depict our actions as wrong and our soldiers as even "evil" or whatever, just make us look like we are somehow in the wrong and we are the ones who were rotten killers and so on. I am an eyewitness to an ME 210 strafing ten of our men in their parachutes on our way to Blechammer Germany so I have a first-hand account. A friend of mine who lives here in Lander (WY) was a boy in Aberdeen Scotland and he and another boy were strafed by an ME 109 on an Aberdeen street. Bill Shirliff's did not get hit; his little friend did. Bill said he was 12 years old at the time. If you like I'll talk to Bill and get the date down for you. I believe we have plenty of ammunition to fire at those. . . . Now about the dishonor the Germans poured out on our own Jewish soldiers who were shot down and captured. A navigator I met on a plane to Miami Beach was shot down over Floesti on July 22, 1944. I was on that mission and I did see three B-24s go down. He told me how he, because he is a Jew, was separated from the rest of his crew and was slated to be shipped north to one of the "camps" when the war in Romania was terminated. I'm not certain just exactly what happened to another Jewish boy I knew but he was shot down over Regensburg Germany, was wounded and captured as were others on his crew but he did not go to the same hospital his crew did. This fellow's name was David Gratt and he did not make it.

99th B.G.H.S.

3123 Havenpark Ave.  
Elmonte, California  
91733

Dear Sirs,

I was surprised to finally get an answer to my letter, and to get a copy of the Sept. Newsletter. I didn't know that the 99th Historical Society existed. This is Great News! I have never been to a re-union. I don't know how many you have had. In my first letter I expressed a desire to acquire names and addresses of fellow members of the 346th. In an effort to gain names and addresses of 99th war-time personel, especially in the 346th. I am enclosing a check for membership dues, plus copies of Newsletters for the years '81, '82, '83. Could you tell me of any other way to gain names and addresses?

I am enclosing copies of pictures I have, hoping they will be of some help to you. If there are any you are particularly interested in, let me know and I will send the originals. I am sending you a few originals. One is the picture of four of us guys that ran around together ever since gunnery school. The picture was taken in Laredo, Texas, of myself, Thomas H. Jeffries, (died in his home in Downey, Calif. of cancer in about 1977; Joe Hejduk (died in an airplane accident while taking-off in his own airplane, in Casa Grande, Ariz.. He lived in Casa-Grande); and Curtis Orweig (died of a heart attack). Original addresses for all of us were:

James R. La Curan, 1037 E. Haskel Pl. Tulsa, Okla. (346th sqd.)	Thomas H. Jeffries Bixby, Okla. (was in B-25's down the coast from Foggia)
---	--

Joseph A. Hejduk R.R. #1, Perry, Okla. (347th sqd.)	Curtis Orweig Tulsa, Okla. ( was in B-24's close by )
---	---

One of the copies is my fifty-mission picture. Still another is Joe Hejduk's fifty-mission picture. Hejduk was a "Crop-Duster".

I was in the 346th sqd., and remember that my sqd. commander was a 24 year old major. I went overseas by water with 151 other replacement gunners. I landed in Oran in Aug. 1943, and joined the 346th in Sept. 1943. ( I sure didn't like salt water shaves and showers in Oran ) I drove a 6x6 truck and trailer, loaded with tires, in a convoy from Oran to Tunis ( about 900 miles I was told ) for transportation. As I recall, someone screwed up the orders, as I was supposed to fly to Italy, and I was shipped by water, with a lot of the ground crew, to Naples, then trucked to Foggia #2, and didn't get to fly until Dec. 1943. I came back to the States after completing my tour of 50 ( I did 51 which amounted to 35 sorties ) missions, in July, 1944. So I was with the 346th from about Sept. 1943 to July 1944.

I know there was many a story lived in the 99th, and a few of them I was a part of. I saw our group lead ship (a Colonel) shot down from our sqd., after bombing Ploesti once. He got a direct hit and it blew off about 3 to 5 feet of the right wing tip, and the ship went down in a left spin.

Once we encountered an electrical storm over Bulgaria and quite a few ships were shot up. We landed in southern Italy with 9 minutes gas left. I saw a dead navigator taken out of a B-17 nose.

Once we had a wounded radio-operator on our plane on a north Italy mission. I believe his name was Lapp. We dropped him off for hospitalization in Naples.

I was on local off duty time one night and went into a town, just west and south of the base (not Foglia). Coming back late, about 20 to 25 G.I.'s, a few at a time, hitched a ride on a stake-side truck. There was a G.I. on each running board. The truck rounded a right curve going north out of town, and collided with another going south. The guy on the drivers running board was rolled, by the truck beds between the trucks, and hit the pavement with a thud. I helped to load his bloody unconscious body into a passing G.I. ambulance. The next morning back at sqd. breakfast, I learned he was a cook, and happened to be in our sqd.. His name was Whalen. (I believe that's the correct spelling.) One other G.I. sustained a broken thumb.

I shot down an ME-109 on about my 6th mission. The plane was hanging at about a thousand yards at 9-o'clock waiting for stragglers. Three times he started to come in on us from 11 o'clock, and three times I let go of about 25 rounds from that Fifty-Calibra. The third time, I used an old gunners trick (unknowingly, for I was scared); I turned the barrel of that gun skyward to get a better lock at that sucker, and that's when he made his attack! (They told me latter back at base, that he probably figured I had a gun-jam.) I waited so long that he peeled-off at about 150 yards (real close). It seemed that I could almost reach out and touch him, then I plastered! I could see my tracers going through the canopy, then when he peeled-off, the tracers were bouncing from his lower wings, and side. It looked as though my bullets were actually going through the Pilot.

I watched though, and he leveled off at what I would say was about 1500 feet and was still going down, then I quit looking. I didn't put in for the kill, because I didn't see him crash.

When we got back, I went through interrogation, signed for and drank my shot of whisky, and was walking back to my tent, when another gunner slapped me on my left shoulder and hollered congratulations. I learned he was a ball turret gunner, and had seen the whole thing. He said the ME-109 had crashed finally and butned. I don't remember his name, I wish I could. But

I had already been through interrogation, and didn't go back and report it, so it was never confirmed.

We crashed once on immediate recall, loaded with 500 pounders and full gas tanks. It was ship "021" on my 46th mission. I guess our pilot had mis-calculated, I don't know; I never did find out the actual cause. I want you to know I was 200 feet away from that ship when the second man came out of it, and he said later, the rear door had been knocked off and was laying on the ground when he came out. (It was locked when I came through it)

I walked around for awhile and finally walked up to a group of officers that were talking about "what happened". One officer said it came to a stop, then a big bunch of dust and smoke funneled up from it, then something flew out of one side of it. I said that was me! Every one laughed.

It would be nice to hear from some of the guys after all these 40 years. I've been a diesel truck driver for some years, but now I'm slowing down so I've taken a job operating Busses in Los Angeles for the Southern California Rapid Transit District. It gets to be a hassle once in awhile, but I like it.

YOUR FRIEND

*James R. LaCuran*  
James R. La Curan

\* \* \* \* \*  
Thank you, Jim, for an entertaining and well-written account. geo. \* \* \* \* \*

\* \* \* \* \*  
I would greatly appreciate if you would check your records as I am trying to locate the address of a Lt. or Capt. Chamberlin who resided in Providence, Rhode Island, as I flew my combat missions with him and I would like to communicate with him.

Sincerely

Joseph H. Warner  
P.O.Box 500-WOB  
West Orange NJ 07052

## NEWS, DUES & VIEWS

Save your Dayton name tags for future reunions.

Our thanks to the reporter who sent us the lovely account of the Dayton Reunion. It turns out that this Known Soldier was Norm Kaufman, may his shadow never grow less. Thanks again, Norm! geo

Your editor attended a B-24 orgy and air show at Liberal Kansas in September. Had a wonderful time showing my grandchildren around the bomb-bay and teaching them all sorts of things about the props and the shackles. The people at Liberal were charming and hospitable, as always, bless 'em. And the Air Show was stupendous. I wandered around Liberal at the ETA of the Big Iron Bird with camera at the ready, but never saw the Bird. It seems that the crew came in with one engine feathered and two more just going along for the ride, and they had no interest in buzzing the town, just went for terra firma. The more firma the less terror.

Also got to meet my crayon pal Bill Baird of the 17 Bomb Group. The 17th was near us when we both were vacationing in the Medjerdja Valley at Oudna. Bill has done a lot to help us get started, and we thank him and all the other 17ers. The 17th met last week here in Albuquerque at the Hilton. geo.

We are sometimes asked by non-99ers if they might join the Society. Well, there are items which would bar one from associate membership, but these items are all so horrendous that we dare not mention them in this family magazine. We have never turned anybody down - they just do not have a vote. Welcome to the Group.

Your editor has obtained SONGS OF THE AIR FORCE from Bill Getz, the Redwood Press, P.O.Box 412, Burlingame CA 94011-0412 and is real happy with the deal. Why, I could listen to The Copilot's Lament all day. And The Man Behind The Armor-Plated Desk - but you get the idea. I paid \$10.48 for the record- don't have a price for the tape cassette but it is available. "The engine coughs, the wings fall off / but you will never mind." Good recording, good work throughout. geo.

Frank English has called us to say that on Page 26 of the September Newsletter we listed the 15AFA Reunion at Colorado Springs as occurring in 1988. Well, Frank, we listed it correctly on page 27 in the REUNION NOTICES. It seems that science made great strides between pages 26 and 27. See you there October 1987. geo

The 97th Bomb has come out with a crackerjack of a first-rate newsletter. Arvin McCauley of California has done a masterful job for the 97th, and we look forward to more of the same. geo.

We have received from Bill Holt a lovely copy of a new book, AERIAL GUNNERS: THE UNKNOWN ACES OF WORLD WAR II BY Charles A. W. try and Duane L. Hall, published by California Aero Press, Carlsbad California, 92008. Haven't read the whole book yet, but the part about Ben Warmer is excellent. Thank you, Bill. Full report later. george

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After thirty years of somewhat smug propaganda on the subject of how the Allies routed the evil forces of NaziFascism, it is difficult to tell people how very nearly it never happened. p. 21

. . . Polish officers now living in Britain have stated that the Poles constructed a number of Enigma machines from information extracted from the factory in Germany coupled with the help of their own cryptographers, and that it was presumably one of these which they supplied to us. This may very well be true and certainly the Polish mathematicians and technicians displayed brilliance and great courage. . . . p. 35

Whilst I was in Paris (in April 1940) I decided to visit Air Marshal Barratt and my SLU at the headquarters of the Advanced Air Striking Force near Meaux, to the east of Paris, but to do so I had to go through the French zone and relations were not too good. Permits, I was told, would take a week and then one couldn't be sure. Tubby Long had come down to Paris to meet me and was to drive me up in his Citroen, so he and I eventually resorted to providing ourselves with a pass on a very important looking piece of paper with the red seal of a "Vat 69" whisky bottle, a piece of red tape, and a few signatures which worked like a charm. p. 54

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Wilbur Dixon, 7831 Fallmeadow Lane, Dallas TX 75248 214/744-1005
- May, 1987 Air Forces Escape and Evasion Society - San Antonio TX  
Heyward C. Spinks, P.O.Box 444, Beaufort S.C. 29901
- 16 Nov. 1986 461BG & 484BG - San Antonio TX  
Bud Markel, 1122 Ysabel St., Redondo CA 90277
- 14 Oct. 1987 99BG FIFTEENTH AIR FORCE ASSOCIATION Colorado Springs CO  
15AFA, P.O.Box 6325, March Air Force Base, CA 92518
- Spring 1988 99TH BOMB GROUP \* FORT LAUDERDALE, FLORIDA  
Jules Horowitz, 545 Oaks Lane #407, Pompano Beach FL 33060
- 19 May 1989 B-24 Liberator 50th Anniversary, Fort Worth TX  
Bob Vickers, 6424 Torreon Dr., NE, Albuquerque NM 87109
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- 13 Nov 1986 Swiss Internees - 501-794-2615  
Fab Fabiniak 2310 E. Liberty, Vermilion OH 44089
- 1 Oct. 1987 461BG, 137 Via la Soledad, Redondo Beach CA 90277

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### TAPS

KOSHAREK, ERVIN J.

Dear George,

I have the sad duty of notifying you that Erv passed away August 20th.

Mercifully for him it was quick. He was in a supermarket after dinner, our son was with him. He collapsed there - got prompt (1 min.) service from a Rescue Squad station a block away and was whisked to the hospital. He was in no pain. I got to speak to him in the Emergency Unit before he was moved to the Cardiac Care.

In all it was three hours from the time he collapsed before they told me he was gone. A massive heart attack.

I was grateful he went first . . .

I'm glad we made it to Dayton. Erv had such a good time there. Every picture I took shows him grinning. We intended to see you all in Dallas - but --

Sincerely,

Shirlee Kosharek

\* \* \* \* \*

Dear Shirlee;

We are all saddened to hear the news. You and Erv are two of my favorite people, and we hope that you will decide to come to Dallas.

I believe that Erv is in one of my pictures taken by the Memorial. We will miss him. We would miss you too! Lo sientol

george

BOYLE, DR. JOSEPH

I have been trying to locate a Doctor Joseph Boyle who flew with the 347th Bomb Squadron, I think with Lt. Bill Cantwell, and much to my sorrow I learned from the Massachusetts Medical Society that Dr. Boyle Passed away on September 23, 1961. Dick Dempsey

REDD, JOE B. 347th Line Chief, Joe B. Redd had a sudden heart attack and passed away on Aug. 21, 1986 in Petersburg, Tennessee. His address was Route 1 - Box 212. So sorry to hear the news as it was shortly before Dayton that someone caught up with him and we were all looking forward to seeing him at Dallas. Frank English & Dick Dempsey.

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