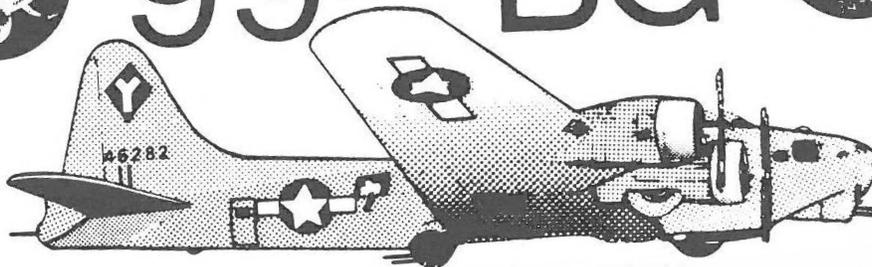




99th BG



B-17 FLYING FORTRESS
HqSq, 346th, 347th, 348th, 416th
395 COMBAT MISSIONS
1943 AFRICA - EUROPE 1945



THE 99th Bomb Group Historical Society Newsletter

Vol. 7 No.1

Jan 1 1987

SOCIETY OFFICERS 1986-87

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TREASURER - WALTER BUTLER	HISTORIAN - GEORGE F. COEN
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EDITOR - GEORGE F. COEN	

THE PRESIDENT'S MESSAGE

Many happy returns and best wishes for the New Year

Reminder: 99 BGHS Reunion, Dallas, Texas 29 April - 3 May 1987 at The Harvey Hotel, 14315 Midway Road, Telephone 1-800-922-9222. Congratulations to Wilbur Dixon for the arrangements he has made.

During the 15th Air Force reunion at Colorado Springs, 14 - 17 October 1987 a Plaque will be dedicated honoring all those who served in the 99th. The ceremony will be at the Air Force Academy, 10:00 hours 15 Oct. Afterwards the Group will have lunch at the club and then tour the facilities. Headquarters hotel is the Antlers 1-800-232-2323. Make your room reservations early!! Please notify Chairman Bernie Barr if you plan to be there. Thanks Bernie for all you have done to set this up.

In the last newsletter, I described some of the Groups' activities between the time most of the personnel were assigned at Gowen Field, Boise Idaho and the arrival at Morrison Field, Fla. This was the debarkation point and we were on our way to the "UK" via the southern route - down the east coast of South America, across the Atlantic Ocean and up the west coast of Africa. Although it was the shortest distance, the weather on the northern route was hazardous during the months of January and February. At Morrison, I was assigned the duties of "Tail End Charlie" i.e. before leaving, wait until all our aircraft had departed a stopover point.

The first stop was Boringuen Field, Puerto Rico after a seven & one-half hour flight on 5 Feb. 1943. The flight was uneventful - we had been instructed not to fly over the island of Cuba. At one point the navigator called up a heading of due east (90 degrees). After fifteen minutes, I was getting a little anxious because the only view was unlimited Atlantic Ocean - so we returned to our original southerly heading. Most of us had never seen coconuts growing on trees and they were free for the asking. Some crews loaded up, I saw one B-17 when the rear entrance was opened, about fifty rolled out.

Next hop was to Atkinson Field, British Guiana, another seven & one-half hour flight on 10 Feb. Again we were briefed not to overfly the island of Trinidad. A big deal was made about crossing the Equatorial Weather Front. We found it benign and topped the cumulus buildup at twelve thousand feet.

On 12 Feb we proceeded to Belem, Brazil, logging seven & one-quarter hours. About the only item of interest was flying over the mouth of the Amazon River. This is the only river I have flown over that one cannot see both banks at the same time. The next stop was Natal, Brazil where preparations were made to fly nonstop across the Atlantic Ocean. (to be Continued)



DALLAS REUNION

A happy 1987 and warm greetings from your reunion committee in Dallas. It is later than we think, so mark your calendar NOW to be in Dallas April 29-May 3, 1987.

Headquarters Hotel

The Harvey Hotel 14315 Midway Rd, Dallas has been selected. It is new, located just north from I-635 on Midway Rd. Approximately (10) ten miles from both Love Field and D.F.W. Airports. The Harvey Hotel is located within (3) three miles of Dallas 3 largest shopping centers and many fine restaurants.

Reservations

The March issue of our Newsletter will have hotel reservation forms. The 99th BGHS rate is \$42.00 plus sales tax for a single, \$10.00 for each additional person. We urge when reservation form comes in that you respond as quickly as possible to guarantee room and special rate.

Registration

The 99th BGHS registration form and those functions requiring advance commitments will be in the March Newsletter.

Air Travel

It is suggested at this time with many special rates available that you watch your newspaper ads and check with your favorite airline for their best rates. Those of you served by Southwest Airline are aware of their special fares the last quarter of '86. Just as a reminder for special rates you must make ticket purchases from 2 weeks to 30 days prior to departure.



NOW HEAR THIS

We sometimes hear the remark "I attended the reunion, so I must have paid my dues for 19-ought-86". Friends, there is no connection between the two bank accounts. Play safe, send Walter a check for your dues. If you give him cash at the reunion, it is possible that beer will be spilled upon the bills. Or wine.

geo.

- A REMINDER -

If you have any addresses of 99ers who have not joined our Society, just send their addresses to Walter Butler and he will put them on our mailing list. They will get several copies of the newsletter whether they join or not.

geo.

We have the usual dearth of stories about the ground crews in this issue. Sorry, fellows, but I cannot manufacture the news. But here's our best to those quiet hard-working fellows who made it possible for the flight crews to become grandfathers.

geo

The Gift Shop, Museum of Flight at Seattle WA has copies of "50th Anniversary - Boeing B-17 - Flying Fortress." Send \$24.95 for hard-cover or 14.95 for soft-cover and add \$1.75 for postage and handling. It's a magnificent book.

geo

Your editor recently volunteered for an engineering project in Central America. It seems quite reasonable to provide instructions for ransom in case of being taken hostage while there, so I looked up the following in the American Experience Mortality Tables. A 69-year-old engineer has a life expectancy of 8 years. Suppose an exchange is suggested for a 19-year-old terrorist whose life expectancy from the tables would be 48 years. It is clear that six 69-year-olds equal one 19-year-old, so the State Department should insist that five more engineer hostages be thrown in to even up the deal. After all, Logic is Logic!

george



The fate we share as prisoners
Is drab and often grim
Existing on such scanty fare
As Reich bread, spuds and klim

Beds and books and little else
To fill time's flapping sail
She makes or loses headway
All depending on the mail

Oh drab the days slow to pass
Within this barbedwire fence
Where all the joys of living
Are still in the future tense

So here's to happy days ahead
When you and I are free
To look back on this interlude
And call it history

(from "Clipped Wings," by J.B. Boyle)



ONE LAST LOOK, Kaplan and Smith, Abbeville Press

Sugarfoot
English's Plane
downed 1 Oct. '43

Saturday Morning 22 Nov. 1986

Dear George-

Received the last newsletter a few days ago and thought it the best one in a long time. I was able to fill in some of the missing gaps of the Augsburg raid of Sept 43 and the internment in Switzerland. Finally got to talk to Cantwell about the mission, and further elaboration by the other crew member pretty well wrapped it up. The funeral at Ragaz was great. I finally got enough poop from Cantwell and your articles to satisfy the long gaps in my mind about it. Those other stories of evaders and their accounts of treatment by the Partisans etc added to the picture. Great to get so many new members and their stories because at the rate they are dropping off we won't be able to talk to them much longer.

It was also great to see and talk a bit with Cantrell, Judge Windrum, Sid Buck & one other that I can't recall at the moment.

LaCuran was a good story teller.

My health remains about the same as at Dayton. I am at a loss about Dallas and will have to get more data on the date. My class reunion at West Point is rather early next year, May 20 - 24, my 66th one and probably the last one for they are dropping off at an increasing rate. I don't have the exact April dates for Dallas and doubt that we will be able to do both in '87. Might be able to fly to Dallas and use the motorhome for The Point. Will see how my stamina is then and make plans then. I get literature from the 38th, 454, 65, 56 and 459th Groups also and so far haven't gone to any reunions, as it is crowding my space and time a lot now.

Sorry about Kosharek. The stories coming in now are great reading and fill a lot of gaps.

Best to you and Martha. Betty says hello too.

Uppie

NEWS, DUES & VIEWS

We have learned of another Museum

. . . Museum officials are asking people to submit a sketch of the name and design they would like on the plane. Veterans who flew in an a/c they liked should submit a photo of that plane, its history and information on its combat missions. Send to

NATIONAL WARPLANE MUSEUM, P.O. Box 159, Geneseo NY 14454

from a letter by Chet Brundage, 486BG, reprinted from 8AFHS NEWS.

John Hribar, a Life Member of Post 5107, who now lives in North Port Florida, is asking on behalf of WWII Slovene partisans, who rescued U.S. fliers downed in Yugoslavia, that VFW members assist in locating any who were brought to safety by these anti-Nazi guerrillas. Hribar's address in North Port is 634 N.E. Lullaby Road 33596.

from the VFW Magazine for February 1986

We watch with great interest the case of His Excellency the former General Secretary of the United Nations, Herr Kurt Waldheim. When your Historian began the study of the Third Reich he had the idea that the Nazi system simply promoted the brutes among the population. What I found was instead a system which convinced all of the young boy (and girl) Scout types that anything done for the Greater Reich was right, acceptable and absolved in advance. It became possible to create a nation of monsters who are basically kindly and likeable. And Herr Waldheim's case indicates that there has been no perceptible change in the basic character. Sad, but true.

george

3 January 1945

ESCAPE STATEMENT

1. Roberts, Thomas G., Sgt., 38461318, 347th Sq., 99th B. Gp.
Born - 4 Feb 1924 Enlisted - 26 May 1943
Home Address - Karnes City, Texas
Peacetime Profession - Student
MIA - 7 Nov 1944 FTD - 1 Jan 1945 4 Sorties, 7 Missions

2. Source (Sgt Thomas), ball turret gunner on a B-17 was flying on a mission to Maribor on 7 Nov 1944. Ship was hit by flak over the target, knocking out No. 1 engine, which caught fire. Bombs were salvoed in target area. Pilot pulled plane out of formation and ordered crew to bail out.

3. Never in enemy hands.

4. Source was next to last man to bail out in the rear section of the ship. Claims everyone in that sections cleared the plane safely. After jumping himself, he saw the left wing of the plane fall off in flames, putting it in a flat spin.

During source's trip back, he saw the pilot, Lt Nicketh at one of the Partisan headquarters. No other word has been heard of the other officers of the crew.

Source made a normal landing eight kilometers south of Maribor (4635E, 1535N). Yugoslav civilians picked him up and kept him in their homes on the outskirts of this city for twelve (12) days. Source was fed and given clothes by these people. 19 November 1944, Partisans were contacted and source started his trip. Walking at night and sleeping in farmhouses by day, source arrived, after fifteen (15) days, at a Partisan headquarters five miles south of Liliga. Two other American airmen were met here; Lt Wildric and Lt

After walking for two days, source's group came to an English mission. Thence to another Allied mission, arriving 17 December. From here, source travelled by truck from one headquarters to another. He suffered a great deal from the cold and had very poor food all along the way. On 31 December, he came to Neva (4407N-1513E), where evacuation was made to Bari by British destroyer, arriving 1 January 1945.

FRED R. MARTIN, III
1st Lt, A.C.
Interrogator

APPENDIX B

John Fantiga 7 November. Cared for source just outside of Maribor. Was a store-keeper.

Loeric 16 Nov. A Partisan soldier in northern Yugoslavia. Took time out to take source out of the Maribor area.

Rogis Martin 7 November. An American civilian, living outside Maribor. Gave source a new pair of German shoes and did other small favors.

APPENDIX C

Left escape aides in the ship. Source regrets not having them had any number of occasions to use kit.

APPENDIX D

Source states that on 3 December, he saw large German troop movements going north into the Maribor area.

On 7 Nov our planes bombed two aircraft factories in Maribor. Source claims that nothing but the decoy was hit and that the plants are still operating underground. There are three buildings in a row which are decoys. Underneath is a large room covered over with thick concrete ceiling where small parts are made. This information came from British prisoners of war.

The marshalling yard was severely damaged on 7 November. Water works were also hit inside the city of Maribor.

APPENDIX F

- (1) Sgt Ralph D. Arpan - Reported P/W
- (2) Sgts J.R. Clark and Medlin - Safe in Partisan hands
- (3) Lt Nicketh - Source saw this man in safe territory near Glina
- (4) Sgt N.R. Jernigan)
Sgt M.E. Klindert)
Sgt H.E. Hansen) No information known
Lt D.R. Spry)
- (5) Rest of crew's names not known.

The following somehow was separated from its context, and it is just too good to lose, so here it is!
gfc

Capt Saggars was met at "Flotsam" & was quite helpful to source and his party. He is not popular with the British X P/Ws who say that he should provide them with more food and cigarettes. Capt Saggars gave the Americans sufficient and source is of the opinion that the British P/W expected too much, and felt that they had a grudge against the world.

4 December 1944 British Mission Provided source and his 4 companions and also some British P/Ws with two meals. Adequate but no--lt.

Road conditions "Fungus" to Zara

Source does not know the route taken, but is of the opinion that the road is good. A five day journey was accomplished with heavily laden trucks, some German diesel 10 tonners, and later Canadian "Dodge 3 tonners" carrying 50-55 persons each.

One river was crossed on a landing barge (Dodge trucks) and many temporary bridges which were firm. Road is narrow but hard.

One American (name and rank unknown) was met at a Partisan-held village where the party stopped to spend the night. (Location unknown but 1-1 1/2 days before crossing the river in landing barge.)

This American was particularly unhelpful, and left the party standing for some hours in the hallway of his house, before moving them out of the town - under Partisans - a further 30 miles, to spend the night without having any food.

EXHIBIT C

Escape maps were given to Partisans. Food tablets make one feel sick as they are so unpleasant to the taste. These should be improved.

Source wore flying boots over civilian low shoes, and found them dry, warm, and satisfactory.

No pistols were carried, and were asked for by the Partisans.

EXHIBIT F

Source was shown a chute and Mae West by some Partisans in the area where he came down (Maribor) and was told that one man was killed. The chute was holed and looked like flak damage before bailing. Source noticed in his descent, one chute going down very fast and assumes that this was the member of his crew who was killed.

Partisans reported four other members of source's crew were following his route 15 November 1944.

British P/Ws reported that they had travelled with a party of 8 American airmen - one of them Lt Mullins - and had left them north of river area 4a Nrski (45 58N - 15 29E) 15-17 November 1944.

HEADQUARTERS
NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of the Operations Officer

APO 520
28 May 1943

SUBJECT: Group History
TO: Commanding General, Northwest African Air Forces, Advanced Headquarters,
Attention: Lt Hart, A-2

1. the following information is forwarded upon request of Lt ROBERT HART.

463 Sorties	35 Planes Originally Assigned
20 Missions	14 Replacements
2330 Combat Hours	0 Lost En Route to Theatre
16 Victories over E/A	0 Lost to Enemy Action
8 Probable Destroyed	3 Transferred
16 Damaged	4 Lost thru Accidents
6049 Bombs Dropped	42 Planes on Hand Now
871.15 Tons 1,742,300 lbs.	

Personnel Losses:

1. Enemy Action: S/Sgt WILLIAM F. BOWEN, 31093831, Tail Gunner
2. Strafing: None
3. Accident: 1st Lt PRESTON E. RICHARDSON, O-728923, Pilot
2nd Lt JOSEPH R. COLLINS, O-728458, Bombardier
2nd Lt ALFRED E. GREIG, O-791585, Navigator
T/Sgt ALEXIS F. ROHAN, 33069280, Engineer
T/Sgt LEIF J. SOLEM, 32246009, Radio Operator
S/Sgt CALVIN F. BONALDI, 32140579, Gunner
Sgt NORMAN K. DANIELS, 31077915, Gunner

List of Commendations and Awards (Group and individual)

1. From General DOOLITTLE, April 6, 1943
"The success of this operation will have an immediate and important effect upon the Tunisian Campaign. I have seen the photographs and am particularly impressed by the perfect bombing of the 99th Group. Well done." Above refers to the bombing of this Group of Trapani/Milo A/D on April 5, 1943.
2. From General SPAATZ, May 12, 1943
"Following message received from SPAATZ to DOOLITTLE "I have studied the reports and photographs of the bombing of Palermo Nine May. The Nine Nine Group particularly is to be commended on its excellent work."

Individual Awards have been as follows:

- 265 Air Medals have so far been awarded to personnel in this Group for the completion of 5 operational missions.
- 1 Oak Leaf Cluster for the Air Medal has been awarded. However many more have been recommended for additional missions.
- 4 Purple Hearts have been awarded for injuries due to enemy action, namely:
Lt Colonel LEROY A. RAINEY, O-2161, Pilot
T/Sgt LOWELL C. HALL, 6859766, Aerial Photographer
S/Sgt JAMES D. MURRAY, 31136281, Assistant Aerial Engineer
Sgt EDWARD F. MAY, 17086848, Assistant Radio Operator

NOTE: Photographs will be forwarded at the earliest possible date.

For the Operations Officer:

RUSSLE T. JACOBS
2nd Lt, Air corps
Ass't Operations Officer

COMMENDATIONS
HEADQUARTERS FIFTH (US)
APO 520

8 July 1943

SUBJECT: Commendation
TO: Commanding Officer, 99th Bomb Group, APO 520

1. The following message was received at this Headquarters and is forwarded for your information.

THE FOLLOWING MESSAGE FROM SPAATZ IS QUOTED FOR YOUR INFORMATION QUOTE ACM TEDDER EXTENDS APPRECIATION TO THE STRATEGIC AIR FORCE TO WHICH IA DD MINE FOR THEIR SPLENDID AND EFFECTIVE OPERATIONS YESTERDAY JULY FIVE PD THE PERFORMANCE OF NINE NINE HEAVY BOMBER GROUP DESERVES PARTICULAR MENTION CMA FOR THE SKILL WITH WHICH THEY CARRIED OUT THEIR MISSION AGAINST GREATER PART OF ENEMY FIGHTER OPPOSITION AND VERY HEAVY DAMAGE THEY INFLICTED TO ENEMY AIR FORCES IN AIR AND ON GROUND.

By command of Brigadier General ATKINSON:

/s/ M.L. SECHREST
/t/ M.L. SECHREST,
Captain, Air Corps
Adjutant

A TRUE COPY:

JOHN A. SAROSY
Captain, Air Corps

11 June 1943

SUBJECT: Commendation
TO: Commanding Officer, 99th bomb Group, APO 520

1. The following is a message received from General DOOLITTLE:

"SPAATZ MESSAGE TO DOOLITTLE PARAPHRASED AND FORWARDED FOR YOUR INFORMATION I WISH TO COMMEND COLONEL UPTHEGROVE AND HIS GROUP ON THE EXCELLENT BOMBING OF THE IMPORTANT REFINERY AT LEGHORN THE BOMBING WAS ONE OF SUCH ACCURACY AS TO DESTROY COMPLETELY A MAJOR PART OF THE INSTALLATION AND TO RENDER THE ENTIRE PLANT INOPERATIVE PD CONFIRMED BY PHOTO RECONNAISSANCE THE RESULTS OF THIS ATTACK ARE AMONG THE BEST YET ATTAINED IN THIS THEATRE"

2. This is another of the many commendations received by units of this command. It is hardly necessary that I add to this my comments, however all units of the Fifth Wing (US) have made such notable achievements in this theater of operations that I cannot help being justly proud to have such units under my command.

/a/ J.H. ATKINSON
/t/ J.H. ATKINSON
Brigadier General, USA
Commanding

A TRUE COPY:

JOHN A. SAROSY
Captain, Air Corps

12 May 1943

SUBJECT: Commendation
TO: Commanding Officer, 99th Bombardment Group, APO 520

1. The following message was received at this Headquarters from General DOOLITTLE and is forwarded for your information.

QUOTE FOLLOWING MESSAGE RECEIVED FROM SPAATZ TO DOOLITTLE QUOTE I HAVE STUDIED THE REPORTS AND PHOTOGRAPHS OF THE BOMBING OF PALERMO MINE MAY PD THE NINE NINE GROUP PARTICULARLY IS TO BE COMMENDED ON ITS EXCELLENT WORK UNQUOTE

8 April 1943

SUBJECT: Commendation
TO: Commanding General, 5th Wing
Commanding General, 47th Wing

1. In a message dated April 6, 1943, the Commander-in-Chief, Allied Forces, expressed his gratification on the great success of our recent operations. To this congratulatory message, the Commanding General, Northwest African Air Force, added his personal congratulations which is quoted in part as follows:

"The success of this operation will have an immediate and important effect upon the Tunisian Campaign. I have seen the photographs and am particularly impressed by the perfect bombing of the 99th Group. Well Done."

2. In transmitting this commendation I wish to express my personal appreciation for the splendid accomplishments of all elements of this command. The success of this operation is indicative of the unusual skill and team work which prevails throughout the command.

/s/ J.H. DOOLITTLE
/t/ J.H. DOOLITTLE
Major General, USA
Commanding

HEADQUARTERS
NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
APO 520
8 January 1944

SUBJECT: Tactics

TO: Commanding General, 15th Air Force, APO 520, U.S. Army

1. In compliance with Paragraph 3, Operations memorandum Number 4-1, your headquarters, dated 30 december 1943, the following information is submitted.

TARGET REGGIO EMILIA M/E FACTORY AND M/Y, ITALY

a. Weather in vicinity of Foggia light haze and cloud coverage to three tenths (3/10) at four thousand (4,000) feet. West to the coast of Italy slight overcast at eight thousand (8,000) feet. North from approximately 42 degrees North and 11 degrees East broken cloud coverage. Over target light broken overcast at about twenty seven thousand (27,000) feet.

c. At the target a light broken overcast was encountered but did not have any effect on the bomb run.

7 January 1944

TARGET MESSERSCHMITT FACTORY, WIENER NEWSTADT, AUSTRIA

a. No weather encountered until seventeen thousand feet (17,000) where there was a five hundred (500) foot layer of broken clouds. Thirty (30) minutes from target there was a solid overcast of high clouds, twenty thousand to twenty-five thousand feet, group turned back at this point.

b. Group leveled off below seventeen thousand (17,000) foot layer of clouds and climbed through at first opportunity. The group made two (2) three hundred sixty (360) degree climbing turns to try and get over the high overcast but could not so the group turned back.

c. Target was not reached so weather at the target could not be observed.

9 January 1944

TARGET, TORPEDO WORKS AT FIUME, ITALY

a. There was a front across the Adriatic running East-West, about one hundred (100) miles. The South-West part of the front was about at Rimini on the Italian West coast and the North-West part of the front was about thirty (3) miles North of Fiume. It consisted of alto-stratus, with bottom at sixteen thousand five hundred (16,500) feet to eighteen thousand (18,000) feet, not more than fifteen hundred (1,500) to three thousand (3,000) feet thick. It was clear underneath, except along the Adriatic coast of Yugoslavia, which had a low strato-cumulus from the mountains inland.

b. Formation was forced to stay below the alto-stratus, bombing from sixteen thousand (16,000) feet.

c. Low solid overcast over Fiume but on the run up to the I.P. for Fiume, Pola was seen to be clear thru a large hole in the clouds. A left turn of about one hundred and twenty (120) degrees was made and the bomb run made on Pola, axis about two hundred and seventy (270) degrees.

10 January 1944

TARGET, CITY OF SOFIA, BULGARIA

a. Clear from Italy to coast of Yugoslavia. Solid overcast from coast of Yugoslavia almost to half way to Bulgaria. Overcast at approximately ten thousand (10,000) feet. There was fog in the valleys over Yugoslavia and in the Western part of Bulgaria.

c. The I.P. Slivnitsa, Bulgaria was clear from twenty one thousand (21,000) feet down but was partly overcast. Cirro-cumulus clouds were encountered between the I.P. and the target. The bomb run was made on instruments as the ground could only be seen by looking almost straight down. Haze obscured vision of the target to the extent, it is believed, that a smoke screen was being put up over the target.

12 January 1944

11 Jan Mission

TARGET, HOLON BUSIH PIREANS, GREECE

a. Overcast east of base at seven thousand (7,000) feet as Group formed. Overcast was broken near Brindisi, became thin overcast at about eleven thousand (11,000) feet base near heel of Italy. Became broken short distance off coast increasing to undercast off coast of Greece, encountered overcast again at nineteen thousand (19,000) feet about seventy five (75) miles from I.P.

b. Slight alteration of course at various points to miss localized weather, leveled out on occasions during climb to avoid clouds.

c. I.P. covered necessitating shorter bomb run. Two (2) distant cloud layers, one nineteen thousand (19,000) feet to twenty two thousand (22,000) feet, one from sixteen thousand (16,000) feet to seventeen thousand five hundred (17,500) feet made proper cover by escort very difficult - visibility between cloud layers poor. This cloud condition existed from target out to coast of Greece.

13 January 1944

TARGET, ROTHE GUIDONIA A/D

a. Low clouds en route to Naples, cloud cover off shore fifty (5) miles, tops at eight thousand (8,000) to nine thousand (9,000) feet, with broken overcast, base at twenty two thousand (22,000) feet South-West from Rome. Overcast dissipated seventy (70) miles off coast of Rome, encountered overcast near target, base of overcast about twenty five thousand (25,000) feet. Moderate haze over entire target area.

b. Evasive action consisted of slight turns and rapid descent in altitude off target.

c. Target area covered with haze but had no effects on the bomb run.

14 January 1944

TARGET, MOSTAR A/D YUGOSLAVIA

a. Weather en route CAVU except for patches of low overcast along Yugoslavian coast at about five thousand (5,000) feet. Also few scattered low scud.

b. CAVU, no evasive tactics.

c. CAVU, weather had no effects on the bomb run.

SPECIAL NARRATIVE REPORT:

MISSION: 23 April 1944 - WIENER NEUSTADT

I. ENEMY RESISTANCE

A. Fighters: While still 7 minutes from the target and at an altitude of 23,000', 20-25 e/a consisting of Me109s, Me210s and FW190s were observed. These made a total of 6 individual attacks before they were chased away by the escorting P-51s. The attacks were from 11 o'clock high out of the sun, and also from 3 o'clock low, coming in within 200 yards and breaking off going down. The entire attacks lasted 10-12 minutes.

The FW190s were observed to fire rockets before coming in. Markings: Me109s with yellow noses; others with red tails and gray fuselages. The FW190s appeared to be black with white crosses.

B. Flak: Over the target, this group experienced intense, accurate and heavy flak. This was both barrage and tracking variety and its accuracy may be gathered from the fact that 31 out of 35 planes the 99th Group put over the target were flak holed.

II. SIGNIFICANT OBSERVATIONS

Air: 1427 - 6 engined E/AC at 15,000' heading 255 degrees at 47°25'N, 16°15'E.

III. CONCLUSION

A. Total Losses: From Flak - 0

From Fighters - 0

Other REasons - 0

B. Damage: From Flak - 31 (minor)

From Fighters - 0

Other Reasons - 0

C. Victories: None

D. Corrections on Telephone Mission Report: None

VERNON E. FAIRBANKS
Major, Air Corps
S-2, 99th Bomb Gp (H)

MISSION REPORT

9 E/A ENCOUNTERED, TACTICS, LPC. Primarily from 11 to 1 o'clock level and out of the sun. Most attacks were single a/c, one of 5 abreast from 12 o'clock level. One pass only by all encountered.

5 CASUALTIES 2 killed, 3 wounded

Assigned target hit with some short and some over. Escort gave good coverage and rendezvous was as briefed.



Dear Gentle Readers:

We are not editing out any missions. We have complications which will make the accounts of Summer, 1944 late and out of sequence. But we will still do our damndest.

george

Membership directory has been removed for privacy.

Membership directory has been removed for privacy.

National Archives Contain Military Unit Histories

DAVer Paul M. Cohen of Boca Raton, Fla., has passed along an idea that may help some vets seeking to substantiate claims before the VA.

Cohen noted that many units of the Army, Navy, Air Force and Marine Corps were required to research and write unit histories. Today those histories—which contain information on places, dates, special training and much more—are kept on file at the National Archives in Washington. These histories may contain information that could help corroborate veterans' claims or provide further details concerning the status of a veteran's unit.

Requests for these histories must be made in writing to the National Archives. The requests must also contain accurate and specific identification of your particular outfit. A charge for copies of the records will be made by the National Archives.

December, 1986

Veterans seeking WWII and Korean War era histories should write:

Modern Military Field Branch
National Archives
Washington, D.C. 20409.

Veterans seeking WWI or earlier conflicts should write:

Navy and Old Army Branch
Military Archives
National Archives
Washington, D.C. 20408

Unit records or histories pertaining to the Vietnam war are not available at this time from the National Archives.

DAV MAGAZINE—February 1985

From Helen Nepil



Locator Service Available

The Veterans National Locator Service is a new non-profit veterans service organization designed to help veterans find old buddies and comrades-in-arms.

It may be used by veterans, retirees, and survivors of veterans. According to National Director David L. Daniels, its operation depends on donations from its membership.

Daniels said the organization's newsletter, entitled "Vet Search USA," contains information useful to veterans, and listings of names and addresses of veterans looking for their old friends.

"We ask that all veterans, retirees, and survivors of veterans write to us and list their names, addresses, and military data for inclusion in our data banks," Daniels said. "We will maintain the data, answer their search inquiries, and include them on the mailing list for 'Vet Search USA,'" he added.

The mailing address is: Veterans National Locator Service, Inc., P.O. Box 136, Boomer, W. Va. 25031.

DAV MAGAZINE - SEPTEMBER 1986

Dear Comrades:

We will now try in these following pages to show you how Wallace Bush and John Hinds have pursued our Ben Warmer through the thickets of Foggy Bottom and the jungles of the beaurecracy. Bless you both! geo.



July 26, 1986

Dear Mr. Warmer,

I'm looking for Benjamin F. Warmer who, if living, would be about 71 years of age. Ben worked in this area (DC) before going into the service in WWII. He was in my squadron (416th). He finished his missions two months after I arrived. Our 99th Bomb Group Historical Society Historian, George F. Coen, was also in the 416th and finished his missions about the same time that Ben did. George has been trying for six years to locate Ben without success.

Having lived in DC for 35 years before retiring and knowing Ben had worked there before the war, I looked for the name Warmer in the DC area phone books. Yours was the only one I found. Would you know Ben and would you please check the card I enclosed? If you know of Ben's present situation would you please write me or George F. Coen at 2908 Aliso Dr. NE, Albuquerque, NM 87110. If you write me, I shall send the letter directly to George.

Ben was the first gunner ace in WWII. There were probably only two during the entire war. We are proud of him and would be pleased to have him join the 99th BGHS and make himself known to us again. We recently had a reunion at Dayton where our old commanding general (then colonel) Upthegrove unveiled a monument dedicated to the 99th Bomb Group. It would have been most fitting if Ben had been there.

I've enclosed parts of our last Newsletter. If you know Ben, George will give you much more information about him. George was the navigator on the plane piloted by our operations officer, Captain Henderson.

The slightest bit of information about Ben, even a rumor, would be appreciated.

Sincerely yours

Wallace A. Bush
308 N. Red Hill Rd.
Martinsburg, WV 25401

RICHARD C. WARMER
1800 M STREET, N. W.
WASHINGTON, D. C. 20036

August 4, 1986

Dear Mr. Bush:

I have a distant cousin named Benjamin Warmer who may be the man you are seeking, but unfortunately he is from a branch of the family with which I have had very little contact. I don't recall ever meeting him and do not know his whereabouts, nor indeed whether he is still living.

My paternal grandfather had a brother named Benjamin who was a lawyer and state court judge in Southern California (near Ontario or San Bernardino, I believe). He had a son also named Benjamin who if living would be in his early 70s today. My mother did not know him but has a dim recollection that he was said to have had an outstanding war record. My mother did know his sister, Miriam Page. Mother does not have an address, but says that not too long ago, Miriam was living on Euclid Street in Berkeley, California. Her husband is Dr. Emory Page, a physician in the East Bay area.

I hope this may be helpful. I will make inquiry of other relatives and let you know if I learn anything more.

Sincerely,

RICHARD C. WARMER
1800 M STREET, N.W.
WASHINGTON, D.C. 20036

August 26, 1986

Mr. Wallace A. Bush
308 North Red Hill Road
Martinsburg, West Virginia 24401

Dear Mr. Bush:

I sent your recent inquiry to my uncle, Craig Warmer, who is Ben Warmer's first cousin. He has written me on this as follows:

"It was good to hear from you. I was interested in your enclosed materials. The one they are looking for is Uncle Ben's son. He served in the secret service in D.C. for a while on the squad that protected President Roosevelt and then went into the Army Air Force. Chuck used to keep in touch with him somewhat. The last I heard he had died and this was before Chuck went. He would have been older than 71 as he was close to your father's age. In fact the two of them would try to prove who was the most manly whenever the families got together. Sorry I don't have better news."

The reference here is to Craig's brother Chuck, who died about 15 years ago. This is not the news you had hoped for, but I thought you would want to know.

Sincerely,

Richard C. Warmer

DEPARTMENT OF THE ARMY
U.S. ARMY RESERVE PERSONNEL CENTER
9700 PAGE BOULEVARD
ST. LOUIS, MO 63132

August 20, 1986

Special Inquiries Section

SUBJECT: Warmer, Benjamin F., III 19 084 133/0 589 040

Honorable Slade Gorton
United States Senator
2988 Jackson Federal Building
915 Second Avenue
Seattle, Washington 98174

Dear Senator Gorton:

This replies to your letter pertaining to the whereabouts of Benjamin F. Warmer.

I regret to inform you that available information at this Center shows that Mr. Warmer died on December 6, 1977.

A record of service for Mr. Warmer was not located. The Military records of former members of the Army are maintained by the National Personnel Records Center, National Archives and Records Administration, 9700 Page Boulevard, St. Louis, Missouri 63132. A major fire occurred at that Center in July 1973 and it appears that Mr. Warmer's record was not recovered. Although a number of alternate sources exist which enable that Center to reconstruct the essential facts of military service, these sources do not contain his complete Army service record.

Efforts were also made to locate a record for Ed Hyde. Unfortunately, without a service or social security number, it was not possible to identify a record of service for him.

I would like to have been able to provide more information for you.

Sincerely,

Richard W. Pederson
Lieutenant Colonel, US Army
Chief, Personnel Services Division

UNITED STATES SENATE
WASHINGTON, DC 20510

September 2, 1986

Colonel John W. Hinds
20016 Eighth Avenue NE
Seattle, Washington 98177

Dear Col. Hinds:

I have received a final response from Lt Col Richard W. Pederson, US Army Reserve Personnel Center, to my inquiry about Benjamin F. Warmer. I have enclosed a copy of it for your records.

Unfortunately, I am afraid that this information is not the answer you had hoped to receive. Lt col Pederson informed me that Mr. Warmer died on December 6, 1977. I regret having to inform you of the death of your friend.

I also received a summary of the Packard Commission Report. I trust you will find it useful. When I receive the full report, I will forward it to you.

Best wishes.

Sincerely,

SLADE GORTON
United States Senator

SG:gbg
Enclosures

JOHN W. HINDS
COLONEL U.S.A.F. RET.

6 September 1986

Mr. George F. Coen
2908 Aliso Drive, NE
Albuquerque, New Mexico 87110

Dear George:

The search for Ben Warmer is over as you can see from the enclosed correspondence from Senator Slade Gorton's office.

I will write to Lieutenant Colonel Pederson to see if I can obtain additional details on Ben Warmer such as where he died and names of survivors. The people in the Office of the Air Force history are also interested in details for their files. I plan to write a narrative of the search for him.

Of one thing I am certain: no one in these United States ever need worry much about their right to privacy being violated because the government freely gave out information from its files. In my judgment either the St Louis center is the most screwed up bureaucracy in the world or it takes a letter from a US senator to get the center to delve into their records to acknowledge that a former serviceman is dead. Two official requests seeking information on Ben Warmer were made by the Department of Defense. Both requests were given negative replies by the center.

I will keep you informed on any additional details I find.

I do hope that you had a good reunion. Do continue to collect historical data on the people of the 99th and the events they played a role in, in the big war. Future historians will thank you for the effort.

Cordially,

John W. Hinds

20016 EIGHTH AVENUE NORTHWEST - SEATTLE, WASHINGTON 98177 - (206) 542-1271

September 4, 1986

Dear George,

I'm sure you've received a copy of the letter from Mr. Warmer I've enclosed. I've sent a note of thanks to both Mr. Richard C. Warmer and Mr. Craig Warmer. I also sent both of them material about Ben I gleaned from past 99th. BGHS Newsletters. I have not heard from Ben's sister, Mrs. Page. It would be good if Ben's wife and/or children might join our historical society.

I've enclosed copies of two Stars and Stripes you might want for your 99thBGHS library. I sent copies to all of my crewmembers. The originals are yellowing from old age.

Since Dayton I've received three letters and a card from one of my pilots, Charles D. (Pete) Boggs. He's very pleased we had the largest number of crewmembers present at the banquet. He worked hard keeping up enthusiasm.

Best regards


Wallace A. Bush
308 N. Red Hill Rd.
Martinsburg, WV 25401

6538 Bantam Lake Circle
San Diego, Ca. 92119
October 17, 1986

Dear Mr. Bush:

Your letter of August 9th addressed to Mrs. Emery Page was forwarded to me in late September as a result of a phone call I made to her home during a visit to the San Francisco Bay Area, a family call, I might add since I regard her as family.

On receipt of the letter from Mrs. Page, I called Mrs. Helen C. Warmer, Ben Warmer's widow, and read to her the contents of your card and letter. Mrs. Warmer was pleased with your comments about Ben and was interested to learn about the fire in Lincoln, Nebraska and loss of records. She asked me to respond to your letter, the reasons for which will be set forth below.

During the years 1926 and 1927 I lived with the Warmer family at their home in Ontario while I attended classes at Chaffey Junior College. In those two years I became very closely attached to the family, especially Ben and his sister, Miriam. At the end of the 1927 school year, I transferred to the University of California, Berkeley. When Ben graduated from high school in Ontario, he enrolled in U.C. Berkeley. Quite naturally, the two of us arranged family living quarters which lasted until Ben was in his last year in the university when he met and married Helen Carmichael of San Diego.

A further indication of our close family relationship is that our younger son, Warren, at Ben's request lived with the Warmer family while attending high school and intermittently while attending the University of California in Los Angeles (during that period the Wilkisons were assigned to the U.S. Embassy in La Paz, Bolivia). Warren was and still is devoted to Ben and his family. Understandably, the Wilkisons and the surviving Warmers are truly a close family circle, for which we are most grateful.

Now, Mr. Bush, herewith the addresses of Ben's widow and son.

Mrs. Helen C. Warmer
440 San Antonio Avenue
San Diego, Ca. 92106
PHONE: (619) 223-1982

Ben's son, Michael, lives in the family residence in Riverside. He has been in charge of the family enterprise (FOAM SYSTEMS COMPANY) since his father's death. Herewith present addresses:

1. Home:

Michael Warmer
5110 Queen Street
Riverside, Ca. 92506
PHONE: (714) 781-2987

2. Business:

Michael Warmer
FOAM SYSTEMS COMPANY
1980 Atlanta Avenue
Riverside, Ca. 92507
PHONE: (714) 684-8333

Now, Mr. Bush, if there is any further information that you would like to have, I would be more than pleased to supply additional details. Again, thank you so very much for your appraisal of Ben. We feel that he truly merited such praise.

Very sincerely yours,

Andy G. Wilkison
Andy G. Wilkison

cc: Mr. George F. Coen
Mrs. Helen C. Warmer
Mrs. Emory P. Page
32 EUCALYPTUS ROAD
BERKELEY, CA 94705

Ben Warmer's address is;

31

Ben Warmer is deceased

Dec 6th 1977 Riverside Ca
MASSIVE HEART ATTACK

Do not know Ben Warmer

Ben died in his family home in Riverside California as a result of a massive heart attack. Ben was buried in the Warmer family plot in the Ontario, California cemetery, the final resting place of his parents and grandparents. More information concerning survivors will be sent to you in a letter to follow.

Andy G. Wilkison
Andy G. Wilkison

ANDY G. WILKISON
6538 BANTAN LK CIR
SAN DIEGO CA 92119

George

It was this card that prompted me to write the enclosed letter to you

October 20, 1986

Dear George,

After over two months I received my self addressed card from Mr. Andy G. Wilkison concerning Ben Warmer. The card was sent to Mrs. Emory Page, Ben's sister. Her return address is on the front side of the card. I don't know how Mr. Wilkison fits in the picture but will probably hear soon. I'm sending you a copy of the card and will also type a copy of the information for the 99thBGHS Newsletter "TAPS". You may have already written up Ben in "TAPS" from information you received from Mr. Richard C. Warmer in Washington, D. C.

DECEMBER 6, 1977 BENJAMIN F. WARMER DIED IN HIS FAMILY HOME IN RIVERSIDE, CALIFORNIA AS A RESULT OF A MASSIVE HEART ATTACK. BEN WAS BURIED IN THE WARMER FAMILY PLOT IN THE ONTARIO, CALIFORNIA CEMETERY, THE FINAL RESTING PLACE OF HIS PARENTS AND GRANDPARENTS. MORE INFORMATION WILL BE SENT YOU IN A LETTER TO FOLLOW.

Andy G. Wilkison
6538 Bantan Lk Cir
San Diego, CA 92119

The subject of survivors came up when I suggested in my letter to Mrs. Page that members of Ben's family might like to join the 99thBGHS.

When Mr. Wilkison writes the letter he promised I will send you a copy. I sent your name to Mrs. Page. You may receive a copy of his letter direct from Mr. Wilkison.

Best regards

Wallace A. Bush
308 N. Red Hill Rd.
Martinsburg, WV 25401

PS George I just went to my mailbox and Mr. Wilkison's letter was there. I noticed he sent a copy to you. I shall complete below the information I received on the card.

DECEMBER 6, 1977 BENJAMIN F. WARMER DIED IN HIS FAMILY HOME IN RIVERSIDE, CALIFORNIA AS A RESULT OF A MASSIVE HEART ATTACK. BEN WAS BURIED IN THE WARMER FAMILY PLOT IN THE ONTARIO, CALIFORNIA CEMETERY THE FINAL RESTING PLACE OF HIS PARENTS AND GRANDPARENTS. HE IS SURVIVED BY HIS WIFE, MRS. HELEN C. WARMER AND ONE SON, MICHAEL WARMER.

Andy G. Wilkison
6538 Bantan Lk Cir
San Diego, CA 92119



"SIC'ITUR'AD'ASTRA"



SPIRIT OF THE EIGHTH



AYRSHIRE SCOTLAND

Mr. John Fleming (Snr).
40 Munro Avenue
Bonnyton,
Kilmarnock,
Ayrshire,
SCOTLAND KA1 2NT

HIST. SOCIETY
8TH AAF MUSEUM

SCOTTISH GROUP

Tel: (0563) 42031

June 30th, 1986.

Dear Mr Coen,

I am in the process of putting together a small 'Museum' to the memory of the men of the USAAF; whose 'Courage' 'Valour' & Dedication to duty in WW2, has made their name a 'Legend' in 'Aerial Warfare': I must apologise for not having a 15th. AF sign on the Letterhead. the reason is I dont have one, to put on, I hope you will forgive me for the present.

I am looking for 'Photos' S/Qnd Patches, shoulder patches, any 'items' that you and your 'Vets Association' may care to send. I feel that not enough has been said, about the role of the 15th AF in WW2, your own BG I believe had a loss rate of only 7% & about 73 Bombers lost in over 10, 000 Missions that Sir, is a enviable 'Record' and shows the high skill of your 'Air Crews' and 'Ground Maintainece' in the heat and primitive conditions you lived and fought in, I myself know what those conditions arelike, having seen 'Combat' in the 'Malayan' jungle with the 'Cameronians' Scottish'Rifles' 1952 as a Sgt; your record bears witness to the 'Courage' of the men of the 99th, Bomb Group, 15ht

If ever any of your 'Vets' are in 'Ayrshire' in Scotland, I hope they will let me know, I would be only to happy to see them, and give them a real 'Scots' guir hamely 'Welcome': There is a lot of History in Ayrshire, 'Castles' and it is the Birthplace of Scotlands Poet, 'Robert Burns' born in Alloway; just up the road is 'Culzean Castle' where they have the Gen'Ike'Room' as I said there is a lot to see, for any Vet coming over. Well Mr Coen, I hope you can help me in my endeavours, to keep alive the memory of the men 15th USAAF; I hope that && I have not inconveined you in any way, or been impertinent in contacting you, I have I sincerely apologise to you: I hope that I may hear from you.

Warmest Regards

Johnnie Fleming

Johnnie Fleming

We print the following from a letter of 1984 by Hans-Heiri Stapfer and Colonel Ruegg. Perhaps Bill Cantwell, now that he has been Found, can give us some information.
geo.



Further questions concerning the crash of two planes from the 99th BG in Switzerland, which I would like to publish in your newsletter:

1. Concerning the official Swiss reports the names of aircraft 42-5856 crew can be listed as follow:

1st Lt.	CANTWELL William James	Pilot	survived
2nd Lt.	BOYDSTEN Marvin	Co-Pilot	survived
2nd Lt.	BRESLIN W.H.	Navigator	survived
2nd Lt.	MARKS Norton L.	Bombardier	survived
Sgt.	ROWEN Bruce R.	Engineer	survived
Sgt.	CHAVEZ Saturnino		death
Sgt.	PHILLIPS Murray R.		death
Sgt.	SCHENKELBERGER Gordon T.		death
Sgt.	MADDOX Jesse G.		death
Sgt.	HIGINBOTHAM K.A.		death
?	MACARDELL Herbert		death

It was probably Herbert Mc Ardell, which flew the mission as volunteer. It would be interesting to learn his fonction and rank.

2. There is anyone that know the position of aircraft 42-5856. Probably on in the left formation beside the SUGAR FOOT. There is anybody remember the nickname?
3. There is anybody noticed the flak and the lost of SUGAR FOOT?
4. Did the plane hold the place in the formation or flew the plane out of the formation before the ship crashed?
5. What is the exact reason that the plane crashed in Switzerland, damage of Swiss anti-aircraft bullets or German Messerschmitt fighter? Photos of the Oxygen-tanks clearly show anti-aircraft fragments.
6. There is a reason that the the seven enlisted men were unable to bail out?
7. As the plane crashed in Switzerland, three bombs were still aboard, anybody remember where the crew dropped the rest of the bombs?

Any information is highly appreciated. Please do not hesitate and write.

Colonel G.F. Ruegg
Grünhagstrasse 7

CH-4410 Liestal/BL
SWITZERLAND

QUOTES

In a second and more careful reading of Peter M. Bowers 50TH ANNIVERSARY Book of the Boeing B-17 we find to our delight a fine picture on page 45 entitled LITTLE FRIENDS and showing BAD PENNY faithfully, right up to and including Uncle Sam thumbing his nose at the Axis. The only other readable title is THE OLD SHILLELIGH. This booklet is available from the Museum of Flight at Seattle for \$14.95 - and well worth it. geo.

The caption: LITTLE FRIENDS-ARTIST GENE ERICKSON. Flying north from the boot of Italy to Germany or Rumania, the B-17s droning engines and sometimes creaking and popping fuselage provided cold comfort for the aircrews of the 15th Air Force.

Flying escort to the Fortresses were the P-51s of the 99th Fighter Squadron. The 99th was an all-black unit-the famous Tuskegee Airmen. On 24 March 1945, both the 483rd and the 99th earned the Distinguished Unit Citation for action over Berlin.

We have just received a copy of Steve Birdsall's latest, a lovely 32-page booklet entitled FLYING COLORS- B-17 FLYING FORTRESS. This booklet is in true colors and features accurate nose art. Included are BAD PENNY, FLAK HAPPY, EL DIABLO, GLITTERING GAL, and other familiar planes.

We compliment Steve on this effort, which contains accurate titles and well-researched thumbnail sketches of the war records of the planes pictured.

Published by Squadron/Signal, 1115 Crowley Dr., Carrollton TX,
Zip 75011-5010

The publisher further states "Any photograph sent to us will be copied and the original returned. The donor will be fully credited."

I am researching a book on American airmen shot down over Czechoslovakia. If any of your members were in that situation, I would appreciate hearing from them.

M.F. Van Eyck, 12365 Cohasset St., N. Hollywood CA 91605

Bill Holt has sent us another book, WASHOUT! THE AVIATION CADET STORY, by Charles A. Watry, the author of AERIAL GUNNERS.

This a hell of a good book, and we recommend it heartily, as we also recommend AERIAL GUNNERS. Or der from California Aero Press, P.O.Box 1365, Carlsbad CA 92008. AERIAL GUNNERS is \$12.95, THE AVIATION CADET STORY is \$11.95, and both can be had for \$21.90, postpaid. And whatever Chuck Watry writes next, get it! geo

Your historian's interest in intelligence began with the 99th's first attempt to kill Smiling Albert Kesselring on the morning of the Salerno invasion. How did the Base Bashers know which of those red-tiled roofs covered the German Headquarters? The answer was thirty years in coming; the German code/cipher had been broken, and we were reading the Kraut mail.

In the process of searching out the facts, we learned that a common code consists of such groups as 20176 where one has only to look up in a designated book the sixth word of line 17 on page 20. During one period the US used just such a book code, and the Germans were attempting to break into the code. As I recall the story, the code-breaker had a clue, the name "Everhard". And, let's see, wasn't that the name of the hero of a book in English? A book by Jack London? It was, of course, and the book, THE IRON HEEL, had been banned and burned in Germany, so no copy was at hand. A copy was finally located in a German library, and the coded message was secret no longer. But what of the librarian? Was he or she rewarded with the Iron Cross, or with a one-way ticket to Dachau? One wonders! geo.

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REUNIONS

- April, 1987 99TH BOMB GROUP - DALLAS TX
Wilbur Dixon, 7831 Fallmeadow Lane, Dallas TX 75248 214/744-1005
- May, 1987 Air Forces Escape and Evasion Society - SAN ANTONIO TX
H.C.Spinks, P.O.Box 444, Beaufort S.C. 29901
- 14 Oct 1987 99TH BOMB GROUP at 15TH AIR FORCE ASSOCIATION, COLORADO SPRINGS
15 AFA, P.O.Box 5325, March Air Force Base CA 92518
- 23 Sep. 1987 97th Bomb Group, Dayton OH
Clarence Hammes, 15 Avilla Heights South, Alexander AR 72002
- 1 Oct 1987 461st Bomb Group, Suffern, NY
137 Via la Soledad, Redondo Beach CA 90277
- Oct. 1987 8AF Pittsburgh PA
- 9 Sep. 1987 98BG Colorado Springs CO
- 26 Mar. 1987 Bombardiers, Inc., San Antonio TX
E.C.Humphreys, Star Rt. 1, Box 254, Eagle Harbor MI 49951,
Tel. 906-289 4440
- 22 May 1987 Alumni of STALAG LUFT III, Seattle WA
David C. Conner, 7050 W. Hoodview Place, Beaverton OR 97005
- Spring 1988 99TH BOMB GROUP Fort Lauderdale FL
Jules Horowitz, 3507Oaks Lane Pompano Beach FL 33069
- 11 May 1989 Bombardiers, Inc., Dayton, OH
E.C.Humphreys, Star Rt. 1, Box 254, Eagle Harbor MI 49951
Tel. 906-289 4440

TAPS

- ELLIOT, GERALD B. We are informed by The Association of Former Prisoners of war in Romania of Gerald's death in October, 1968.
- CALLIHAN, JIM Jim had a massive heart attack and died Sept. 23rd (1985). He didn't even know he had heart trouble, just came in from his little workshop, sat down in his big chair and said "I'm sick". . . Opal Callihan Rt. 1, Box 786 Ewington OH.
- RENIER, ORVILLE O. I want to inform you that my husband passed away on May 2, 1986. He had a heart problem for 8 months and the first of May he had a massive stroke at home. He lived only 12 hours after I got him to the hospital.
He was so happy to see his name in "FOUND" in the May 1986 issue of the Newsletter. Thank you. Mrs. Donna Renier.
- MERRITT, "JAKE" . . . I am very sorry to tell you that Jake passed away on September 15th 1984. He was almost 66. He suffered for six weeks and died of cancer. God rest his soul, we are glad that he did not have to suffer any longer. . .sincerely, Mary T. Merritt, Gulf Rd. Box 1, Roscoe NY
- HAMPTON, WILLIAM A. Bill died on February 1, 1986. He had been under the care of a doctor for heart problems and he just weakened from the illness. . . very sincerely, Mrs. W.A.Hampton, 29 Beachview Terrace, Malden MA 02148

99th Bomb Gp Historical Society
Walter H. Butler - Treasurer
8608 Bellehaven Pl. N.E.
Albuquerque, New Mexico 87112

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Jan 1987

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Norris J. Domangue
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Malcolm Marquith
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Thomas P. O'Reilly
Dean Shields
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FOUND

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740 H.F. Jack Carpenter
741 Hulon A. Brown

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FL 33156 348
TX 77630 416