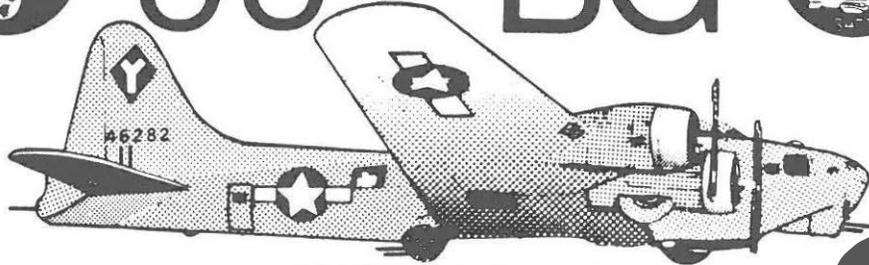




99th BG



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



THE 99th Bomb Group Historical Society Newsletter

Vol. ⁸ 8, No. 2

Mar 1 1988

SOCIETY OFFICERS 1987 - 1988
PRESIDENT - JOE KENNEY
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TREASURER - WALTER BUTLER
HISTORIAN - GEORGE F. COEN
CHAPLAIN - HARVEY JENNINGS
SECRETARY - DICK DEMPSEY
EDITOR - GEORGE F. COEN

THE PRESIDENT'S MESSAGE

GREETINGS:

I wonder how many of us permit our thoughts go back to some of those incredible days when things were somewhat rougher than any one of us would care to admit. The thought that comes to me right at this moment is one Mission we took to an Air Drome located at the southern edge of Munich. A target with the incredible name of Oberpfoffenhofen. At the briefing we were told we could expect the flak to be intense and very accurate and fighters could be expected to number around 200 and that they could be expected to be aggressive. It was further revealed that a group of '24s had gone in a week or so before and had lost about half their bombers. In any event when I briefed the other gunners and a stray photographer about the mission, it was rough enough that the photographer cancelled, leaving his cameras for us to man if we could. It turned out that the flak was indeed, very intense and very accurate but we were never attacked by fighters. Our escort was excellent. We took a hit in one of our oxygen tanks and the system began to exhaust itself. I was able to save 4 walk around bottles as were others in the crew. I was a little put out when the engineer came back through collecting these bottles but it made good sense that our Pilots needed it far worse than we did. As I recall we were out of oxygen at around 20,000 feet and had to cross those Alps before we could get into denser air. I don't believe I ever in my life have had a headache to match the one I had when we got back. The 15th Air Force lost 6 heavy bombers on this particular mission. The 99th lost none. Captain Karnes was our Pilot on this one. This one just to perk up our memories.

In communications with both Julius Horowitz and Al Schroeder the Ft. Lauderdale Reunion is going very well and we can expect it to be near perfect. They have enlisted a newly found 99th member, Les Parsons. We can only say that we are most pleased to have Les with us and this at a time when his services are so greatly helpful. We must get our reservations in now because time is certainly getting short. We'll be looking forward to seeing you at Pier 66, Ft. Lauderdale, Florida!

The Best to You All;

 Joe Kurney

Dear George,

By now you must figure I really retired ---maybe into the swamp, and turned out to be unintentional gator bait! Nothing quite so exotic to report. We did move (note change of address---the post office is showing signs of pique and running low on "please notify correspondents" stickers) up the road a piece as we Texaflorians say, but no excuse is really adequate. The pen is slippery and the typewriter only sort of temporarily missplaced in the shuffle; so what's new for a procrastinator with world class credentials?

Fact is, until now I've really had little to report that seemed worthy, but I'm sure that what follows will be of interest to you all. Julie Horowitz has picked a super hotel for the June reunion! I'm enclosing a post card featuring the Phillips 66, its famous top floor bar revolving very slowly, and some of the surroundings before its recent renovation. The courtyard, interconnected swimming pools, lanai, and motel additions now continue fully around, lining the canal behind the hotel up to the tennis courts, and the effect is as beautiful as it is convenient. An opposite direction oblique would show an equal view of its prime location directly on the sea wall to Port Everglades, a leading cruise ship terminal as well as center of South Florida's fascinating and constant boating activities!

Along with Les Parsons, a newly found 99er from Pompano Beach, and a great addition to Julie's help, and our wives, we recently had lunch, met the hotel convention honchos, and toured the meeting rooms, a super hospitality room set-up and guest rooms in the low rise section. I was most favorably impressed (can you tell?) with every aspect of the facility, the co-operation of hotel staff, and Julie's arrangements to date. I expect some people may be concerned at the slightly higher rates, but must point out that this is truly an exceptional place in surroundings that far surpass the usual in every way.

The other recreational possibilities for anyone extending his trip are almost endless: the day and evening cruises on the waterways, (one is a planned extra) beaches, fishing, golfing and tennis, and for many driving down, Disney World, the Kennedy Space Center enroute, or the Florida Keys and Everglades National Park as worthwhile extensions to the south. It should be an extraordinary experience for everyone who comes to the 1988 bash. And the Chamber of Commerce doesn't even know I exist!

Enough! It probably isn't possible to reproduce the pictures on the cards for the newsletter. Or is it? Only color would really do them justice, and the water really is that blue. You can check it from that s-l-o-w-l-y moving bar. I'd recommend it just at sunset so you can watch the lights come on. Maybe some of my verbiage will help to convince some of the gang to make the South Florida-Lauderdale-99er scene a must this year! We will have a ball!

The Season's greetings to you and yours, however belated, and the best of lots more New Years,
550 S. Ocean Blvd.#1801
Boca Raton, FL, 33432
29 December 1987

Sincerely,



JUNE 2nd - JUNE 5th, 1988

99TH BGHS - REGISTRATION FORM:

Member's Name _____ SQUADRON _____
Address _____
City _____ State _____ Zip _____
Telephone Number _____
Name of Spouse or Guest _____

Member Registration Fee \$20.00
Spouse or Guest Registration Fee \$10.00

	After May 1	Before May 1	
Friday June 3- Luncheon (optional)			
Members & Guests (each)	\$15.00	\$13.50	\$ _____
Friday June 3- Jungle Queen (optional)			
Members & Guests (each)	\$20.00	\$18.00	\$ _____
Saturday June 4- Banquet (optional)			
Members & Guests (each)	\$25.00	\$22.50	\$ _____

Meal prices include gratuities. TOTAL \$ _____

Please indicate whether you will have an automobile during your stay. YES NO
--- ---

Make checks payable to 99th Bomb Group Historical Society. Please send registration and appropriate fees to:

Jules Horowitz
3507 Oaks Way, Apt 911
Pompano Beach, Fl. 33069
Tel # (305) 973-1677



99 BOMB GROUP
SUN & FUN IN FT. LAUDERDALE
THURSDAY JUNE 2 - SUNDAY JUNE 5, 1988

RESERVATIONS: Airlines/Hotel SPECIAL AIRFARES
EASTERN AIRLINES call 1-800-468-7022 ask for file
EZ6P56 99BG Valid dates May 31-June 10.
CONTINENTAL AIRLINES call 1-800-468-7022 ask for file
EZ6P56 99BG Valid dates May 31 June 10.
AMERICAN AIRLINES call 1-800-433-1790 ask for Star
file 82305 99BG Valid dates May 31 June 12.

4
PIER 66 HOTEL & MARINA

Room Reservation Form
 (Please complete and mail with your deposit)

Name(s) _____ SON# _____

Arrival Date _____ Departure Date _____

Address _____ # In Party _____

Phone _____ Credit Card # _____

Type of room desired: Lanai _____ Tower _____

Room Rate: \$60.00 per room
 Plus applicable taxes

Check-in 3:00pm Check-out 11:00am
 For arrival after 6:00pm, a deposit or guarantee is required.

Call toll-free: 1-800-327-3796 (U.S.) 1-800-432-1956 (Florida)
 Local: (305) 525-6666

Reservations must be made by May 1, 1988. All reservations
 after this date will be on a space available basis.

MAIL RESERVATIONS TO: Pier 66 Hotel & Marina
 2301 S.E. 17th Street
 Ft. Lauderdale, Florida 33316

WRITE FOR FT. LAUDERDALE VISITOR INFORMATION TO ENHANCE
 YOUR REUNION VISIT!!

Our budget simply does not permit us to reproduce and
 mail to you a lot of interesting information about
 Ft. Lauderdale that will add to the fun you can have while
 attending the 99th BGHS Reunion. Keep in mind that
 Ft. Lauderdale is an all year resort area. To resolve this,
 when you complete and mail your Registration Form, either
 write or call: Greater Ft. Lauderdale Convention & Visitors
 Bureau, 210 S.E. 8th Avenue, Ft Lauderdale, Fl. 33301 Tel.
 (305) 765-5508 and ask for a package of welcoming information.
 If you have specific interests, tell them and I am sure they
 will fulfill your need for information.

If you are interested in any of the following
 activities: golf, fishing (party boat or charter), please call
 PAT (concierge) at PIER 66 HOTEL 1-800-327-3796 or 1-800-432-
 1956 (Fla). She will try to make the necessary arrangements.

ARRIVING BY AUTO? I-95 South to Davie Blvd, East to Federal
 Highway, South to S.E. 17th St. East to Pier 66 Hotel.

FLYING IN? You are 10 minutes from the Ft. Lauderdale Airport
 and 30 minutes from Miami Airport.

LIMO SERVICE- FTL- Yellow Limo \$6.00pp. Tel 527-8690.
 MIAMI- Red Top Limo \$11.50pp. Tel 764-2211.

5
 We have maintained a List Of Aircraft to the best of our ability,
 in spite of the fact that Steve Birdsall has more information already on this
 subject than we are ever likely to accumulate. Our membership has doubled
 since we last printed our list, so we herewith present that portion of our
 list for which we have names but not numbers. At least that's what the computer
 says. Maybe WTRIO I will check it all myself. geo.



NUMERIC LIST OF 99th BOMB GROUP PLANES



-	Achtung	--	--	Blackman
--	Adventuress	Whyte's album	--	--
--	Angel With Wings	--	64	Drouin
--	Baraz Twins	2 nose pictures	--	--
--	Black Jack	--	--	Bob Mack
--	Bugs Buddy	Whyte album	--	Whyte, Thompson
--	Cotton-eyed Joe	Picture of nose with Cook	--	Jesse Hobbs, Kramer, Lee, Alderson, Menschl, Ca'ver, Dickerson, Willie Jones, Ritter, Cunningham, Farley, Covert, Co'k, Kowzan, McCluskey, Schneider, Purnel, Kaufman, Laroche
--	Dee	--	--	Fleming
--	Ding A Ling	--	--	Sopp
--	Dirty Gertie	--	--	Jesse Hobbs
--	Earthquake McGoon	nose picture	--	--
--	El Alamo	--	--	--
--	El Diablo	picture from English, picture with HQ communi- cations crew	--	Upthegrove
--	Flak Dodger	--	--	Mike Yarina
--	Goin My Way	--	--	Sopp
--	Gravy Train	B-17G	--	Scheu
--	Holey Joe	--	--	--
--	Hubba Hubba	shot down 1 Oct 43	--	Sopp
--	Hunter's Answer	--	--	--
--	Lacey	picture	--	D.R. Black
--	Leapin Lena	--	--	Sopp
--	Lethal Lady I, II, & III	--	--	W.C. Davis, Horn
--	Little Chum	--	459	Kirkpatrick, Eiden, Glen, Darrell, Wyninger, Boswood
--	Lyla Lue	photo of man	416	Nelson Kennard
--	Mary Wiss	--	--	Shaw
--	Mighty Mike	--	--	Sopp, H.E. Christiansen
--	Nine Wolves and Poppa	--	--	Jonathan Kosharek
--	Nobody's Baby	--	--	--
--	Old Man Moe	--	--	Frame
--	Our Favorite Bitch	--	--	Walker
--	Our Gal Sal	--	--	Sopp
--	Rabid Rabbit	picture	--	Heller, Bushnell, Miller, Holmes, Eastwood, Keng, DeLozir, Harra, Pise, Hays, Darwin
--	Ragged But Right	--	--	--
--	Roger the Lodger	--	--	Sopp
--	Shady Lady	--	--	Sopp, Charles E. Miller
--	Snoozin Susan	picture	--	--
--	Sortie Line	--	--	--

--	Spoofers	522	--	--
--	Stardust	--	--	Alley
--	Strait to Hell	picture	--	H. Pujol, McCorley, A. Reeves, T. O'Reilly, Waldrop, Lowell Caraway, John McKiernan, J.P. Ware, Charlie Nedeff, B.T. Madgashian
--	Swamp Gal	--	--	Heidenreich
--	Tout Suite	--	--	Edward C. Gaumer, Louis P. Desaulnier, Willard B. Johnson, Joe F. Bruce, Sol Kulansky, Charles Butch
--	Turnip Termite	--	--	R.E. Drain
--	Tykie	picture	--	D.R. Black
--	Vic	--	--	--
--	Vicious Vixen	--	--	Sopp, Heler Ne oil
--	Vicki	--	--	Hunter
--	VV	Picture; sent to Steve Birdsall; Whyte album	--	--
--	War Eagle	--	--	Sopp
--	Weary Willie	picture	--	Tom O'Reilly, Sopp
--	Weft	picture	--	Brommel, P.R. Black
--	Whizzer	crashed, 3 May 43	--	Mosely, Luther, Klug
--	Wolf Pack	picture	--	D.R. Black

We welcome your corrections and additions.

geo.



We have here a picture of Scotty Neader's shoe. Said shoe is shown among a blizzard of leaflets and four near misses, plus one each Big Iron Bird. Scotty's story begins on page 34.

AVIATION CADET ALUMNI ASSOCIATION

Harry C. Bradshaw
RFD #1
Newmarket, N.H.
03857



Robert C. White
54 Seton Trail
Ormond Beach,
Florida 32074

The Aviation Cadet Alumni Association was initiated by the late Ralph E. Parker (43-E Napier) to provide ex-cadets the current addresses of former classmates. Retired officers Harry Bradshaw and Bob White are continuing this no-dues, non-profit endeavor with their personal computers. Former pilot cadets are asked to submit their Flight Class, Primary, Basic and Advance locations. Currently more than 9000 names are now available by Flight Class to participants who send a stamped envelope to either of the above. Both maintain identical information to safeguard against loss. Time is no longer on our side and active participation will be welcomed, especially by your classmates. Under no circumstances will commercial use be made of this information.

December 30, 1987

Dear George:

I hope that you will arrange for the attached to see print in your unit publication at some time or another. We feel that we have done pretty good in a relatively short time, largely through the help of people like yourself. While it has gotten a little expensive at times, the letters we get from former cadets, and their widows occasionally, more than makes up for the cost.

Another source of new members is unit directories which identify the pilots. We have a large group of volunteer writers who contact people on these lists asking for their cadet background. Many of those contacted become writers in turn. If you can assist us in providing directories we would appreciate that too.

In any event, we wish you a great New Year!


ROBERT C. WHITE



* * * * *

Dear Bob; I see no provision for cadets who went directly to Navigation School. Until I read this, Bob, I had just assumed that all pilots were washed-out Navigators.

Aaron A. "Arfy" Aardvark
aka The Aforesaid Coen

November 25, 1987

Mr. George F. Coen
2908 Aliso Dr. NE
Albuquerque, NM 87110



Dear Mr. Coen:

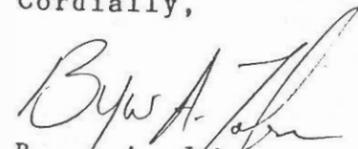
Thank you for the issue of the 99th Bomb Group Historical Society Newsletter. We appreciate your interest in our exhibition. The Balloons to Bombers exhibition opens December 20th (possibly the 19th) and is planned to run through February 28th. About 1/3 of the exhibition will center on the early history of Kirtland AFB from 1940-1945 and its bombardier and four-engine air crew training schools.

In terms of artifacts, thanks to the generosity of veterans and museums we have located all that space will allow us to use. Early on several Army Air Force historical organizations helped us with the show, notably the Confederate Air Force and the 8th Air Force historical association. In addition to approximately 60 photographs depicting training and missions we will have a restored Link Trainer, a B-29 engine, navigator's instruments, models, a bombardier's high-altitude suit, a WASP uniform, insignia and other materials.

While we are no longer searching for artifacts, we remain interested in written documentation on Kirtland that will help to fill in our historical files. Anything your members would care to contribute in terms of photocopies of records, orders, class books, etc. would be appreciated.

I am enclosing some flyers and a copy of the book accompanying the show. We hope to see you there.

Cordially,


Byron A. Johnson
Curator of History

P.O. Box 1293 Albuquerque, New Mexico 87103 505/243-7255



A very good show which covered Kirtland Field from 1880 to the present. Also included was Father Fawcett's Flak Farm, known also as Oxnard Field and as the AAF Convalescence Center.



VICTOR A. FABINIAC, active in Post 38, Polish Legion of American Veterans, is a member of the search committee striving to contact airmen who were interned in Switzerland during World War II.

Swiss internees are individuals who were held prisoner by the neutral Swiss government during the war.

World War II flyer **James Goings**, Broomall, Pa., is secretary of the Swiss Internees Association, a group of former internees who are searching for their fellow comrades.

Since formation of the organization in 1985, President **Robert A. Long** and a group of the association members have been able to locate about 350 former internees, and have obtained the names of about 250 others.

"That leaves about 400 men unaccounted for," Long said, "adding that Veterans Administration records show there were roughly 1,600 U. S. airmen in Switzerland during World War II." Of those 1,600, he said, 63 percent are still alive.

Fabiniak is interested in contacting a former resident of Lorain, **John J. Antl**, who 42 years ago lived at 214 Florida Ave. "Some informers have said Antl moved to California," Vic said. Additional information will be appreciated. Vic is available at 2310 Liberty Ave., Vermilion, phone 967-4779.



SIX SURVIVORS of a World War II crew who fought in Germany are searching for relatives of their fallen comrade.

"The family of 2nd Lt. Nicholas J. Lykos is the last to be found," wrote Victor A. Fabiniak in a letter he addressed to the last known residence of Lykos — 409 Broad Avenue, Belle Vernon.

Fabiniak said Lykos was killed December 26, 1944, on a bombing mission over Blechammer, Germany.

"Nick was the bombardier of our crew," he wrote. "We did plan to meet with Nick's parents after the war, but we were shot down over Augsburg, Germany, on February 27, 1945, when we were split up, as prisoners of war."

FABINIAC SAID that over the past three years "we finally found each other."

"There are six of us survivors and Nick's parents are the last to be found. We hope you folks might be able to help, maybe the neighbors may know of Nick's family.

"Nick was 22-years-old. Nick was Greek. Could there be any Greek organizations, churches, etc. (who might help)."

THE CURRENT resident of 409 Broad Ave. who received the letter, Helen B. Werton, is asking for assistance from anyone who knows of the whereabouts of any relatives.

The Wertons purchased the home from Mrs. Lykos whom they knew had built a home in Texas to be near her sons. "She has since died. That was 25 years ago," she said.

Ms. Werton said she had made a number of inquiries but had not found anyone with enough information to forward to Fabiniak.

Anyone who can help may contact Helen B. Werton at 409 Broad Avenue in Belle Vernon, or write directly to Victor A. Fabiniak, 2310 East Liberty Ave., Vermilion, Ohio, 44089.

Good work, Fab!

The American Plan

It was real, and yet it was unreal. There at Manston, on a wintry day in 1962, stood a Boeing Flying Fortress; a white triangle, centered by a huge black "A," filled its high, olive drab tail.

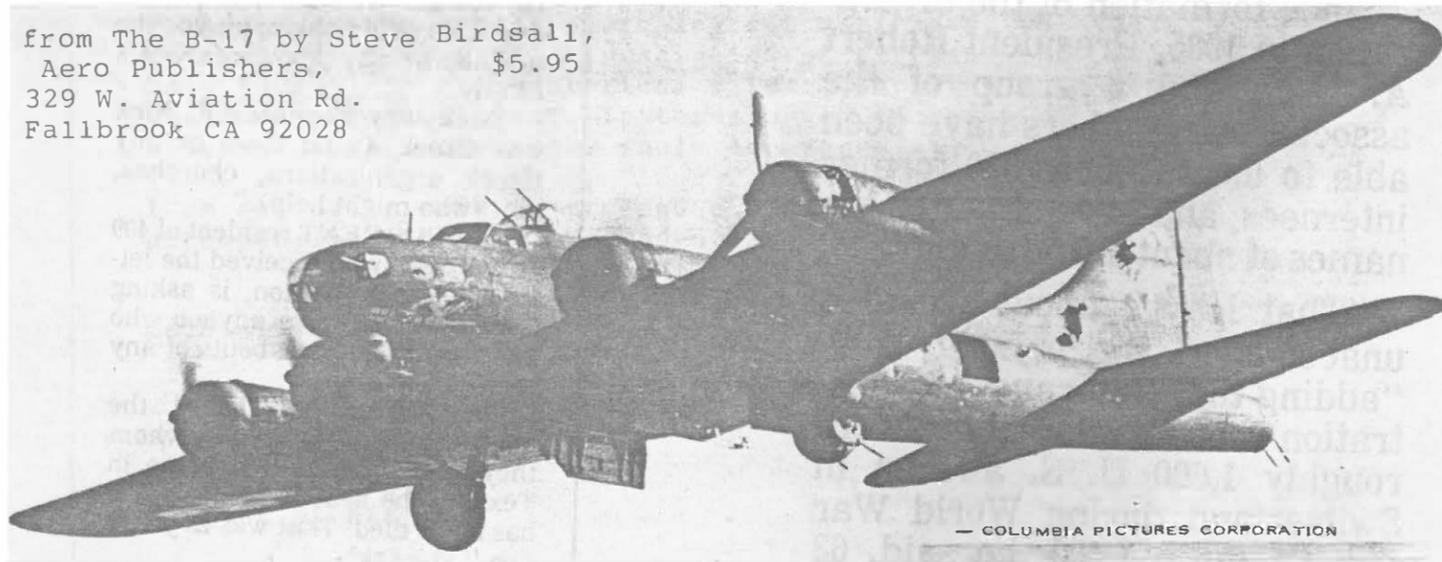
The mind raced back over hurdles placed by nearly twenty years—back to the days when the roar of hundreds of 1200 horsepower engines shook Britain, and the majestic silhouettes of Fortresses in formation all but blocked out the watery sunlight overhead. Back to the days when Manston, a scant three miles from the English coast, was one of three emergency "crash strips." How many Forts, hacked and harried over the Continent, had headed for this 9,000 foot runway, coming in with their white group markings reduced to little more than random chips of paint by German gunfire.

A closer inspection on that day in 1962 would have revealed that some of the long black guns were nothing but painted broomsticks, and that the serial number on the tail could not have applied to the aircraft that bore it. The Fortress, one of a tired three found in the United States, had been resurrected and flown to England for the production of the movie, "The War Lover." Soon it would be gone again, forever.

It was in August of 1934 that the Flying Fortress was conceived, when the Army Air Corps invited manufacturers to submit a new design for a "multi-engined bomber, capable of maximum speed of 200-250 mph at ten thousand feet, a service ceiling of twenty to twenty-five thousand feet and an endurance of between six and ten hours." Boeing's design team, headed by Edward C. Wells, knew they were taking a chance with their big, four-engine Model 299, but the very name Boeing was synonymous with some of the most advanced aeronautical designs of the period—the P-26 pursuit, the Model 247 airliner, the gargantuan XB-15—and heredity would play its part.

Edward C. Wells had joined the company in 1931, after graduating from Stanford University with a bachelor of arts degree in engineering. Born in Boise, Idaho, in 1910, Wells has played a direct part in the development of other Boeing aircraft over the past thirty-odd years, the most notable being the B-29 Superfortress, the B-52 Stratofortress and the Boeing 707. He is now Vice President of Product Development at the Airplane Division in Renton, Washington, where he is responsible for giving special attention to new aircraft business.

from The B-17 by Steve Birdsall,
Aero Publishers, \$5.95
329 W. Aviation Rd.
Fallbrook CA 92028



Newby - continued from page 46

And she was not speaking just to me. She was speaking to all of the men and women in the United States armed forces--past, present, and future. She was speaking to the 37 men who recently fell in the Persian Gulf attack.

She was speaking about freedom.

Freedom is worth fighting for...and KEEPING.

OUR challenge, yours and mine, is to KEEP that freedom by doing our part in maintaining a strong military defense for America.

This is a very revered moment for all of us as we pause here, in our march to freedom, to salute those who have paid the price.

In your behalf, I offer these beautiful words;

THANK YOU FOR SAVING MY COUNTRY



PRESS RELEASES

Decatur Pilot
of "Bad Penny"
In Rome Raid

19 July, 1943

Piloting the Flying Fortress "The Bad Penny" Lieut. Carl D. Mitchell, former Decatur high school and Millikin student, took part in the raid on Rome Monday and brought his plane back to its base despite damage.

The report was contained in a story from Richard Tregaskis, special writer for the International News Service, who was a passenger in a Fortress in the second wave of bombers over Rome.

Tregaskis reported that the only damage to the large group of which his plane was a part was accidentally caused to the plane piloted by Lieutenant Mitchell. The emergency life raft in the plane was released by mistake while over Rome, and the raft damaged the tail of the ship when it was whipped back by the wash from the propellers. Mitchell brought his plane home safely, however.

Mitchell is the son of Mr. and Mrs. Carl P. Mitchell. Mr. Mitchell is director of the Southside Park playground.

The aviator attended grade and high school here from 1931 to 1939, and spent two years at Millikin University, where he studied engineering. He enlisted in the air forces Nov. 10, 1941.

Lieutenant Mitchell wrote his parents recently that he expects to be home between the first and middle of September. He left the States in February for North Africa.

DECATUR PILOT BOMBED ROME
Ex-Millikin Student Flew Fortress in Raid

July 19, 1943

Lieut. Carl D. Mitchell, former Decatur high school and Millikin student, piloted a Flying Fortress on the raid on Rome yesterday, and brought his plane back to its base despite damage.

The report was contained in a report from Richard Tregaskis, special writer for the International News Service, who was a passenger in a Fortress in the second wave of bombers over Rome.

Tregaskis reported that the only damage to the large group of which his plane was a part was accidentally caused to the plane piloted by Lieutenant Mitchell. The emergency life raft in the plane was released by mistake while over Rome, and the raft damaged the tail of the ship when it was whipped back by the wash from the propellers. Mitchell brought his plane home safely, however.

Mitchell is the son of Mr. and Mrs. Carl P. Mitchell, now of Rantoul. Mr. Mitchell formerly worked with the Decatur playground and recreation program, and was a substitute teacher in the high school in 1937.

The aviator attended grade and high school here from 1931 to 1939, and spent two years at Millikin University, where he studied engineering. He enlisted in the air forces Nov. 10, 1941.

EARLY TALES OF THE ATOMIC AGE Lang

The Nazis' work, indeed, was held in such poor esteem that certain German laboratories, whose locations we knew, were left unbombed to enable Hitler's experts to continue their failures. p. 24

PRESS RELEASE

north africa, July 23, 1943--And when this war's over
And yours don't come home,
Just silently pray
And remember this poem.

He died for his country,
The land he held dear,
And he's now blazing skyways
For that Great Overseer.

A hot, dry sirocco swept through Smitty's tent as he completed his verse. Dust covered his battered typewriter. He was tired. Tomorrow he had to fly again. He didn't know where he was going, but H hour was 4:30 A.M. So he went to bed. He hoped to see his poem printed in "Stars and Stripes," the American soldier's own newspaper.

When the Flying Fortress group came back from their mission the next day, Smitty wasn't with them. The airplane he was flying in as waist gunner was hit by cannon fire from an ME 109. First, No. 4 engine caught fire and then the plane exploded. The airplane broke in four parts and drifted down. Five parachutes cracked open as others of the group watched the blazing bits spin down to earth.

Perhaps Smitty was among those five. He may be a prisoner of war. His tentmates found his poem and asked that it be sent in to "Stars and Stripes." Smitty would have liked that.

So here is the poem written by Staff Sergeant Arthur J. Smith, 2402 North Kilbourn Avenue, Chicago, Illinois:

The United States Air Corps
Hard fighting men
Standing their ground
Upholding their end.

Guarding our convoys
Patrolling each shore
Bombing the Axis
To even the score.

Fighting by proverb
A phrase known for truth
"An eye for an eye"
"A tooth for a tooth."

Fighting together
Through thick and through thin
They'll never give up
They've sworn to win.

So here's to the Air Corps
Those hard fighting men
They'll conquer the sky ways
And fly home again.

And when this war's over
And yours don't come home
Just silently pray
And remember this poem.

He died for his country
The land he held dear
And he's now blazing sky ways
For the Great Overseer.

Written by:

Vernon E. Fairbanks,
Captain, Air Corps,
S-2, 99th Bomb Group
(From the records of
Gen. Uptegrove)

FROM A 15TH AIR FORCES BOMBER BASE, JAN 7--When AAF Flying Fortresses raided an aircraft factory at Maribor, Yugoslavia, January 7, one pilot who was forced to turn back early because of a defective oxygen system made a solitary, hit-and-run attack on the harbor at Split and claimed to have hit three small enemy merchant vessels.

The pilot, flying his 50th mission, was Major Richard M. Evans, 24, of 3036 Magnolia Ave., Knoxville, Tennessee. Flying at the front of the formation, he was leading his Fortress group toward the target when oxygen pressure aboard his ship dropped dangerously.

"I turned back, but I hated to waste the bombs," said the youthful pilot, who is also a squadron commander. "In the main harbor at Split we saw a large merchant vessel and three small ones. I made a bombing run at 15,000 feet."

When bombs were away Evans turned sharply and headed for home, so sharply that a cameraman aboard the plane was unable to take a picture of the bomb strike. But the crew saw hits on the three small ships. The attack was made so swiftly that no flak came up or no enemy fighters appeared.

Here's to Evans! Emphasis added.

Evans, a former University of Tennessee student, is the son of Prof. and Mrs. N Evans of Knoxville.

ATTENTION: Detroit, Mich., Times, News, Free Press

FROM A 15TH AIR FORCE BOMBER BASE, JAN 7--Lt Jerome J. Lesney, 27-year-old AAF Flying Fortress navigator of 7790 Helen Ave., Detroit, Mich., has completed 50 bombing missions with the 15th U.S. Air Force.

Lesney began combat flying June 30, 1943, with a raid on Boca di Falco Airdrome in Sicily, and has been awarded the Air Medal with Oak Leaf Clusters.

A native of Detroit, Lesney entered the army as an enlisted man June 2, 1941, and was accepted as an Air Forces cadet Sep 26, 1943. He is unmarried.

ATTENTION: Toledo, O., Blade, Times

FROM A 15TH AIR FORCE BOMBER BASE, JAN 7--1st Lt Robert L. Schneider, 24-year-old AAF Flying Fortress bombardier of 5230 Brandel Place, Toledo, O., has completed 50 bombing missions with the 15th U.S. Air Force.

Schneider began combat flying June 21, 1943, with a raid on Naples, Italy, and flew his 50th mission Christmas day over an Italian target. He wears the Air Medal with two Silver Clusters.

On his 47th mission, December 19, to Innsbruck in Austria, the bombardier was credited officially with shooting down a Messerschmitt 100 fighter plane.

A native of Toledo, Schneider was graduated from Devilbiss High School in 1938 and attended Toledo University from 1939 to 1940. Unmarried, he was employed as a salesman for the Libby Glass Co. of Toledo until entering the Air Forces as a cadet December 1, 1941.

ATTENTION: Baltimore, Md., News-Post, Sun

FROM A 15TH AIR FORCE BOMBER BASE, JAN 7--1st Lt Anthony J. DiGiovanni, 25-year-old AAF Flying Fortress navigator of 328 Macon St., Baltimore, Md., has completed 50 bombing missions with the 15th U.S. Air Force.

Beginning combat flying June 18, 1943, with a raid on Messina, Sicily, the navigator has earned the Air Medal and two Silver Clusters. After his 50th mission, he paid tribute to the B-17 that carried him safely over enemy targets in Sicily, Sardinia, Italy, France, Greece, Germany, and Austria.

"We called her 'Able Mable,'" he said, "and she has flown over about 70 enemy targets and also has four pursuits to her credit. She took everything the Hun had to offer and last August, while over Pisa, Italy, Jerry got two of her engines, but she brought the crew back over 600 miles of water to home base on her remaining two engines."

A native of Baltimore, DiGiovanni was graduated from Baltimore City College in 1935 and studied chemistry at Johns Hopkins University from 1935 to 1937. He was employed as a tin plater for the Crown Cork and Seal Co. until entering the Air Forces as a cadet March 17, 1942. He is married to June E. DiGiovanni of Baltimore and has one child.

We continue with the 99th Bomb Group War Diary. As the war draws to a close, we find more non-combat news, which have not the heart to edit out. When we complete the Group War Diary we plan to print the 348th war Diary, beginning back at Day One in Boise.

HEADQUARTERS NEWS: Sgt Wiggin

Last Sunday night saw the initial get-together of the HQ officers and Enlisted men in the EM Club for the purpose of "playing the horses." It was a fine evening with quite a few of the officers participating. No one came away without his shirt and a congenial evening was had by all. This Sunday evening affair will be a regular thing and it is hoped that many more men will attend the following sessions.

Games of chance seem to be the most popular pastimes at HQ and a few of the recent bits of chatter picked up concerning the poker games reveal that Sgt Charles Karchnyak bumped heads at the club one evening with S/Sgt Buck Warman and paid dearly to see Buck's pat straight flush; all Charlie had was Jacks full. He, Charlie, got off a little lighter a few nights later though when he had aces full and Communications' Crowther held Queens. The same night the latter happened, in other sectors, Sgt Bob Davis of Operations held four Aces (no joker used) in a game in the 347th area; T/Sgt Donald De Slovert had four of the big ones in another game; and Sgt Wiggin, PRO, dealt himself the four Aces plus the joker in seven card stud, and still lost money for the evening...they didn't come often enough.

Bingo is and has been a regular Thursday nite affair at the EM Club, and Pfc Shirley Froeman has offered to run the affair. Seems that most everyone prefers to let him play and drink...yes he does both...so the old management still will be in force in the future. Sgt Karchnyak has been calling the numbers and booking the horses in the Sunday nite horse-racing affairs, and has done a swell job...as have his assistants.

HUMOROUS HEADLINES

LOCAL MAN HAS
LONGEST HORNS
IN ALL TEXAS
North Fort Worth News

416th NEWS: T/Sgt Warner

Lt "_____ Larry Cahill got stranded in the big city of Bari, the other day. Some shy and beautiful wench so befuddled him that he missed his ride back to the base. Take a chaperone along next time, Lieutenant.

It is a sad state of affairs when men have been together so long and suffer from lapse of memory. NOGGIN HEAD BILINSKI was asked the other day "Where is Bender?" (Bender is his boss) His reply: "Who is Bender?"...."Prune Puss" ELKINS, our affable Mess Sergeant is having troubles these days. Some of his compass broke and pending repairs he can't locate the Mess Hall. Fret not Prunny, things are bad all over....Our Lt BLUM is to be complimented on the splendid edition of the Group newspaper. In spite of all handicaps and the greatest of obstacles, the paper went to press and was a huge success. Not that he suffered unduly as those several days up at Rome in preparation had their compensating features. Asks the girl who knows....Lee Cook, known as "MOTHER" to his intimates, finally broke down. 'Twas a memorable occasion, to say the least. On the night of 15 December 1944 he was observed at the Squadron Party to be imbibing freely of large quantities of intoxicants. A teetotaler of wide repute, this divergence from the straight and narrow is news....M/Sgt ELVIN KIRBY's face is really red. Seems that Tommy O'Shea (4 feet 2 inches) hauled his huge frame (6 feet 2 inches) (210 pounds) out of the Wine Cellar (Rome), and then carried him on his back up three flights of stairs to his hotel room and to bed. Tommy is still bragging about his physical prowess and Kirby can't dispute it.

Well, our Squadron Party was a huge success from every standpoint. All had plenty to eat and drink for FREE, and the entertainment, while not of the highest social variety, was both pleasing to the eye and satisfying to the ear. The Squadron boasts of setting a new indoor record for disposal of American whisky. Thirty quarts were opened at the bar, served, imbibed, and the patrons lying in the aisles all within 12 minutes. Top that!

99TH QUIZ KIDS WIN THIRD STRAIGHT CONTEST

Last Tuesday night marked the third appearance of the 99th's quiz team in the Fingella Theater's weekly contest and the third time our boys have come away with the prizes. The opposing team was a trio of sharpies from the Finance Dept of the 37th Service Group, but the 99th team is composed of Sgt Alvin Wells _____ illegible _____

CHAPLAIN'S CORNER

A soap manufacturer, not a Christian, was talking with a minister. Said the soapmaker, "The gospel you preach hasn't done much good, for there's still a lot of wickedness and wicked people."

The preacher made no immediate reply, but they soon passed a child making mud pies. He was exceedingly dirt. It was then the preacher's turn, and so he said, "Soap hasn't done much good in the world, I see; for there's still much dirt and many dirty people."

"Oh well," answered the manufacturer, "soap is useful only when it is applied."

"Exactly," was the minister's reply, "so it is with the gospel we proclaim."

Chaplain Harold T. Whitlock

MOVIE SCHEDULE

MONDAY, 25 December:

"IN THE MEANTIME, DARLING," Jean Crain
1800 - 347th, 416th & Hq
2000 - 346th, 348th & Ord

WEDNESDAY, 27 December:

"SUBMARINE ALERT," Richard Arlen
1800 - 346th, 348th & Ord
2000 - 347th, 416th & Hq

THURSDAY, 28 December:

"G.I. MOVIES NO. 56," One showing: 1800

Movie Weekly

"Movitone News"

"The Battle of France"

"The War in the Far East"

"Sports - Football, Golf"

John Nesbitt's Passing Parade

"Willie and the Mouse"

This is America

USAFI Courses

STAGE SHOW: "CLUBMOBILE VARIETIES"

366th Services Squadron, 1900 Hours,

99th Men Invited

FRIDAY, 29 December:

"THE KISMET," Ronald Coleman, Marlene Dietrich
1800 - One showing only.

SATURDAY, 30 December:

"LOUISIANA HAYRIDE," Judy Canova
1800 - 347th, 416th & Hq
2000 - 346th, 348th & Ord

PING PONG TOURNAMENT

Last Friday night about 30 spectators at the Ordnance Day Room witnessed a ping pong match they'll long remember. Brilliant, fierce playing by both teams with games going to 28 points, had the audience pleading, cheering, applauding and nearly having heart failure. Hq team of Rubinton, Michaelson, Berman, Karchnyak and Zwerdling won the match 4 to 3 with some terrific table-tennis technique.

The 346th, battering all opposition down with strong forehand drives, defeated the 416th team 6 to 1. If the boys continue massacring their opponents we'll have to force them to play left-handed. Personally, we believe it's their loud and enthusiastic cheering section that's befuddling the other teams.

The 348th continued to keep a firm hold on last place by losing to the 347th in a very conclusive manner - 7 to 0. However, we feel that the 347th is in for a surprise when they tackle Ordnance next week. The results of that game will show if they really are the champs they appear to be or whether the 348th just had a bad night. At present, the standing of the team is as indicated [below].

PING PONG TOURNAMENT STANDINGS

TEAM	W	L	PERCENTAGE
346th	3	0	1000
HQ	2	0	1000
347th	2	1	666
Ordnance	1	1	600
416th	1	2	333
369th	0	2	000
348th	0	3	000

THE WEEK'S PLAY 346th...Joe Corcoran

The Rattlers did it again last Monday night. Taking on the highly touted Monarchs, our hoop stars downed the foe 63 to 49 in a game that featured fast play, some Frank Merriwokl shots and all around sound basketball.

The game got off to a fast start with the Monarchs taking the lead. It was not until the final second of the third quarter that we went ahead. Ed Spear threw the ball from mid-court to put us in the lead that we never relinquished. The star of the game, if one man can be pointed out, was Lt Wolborn. This former U. of Illinois star accounted for 23 of our points. He is not only the high scorer of our team, but tops the American league with the staggering total of 120 points. When Lt Wolborn gets set to shoot, from any sector of the court, the opposing players are ready to concede the points. The second highest scorer in this league is also a member of our team, Ed Spear, the Alabama Flash, is second to Lt Wolborn with a total of a cool hundred points. In one game this season, Ed dropped the ball into the bucket for the amazing total of 34 points. It is believed that this is the highest individual scoring record thus far this season. Ed Nownozyk the elongated Pollock from Flint Michigan, is the lad who braintrusts the Rattlers to their victories. Ed's superior generalship and consistent team play is reflected in our record of eight wins and two losses. Many players and spectators claim that Nownozyk is the best center whom they have seen play in the Foggia area. Two other players largely responsible for our success are George Wood, and Bill Tidmarsh, their brilliant and steady floor-work not only has helped to put us up on top, but has also made it possible for the Rattlers to be one of the highest scoring teams in the league.

ATTENTION ALL CHECKER PLAYERS:

The 346th has three checker players who are willing to play against any three-man team in the group - not only for fun, but dinero. This goes for officers as well as enlisted men. If interested, just call Sgt Billanier, Notary 41.

348TH NEWS Sgt McIntyre

With Christmas and New Year's holding the spotlight now, it's a little late to say much about the 300th Mission celebration. But there are a few memories of that eventful evening which we won't forget. The surprise of the evening turned up in the EM Club where Cpl Sid (The-mail-must-go-thru) Farkas flung caution to the winds and cut one of the meanest rugs we've seen in some time. Sid, we didn't know you had it in you!....In the mess hall, the show which was scheduled for 9 o'clock didn't arrive until about ten, (why not, McCue?) but Sgt Howard Hall stepped in to fill the gap and did such a good job that no one worried much about the real show.....Incidentally, ask Adam Schlitt how he got in Patterson's bed that night....Over at the 368th Auditorium, the officers joined with the other squadrons and Hq in a big celebration. Hamburgers, cooked to order and served hot, with pickles, relish, and all the rest, were the hit of the evening. But how did all those jeeps get over into our area the next morning????

The newly formed 348th ping pong team fired its opening gun on the 15th in a match with the 346th. The shot was a little short, however, for the boys lost to a team with a great deal more practice and training behind them. Star of the evening was 13-year old Albert, our Italian mascot, who can take on practically anyone in the group and give him a run for his money. Albert wasn't on hand for the second match on the 22nd, and 347th won after some close games. The next match, with Headquarters, will be on the 29th, in our own Day Room. Russ Atwood, Frank Kodor, Ed R zodkiewicz, John Urban, and John Dawson played in the second match, and Manager Howard Hall is on the lookout for anyone else who is interested in trying out for the team. With a little more practice, the boys expect to turn some of these close defeats into victories in the matches to come.

"HERE 'TIS"

Italy 31 Dec 44
 Published Weekly by the Special Service Section, Hq. 99th Bomb Group (H). Vol. 2, No. 1

"CLUB FINITO"

Two of our Group's ranking officers have completed the required number of missions with the 99th to qualify them for membership in "Club Finito." Col Ford J. Lauer, Commanding Officer, flew his 50th when he led the Group and Wing over Blechhammer on 26 December; Lt Col Bernice S. Barr, Operations Officer, flew his 100th mission on the 28th when he led the Group to Regensburg and back. Colonel Bar's other 50 were flown in the South Pacific Theater.

When asked to compare the missions in this Theater with those in the South Pacific, Col Barr replied, "I have flown all of my missions in B-17s so a comparison will be fairly easy. Insofar as my personal tour is concerned, the missions in the South Pacific were longer, with low-level bombings in Rabaul Harbor, and no fighter escort on any of the missions. Most of mine were by individual ship, and on nearly every mission we were intercepted by several Jap fighters (Zeros). In this Theater the living conditions are much better, including food, water, and living quarters. There are other bombers for mutual protection in large formations and plenty of pursuit escort for top cover on all missions. The flak over the German targets is much more intense, accurate, and heavy in this section, however."

Soon these two veterans will be leaving the Group for a westward journey to the USA, taking with them the best wishes of the men of the 99th. As we Italians say, "Arrivedicchi" and "buon fortuna" to them both.

Other Group leaders who flew their 50th this week were Captain James Snyder, Mickey operator, and 1st Lt Morris Wood, Bombardier.

U. S. O. UNIT #364

"PLAY MATE"

Sunday, 7 January: 2000 Hours

Mgr Herbert Faye	Comedian
Ruth Mason	Mistress of Ceremonies
Elenor Christian	Dancer
Billy Grant	Comedy and Records
Peggy Laurieq	Accordian & Vocalist
Priscilla Parker	Vocalist

MAN OF THE WEEK

Our choice for the "Man of the Week" is M/Sgt Vincent Fornias, who by his quick thinking and acting on the 348th line recently prevented a serious disaster. Thursday evening, 28 December, M/Sgt Bradford Benton and Cpl Albert Keskas were changing a booster pump on a gas tank when the tank caught fire and exploded. Only a few men were on the line at the time. At the sound of the explosion, they raced to the plane with fire extinguishers and turned them on the fire which was burnin g fiercely. They had to work fast, for the ship was loaded with bombs for the next day's mission, and a loaded refueling unit without a tractor was standing nearby. It soon became evident that the fire could not be put out from the ground. M/Sgt Fornias went into the ship, grabbed an escape axe, climbed up on the wing of the plane and chopped a hole in it. Then, working from above the fire, he poured the contents of several extinguishers into the burning tank.

Other 348th men, in addition to our "Man of the Week," deserve great credit for averting the possible line disaster that night. While Sgt Fornias was actually extinguishing the flames, Sgt Charles Hunnley ran for a tractor and hitched it to the refueling unit. Pfc John Linna drove the unit to a safe distance from the fire. M/Sgt Ralph Ocheltree, M/Sgt James Buchanan, M/Sgt Angelo Retalis, M/Sgt Robert Schroeder and others searched the area for all available extinguishers to fight the flames. By the time the fire department arrived, the fire was out and the ship safe except for a badly damaged wing. Most of the squadron slept peacefully that night, never knowing how close the 348th had come to a major tragedy.

DINAH DOOD IT

The mission to Blechhammer South on the 26th of December marked the likely end to an enviable career of one of the Group's best fighting ships--DINAH MIGHT, or 055 of the 346th Squadron. On this, her 99th consecutive mission without a turnback or early return, DINAH was forced to land at Vis with three of her engines out and badly shot up with flak. A is due _____ ILLEGIBLE _____

"FRAGS"

346th

Christmas nite was the time for some fine hootin' and rootin' in the Day Room. We, that is, those of us who like a nip now and then, had the extreme good fortune to drink good, old (?) American likker. Sixty bottles went on sale and, a little later on, 93 GIs went on their ears.... Ed Brazel, who, like most of us, has ears, found the likker much to his liking.... Wayne Sander and Herb Kilbourn had themselves a bit of a time, too.... 'Twas rumored that Art Lovins dropped in for one or two.... Parkman and Southworth, of the engineering section, found Four Roses easy to take, as did that well-known-man-about-Rome, Vince Blatt.... Jim Reynold spent a good deal of the nite trying to talk Clarence Wurst into taking a drink. After much persuading Clarence reluctantly consented to try out a few quarts.... John Parry, of the Goldman Telephone and Telegraph Company, was seen in the company of Blondie Stoeks, Charley Priola and his mess cup.... Ed Spear, of basketball fame, scored many a point with Old Crow.... Rex Groathouse, the quiet one, made a terrific hit with the Wilkins family.

347th

Of course here in the squadron as everywhere else, the highlight of the week was Xmas and Xmas Eve. For the big meal we had delightful dinner music furnished by Irwin Proges and his boys. Free Beer was passed out with the compliments of our Post Exchange.... Two of our combat men returned to the squadron today after roaming around for several weeks in enemy territory. Both had been with the squadron for quite awhile - and we were glad to see them.... The first thing our new Day Room Committee did was install a much needed stove and then get a few additional chairs. Now under construction is an addition to the building to house the new bar which we hope to have open soon.... "Private Mooch" joined the squadron only three days ago but is now AWOL. He was assigned to the First Sergeant's tent the first night, but after insisting on being a bed-mate to F/Sgt Grassl, he was transferred to Cpl Mercer's tent, and on the third day no one can account for his whereabouts. Private Mooch acquired his name from Pfc Joe Lussistein (Italian Descent) because that is what he insists that the Italians call cats such as Mooch. Mebby Joe tried to pull his rank on Mooch for all we know.

348th

There are some GIs that can be called good looking, and a few even qualify as "handsome." But you have to go a long way to find one who can be classified as "Beautiful." Here's our candidate: Tech Supply's own "Pat" Patterson. At least one signorina in Rome thinks he's "Molto Bello" - she told him so. What's he got that we haven't got? (Note: Plans are being made to send Pat to Atlantic City in 1945.)

Over at the Officers' Club the other day, Major Knopper, Major MacMillan, and Captain Kem were watching bartender Tiny Walton gradually slip out of this world -- and down on the floor. As Tiny slowly disappeared behind the bar, the officers made a little bet. "I'll give him three minutes before his head disappears," said Major Knopper. "Five," said Major MacMillan. "You underestimate Tiny," said Captain Kem, "I'll give him thirty minutes." Tiny proved himself to be a good man, but not quite up to Captain Kem's expectations. Fifteen minutes later his head sank out of sight.

416th

As we herald the New Year the money changers will be very active. In this squadron several old bets were made on the probable duration of the war and the date-line for a lot of these wagers was 1 January. From what we in the rear echelon hear, the war is still on, and the losers are obliged to pay with a smile. A.P. Wilson conveniently took a USAFI Course in bookkeeping with a view to untangling his complicated financial status.... ELDRED "Country Gentleman" "PIERNER, was one happy lad around Thanksgiving Day. Seems some of the boys purchased two Turkeys to be devoured subsequent to Thanksgiving, and the problem arose as to who would kill and dress the fowl. After an exhaustive survey, ELDRED was chosen to perform the final rites and it made him happy no end.... WEE WILLIE BURNS, the reputed Gay Lothario who hails from the City of Brotherly Love, gained his ~~reputation~~ through his affiliations with the Alumni Association of his alma mater. Seems that he received beaucoup invites to various social functions and thereby started on the road to garnering his present rep. Frankly, girls fear naught as he shys away at the very sight of the opposite sex.

CHAPLAIN'S CORNER

It has been said, "There are no atheists in fox-holes." Maybe so, maybe not. It seems to me that there must be few infidels in the air. Men who cannot be considered religious in the ordinary sense of the word seem instinctively to turn to God when the going gets tough.

The presence of death and pain and danger, the sense of being in the grip of forces far too great for personal control, awakens a primitive religious sense in people. Religion is a question which deeply interests the men of this group -- it is a common topic of conversation in tents and clubs, and a surprisingly large number come in to "talk it over with the Chaplain."

Of scepticism concerning the refinements of religion and the church there is much, but I have heard practically no repudiation of God. There is a deep and genuine religion pervasive in men; it may not be formal, it may not be distinctively Christian, but it is real and tangible religion.

Combat men tend to become fatalistic because life hangs by a fragile hair. But even when it seems that their number is up, they call on God for help. Many of them have said to me, "Chaplain, I prayed up there today!" You see, most of them believe in God but they do not know Him in a personal way. They believe in religion, but have not made it vital and dominant in their lives. God is looked upon not as One whom they are to seek first, last, and always but rather as a last resort; not as a present Father and constant Friend, but as One to whom they turn in time of need.

And this is the first, feeble step to a mature and intelligent faith. Experience has shown many men the nearness and goodness of God. Give a little of your time to attend the services of worship and the Masses and your religion will become more and more real and your faith will help you "see it through."

WELL KNOWN "CHARACTERS"

or

How They Got That Way

Like most people, be they soldier or civilian, Wallace E. Youngren was born. This most spectacular event in Wally's life took place some 30 hard, long, interesting years ago -- in Minnesota. Wally, contrary to belief, did not begin to talk until he was two years old. Then he said something which foreshadowed a future occupation of his: "Dad, do you wanna buy a potato peeler?" Soon afterwards our hero left his diapers behind and set out on his own hook to prepare himself for the teaching profession. Many of his Junior High School pupils were actually believed to have been able to read and write. Despite this handicap, however, they would not buy potato peelers from Wally so he decided on a more lucrative pastime. From farmhouse to farmhouse he went, in an attempt to sell hair lotion, prop wash, fertilizer, weighing machines, straightjackets for wayward children, and -- potato peelers. With this magic peeler he could strip a spud in seconds, but, alas, just as Wallace E. was on the road to fame and riches he was detoured by the local Draft Board.

Youngren's career in the Army has been an olive drab one. He was sent to Lowry Field where he completed a three-months Armament course in 90 days. What brains! Wally joined us at Walla Walla. At Sioux City this rising young soldier made CCRP -- and even today holds that mighty rank. He came through the entire African campaign with the 99th -- glib tongue, potato peeler, and much profit from the market in mattress covers. Now in Italy, between Rest Camps he vacations at the 346th.

MOVIE SCHEDULE

MONDAY, 1 Jan: "ROGER TOUHY, GANGSTER" with Preston Foster
1800 - 346th, 348th, & Ord
2000 - 347th, 416th, & Hq.

WEDNESDAY, 3 Jan: "NONE BUT THE LONELY HEART," Cary Grant, Ethel Barrymore
1800 - 347th, 416th, & Hq.
2000 - 346, 348th, & Ord.

THURSDAY, 4 Jan: "GI MOVIES NO. 54, 56"
Universal Newsreel: "Allies Speed Into France", "Back to Fight for France", "Clean-up in Pacific", "Fires Take Heavy Toll in U.S.", "Orphans Day in the Sun", "President Returns From Hawaii", "The Memphis Belle."

Universal Newsreel: "Robot Bomb", "Quebec Parley Closes", "Navy's New Jet Plane", "Super Forts Blast Japan", "Eisenhower Honors Paris."

World of Sports, Flicker Flashbacks, From Spruce to Bomber, Army Navy Screen Number 37, Weapon of War, Strictly GI

SATURDAY, 6 Jan: "MY GAL LOVES MUSIC," Grace MacDonald, Bob Crosby
1800 - 346th, 348th, & Ord
2000 - 347, 416th, & Hq.

SUNDAY, 7 Jan: STAGE SHOW: "PLAY MATES"
2000 Hours. Hq Theater, USO Unit.

SPORTS FOR SPORTS"

Basketball: The 346th Rattlers are tied for first place this week in the Torrid American Division race with the impressive record of 8 wins as against only 2 setbacks. Our money is riding on Spear, Welbern, _____ ILLEGIBLE Babolinski, Wood to cop the championship. Good luck boys!

In the 8th Wing League the 99th lost to the 21st Engineers, 41 to 31, but we're looking forward to a victory when they play the 97th Bomb Gp. in their next game. A good size cheering section would help them along so let's get out and root our boys to victories when they play.

Handball: Many of you have wondered about the two black lines running up the side of the Briefing room. That, my friends, is a handball court! You are welcome to use it any time during the day and Tuesday and Friday evenings. Leave a deposit of ten dollars or a pack of cigarettes (no Raleighs) with Sp Serv. and we will supply you with a genuine rubber handball.

Racing: With horse racing banned in the States for the duration, we expect the horse Tovers in Hq. to refuse rotation so they can continue playing the ponies at the club every Sunday. One of the jockeys evidently tipped off Lt Leone for he's been out pricing "Fiats" with his winnings. It seems that Sgt Wiggin lost his dope sheet last Sunday for he failed to win for the first time. Lacking a barrel large enough we let him walk home with his clothes on. T/Sgt Michelson now has 4000 lire to bet on his favorite horse after taking first prize in the Bingo game last Tuesday. HOT TIP Mickey....#5 in the second race.

Ping Pong Ordnance, in a hotly fought match, downed a fighting 347th team 4 points to 3 and moved up the third place. Meanwhile, Hq. trounced the 348th 7 to 6 and kept their hold on first place, tied with the 346th who won by forfeit. We do have to admire the "guts" of the 348th for in spite of being outclassed by Hq., they put up a good fight. Even though they don't stand a chance in this tournament, they're working for a top notch team in the next one....Team standings as follows:

	W	L	Perc
346	4	0	1000
Hq.	3	0	1000
Ord.	2	1	666
347	2	2	500
416	1	2	300
346	0	4	000
368	0	4	000

ENQUIRING REPORTER

What Did You Do Last New Year's Eve?"

Sgt L.J. Treleven: "I drank enough vino to float a battleship and then fell flat on my puss in the mud. Boy, would my wife have been proud of me!"

Sgt Mickey Silva: "I went to Foggia and I, I ah - went to Foggia and I ah - None of your damn business!!"

S/Sgt G.C. Arruda: "I spent the night trying to keep the Supply Tent from blowing down and listening in the meantime to the moaning of fellows who had already lost their tents. Some celebration!"

T/Sgt "Moose" Palmese: "I tried desperately to get some sleep while a bunch of officers were playing C owboys and Indians in the room above."

T/Sgt Warner: "I was writing my wife a letter telling her that I was going to lay off drinking. The pen was in my right hand, a bottle of cognac in my left, and my fingers were crossed."

SPORT SIDELIGHTS

Five intrepid adventurers from Hq., borne on the broken springs of Pearl (an untrusty jeep), and armed only with ping pong balls and paddles set out for the muddy banks of the Timbuctoo (otherwise known as the 348th) last Friday evening. In spite of uncertain lighting, their aim was good and they accomplished their mission "toute de suite." Flushed with the triumph of 7 games to 0, they piled into Pearl and proceeded to go -- NOWHERE! Like all females, Pearl wouldn't when you wanted her to. An emergency call went out to Sgt Simon of Weather who braved the storm to answer the SOS. When Pearl saw Simon in a handsome male truck named Elmer, she got excited and began to begin. She dashed off panting with excitement, closely followed by Elmer. However, Elmer being a simple country truck, wearied of the chase and went home. When Pearl saw that she wasn't being followed anymore she just broke down and cried her little motor out. The five explorers pleaded and cursed, but to no avail -- Pearl was dead, and she had picked out a watery grave to boot. However, another male truck came by and, after much pushing and shoving, Pearl got hot and took off -- back to her papa, Lt Mullis.



Here, courtesy of an unknown admirer, is a lovely photo of the Dayton Memorial.

MISSIONS FOR MONTH OF FEBRUARY 1945

MISSION NUMBER	DATE	TARGET
332	1 February 1945	Moosebierbaum O/R, Austria
333	5 February 1945	Regensburg O/R, Germany
334	7 February 1945	Vienna Lobau O/R, Austria
335	8 February 1945	Gras M/Y, Austria
336	9 February 1945	Moosebierbaum O/R, Austria
337	13 February 1945	Vienna South Ordnance, Austria
338	14 February 1945	Wien Schwechat O/R, Austria
339	15 February 1945	Vienna South Sta Yds., Austria
340	16 February 1945	Bolzano, M/Y, Italy
341	17 February 1945	Linz Main M/Y, Austria
342	18 February 1945	Linz Main M/Y, Austria
343	19 February 1945	Klagenfurt M/Y, Austria
344	20 February 1945	Lobau O/R, Vienna, Austria
345	21 February 1945	Vienna Central M/Y, Austria
346	22 February 1945	Immenstadt M/Y, R.R. Br., Germany
347	23 February 1945	Worgl M/Y, Austria
348	24 February 1945	Graz M/Y, Austria
349	25 February 1945	Linz South Main M/Y, Austria
350	27 February 1945	Augsburg M/Y, Germany
351	28 February 1945	Verona/Perona Rwy. Br., Italy

MISSION: 7 February, 1945 - LINZ MAIN M/Y, AUSTRIA

ENEMY RESISTANCE

A. FIGHTERS Approximately eight (8) unidentified a/c, single-engined aircraft were observed at 1345 hours at 47/8 W, 15/26N. These aircraft were at 10,000' and two (2) attempted to trail the last squadron in the group formation but were driven off by the escort as they climbed to trail the formation.

B. FLAK. This group experienced moderate, inaccurate, heavy flak at the target, and no other flak was observed at the target. The only report which treats of flak were observed at the target. Some of these bursts were 5000 feet above the formation. After the bursts there was a white cloud that did not disperse and it appeared as if there was a tail of smoke to the burst.

II. SIGNIFICANT OBSERVATIONS

A. LAND. ILLEGIBLE

B. AIR. None.

C. WATER. None.

III. CONCLUSION.

A. Total Losses. None.

B. Damages. None.

C. Victories, None.

We will later attempt to locate the missing mission reports, but right now we must go to press. I do not know what happened here. geo.

ATTACK ON VIENNA/LOBAU OIL REFINERY
20 FEBRUARY 1945I. TARGET

The neutralization of the Silesian and Polish synthetic plants and crude oil refineries by the advance of the Russian armies and the immobilization of the giant synthetic plant at BRUX, first by the Pathfinder attack of the Fifteenth Air Force on 25 December and then by the highly successful night attack by RAF Bomber Command on the night of 16 January, left the complex of crude oil refineries at VIENNA the most important targets within range of Italy-based bombers. The largest of these plants, MOOSBIERBAUM, was put out of action by two successful attacks in February, and was not expected to resume any operations at least until the latter part of the month.

Thus, the LOBAU refinery emerged as the oil target of first priority. Severely damaged by successive aerial blows during the spring and summer of 1944, the usual frantic repair efforts of the Germans succeeded in rehabilitating the plant. With estimated gasoline output of 3,200 tons a month, it was turning out half of the total gasoline production of the VIENNA area. Its importance was increasing daily as it became evident that every ton of gasoline from this area would be required by the German army to meet the rapidly developing threat from the Second and Third Ukrainian armies massed in the Hungarian plain and ready to move following the fall of BUDAPEST.

II. EXECUTION OF THE ATTACKS

Between 1302 and 1326 hours on 20 February, 50 B-17s of the 2nd and 99th Bombardment Groups dropped 592 x 500 lb GP bombs (148 tons) with mixed .01 and .025 tail fuzing, on the target from altitudes varying from 23,500 to 26,000 feet. Both visual and offset methods of sighting were utilized.

The strike was unopposed by enemy aircraft. Flak was only moderate, despite the presence of over 300 heavy guns in the VIENNA area, indicating that the sustained heavy assaults on VIENNA--five major strikes in eight days--have had a serious effect on enemy defenses. A smoke screen was in operation, but not effective. There were no losses.

III. RESULTS

The attack was outstandingly successful, resulting in severe damage to the boiler house, virtual destruction of the distillation unit pump house, the fractionating tower probably hit, and serious damage to tankage and rail sidings. The plant is inoperable and is not expected to resume production for at least two months, and possibly longer.

SPECIAL NARRATIVE REPORT

MISSION: 4 March 1945 - _____ WW. M/Y, HUNGARY

I. ENEMY RESISTANCE

A. Fighters. No enemy aircraft were observed or encountered on today's mission.

B. Flak. No flak was encountered on today's mission. Slight, inaccurate heavy flak was observed at 46/17, 16/14. Slight, inaccurate, heavy flak was observed at Nagy Kanizza (46/27, 17/00).

II. SIGNIFICANT OBSERVATIONS

A. Land: 1223 hours, 23,000 ft - 47/18, 17/00--train of 30 cars headed south 1250 hrs, 22,400 ft - 44/16, 17/24--L/S vacant.
1255 hrs, 25,000 ft - 46/25, 17/20--large truck convoy headed east.
1324 hrs, 22,000 ft - L/G at 47/22, 17/00--no A/C visible.
1324 hrs, 22,000 ft - M/Y at 47/16, 17/18--200 cars in yard.
1447 hrs, 21,700 ft - 45/45, 18/58--A/D--no A/C present.
1450 hrs, 22,100 ft - 45/20, 16/23--300 cars in M/Y.

B. Air: A/C #701 was in trouble with #3 and 4 engines feathered at 1432 hours, at 46/22, 16/35, trailing formation on course at 10,000 feet. Heard #701 call on V.H.F., said he was headed for Zara.

C. Smoke Screens: 1230 hours, 24,500 ft, 47/16, 16/38--Smoke screen, S/10 coverage.

D. Flak Locations: 46/17, 16/14-SOI-N; 46/27, 17/00-S-I-N.

III. CONCLUSIONS:

- A. Losses: 1. Flak: None
 2. Fighters: None
 3. Others: One A/C missing (A/C #701)--mechanical trouble
 One man dead (oxygen failure)

B. Damages: None

C. Victories: None

D. Corrections to telephone mission report: A/C #701 listed as having landed at friendly field, Zara, from pilot's report that field was sighted and a landing was going to be made

PHILIP M. PHILIPS
 Major, Air Corps
 S-2, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT:

MISSION: 8 March 1945-- _____ M/Y, HUNGARY

I. ENEMY RESISTANCE

A. Fighters: No enemy a/c were observed or encountered on today's mission.

B. Flak: This Group encountered no flak on today's mission.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1218-21,000', _____ 44/40N, 16/13E, 6 a/c a/c--no landing strip.
 1236 - 23,100', 45/22N, 16/22E, Sisak, several large warehouses, several trains.
 1425 - 20,600', 42/01N, 16/32E, small factory in operation.
 1430 - 25,000', 47/26N, 16/33E, extremely large dirt runway and taxi strip--no a/c visible.
 5 miles SW of here a short runway--no a/c.

B. Air: None

C. Water: None

D. Flak Positions: 47/20N, 17/29E, S-H observed.

E. Smoke Screens: None

III. CONCLUSION

A. Total Losses: None

B. Damage: None

C. Victories: None

D. Corrections on telephone mission report: None.

SPECIAL NARRATIVE REPORT

MISSION: 9 March 1945--Bruck M/Y, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: No E/A were observed or encountered on today's mission.

B. Flak: No flak was encountered on today's mission.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1302 - 24,000', M/Y, 45/55N, 14/22E, 275 cars.
 1330 - 26,000', 47/22N, 12/37E, M/Y, 200 cars
 1340 - 25,000', 46/36N, 14/00E, M/Y, 200 cars
 1450 - 22,000', M/Y, 44/37N, 15/61E, 500 cars
 1511 - 27,600', M/Y, 44/05N, 14/30E, 200 cars
 1518 - 23,500', L/S at 45/43N, 14/13E, no E/A.
 1541 - 26,000', L/S at 45/55N, 14/18E, no E/A

B. Water: 1235 - 19,000', 44/03N, 15/09E, two (2) fast moving vessels, M/V, heading West, knots.

1307 - 23,200', 45/18N, 14/28E, 1 M/V also 2 small boats anchored at dock, also docks appeared to be loaded with supplies.

C. Air: 1435 - 23,500', target area (Bruck) B-17 seen at 1200 feet, headed South.

D. Smoke Screens: None

E. Flak Positions: None

III. CONCLUSIONS

A. Total Losses: None

B. Damage: None

C. Victories: None

D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 10 March 1945 - VERONA/PAROMA MY, BRIDOR, ITALY

I. ENEMY RESISTANCE

A. Fighters: No enemy A/C were encountered or observed on today's mission.

B. Flak: This group encountered moderate, inaccurate, heavy flak at the target. The flak was mostly of tracing type with some barrage. It was fairly accurate as to altitude but deflection was off. The flak was encountered for about two minutes. None of our aircraft were damaged.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1425 hrs - 25,000 ft - L/S at 45/165, 10/07 - no A/C visible.
 1435 hrs - 20,000 ft - S L/S at 44/54, 10/02 - no A.C visible
 1452 hrs - 19,000 ft - heavy traffic on highway SW of Bologna at 44/12, 11/00.

B. Sea: 1400 hrs - 23,500 ft - 1 large M/V at 45/27, 12/18 - 2 large M/V at 45/28, 17/16 (Mostre Harbor)

C. Flak Locations: 8-10 guns at 12/14 N-0, on target chart 4-195-NA.

D. Smoke Screens: None

III. CONCLUSIONS

A. Losses: None

B. Damage: None

C. Victories: None

D. Corrections to telephone mission reports: A/C #99 dropped 3 tons at 1508 hrs at 19,000 ft at Vog _____ M/Y (weather alternate.)

SPECIAL NARRATIVE REPORT

MISSION: 12 March 1945 - FLORISDORF O/R, VIENNA, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: No E/A were observed or encountered on today's mission.

B. Flak: this Group attacked the target in two waves. The 1st wave encountered slight, inaccurate, heavy flak. This flak was encountered while on the rally after bombs had been dropped and was accurate in altitude, but inaccurate in deflection. The 2nd wave encountered moderate, accurate, heavy flak. This flak was also encountered while on the rally after bombs had been dropped. The flak was predominantly of tracking type, but there was some barrage type flak. The flak encountered by the 2nd wave was accurate as to altitude and deflection and 7 aircraft sustained flak damage, 3 sustaining major damage, and 4 sustaining minor damage. The flak encountered, apparently was from the city of Vienna proper rather than the immediate target area.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1150 - 21,000', (47/10N, 14/45E) Seltweg M/Y, 300 plus cars.
 1150 - 21,000', 47/12N, 14/36E, Zeltwez A/D 9 U/I A/C.
 1200 - 47/12N, 14/47E, A/D, no a/c.

1220 - 46/50N, 15/30E, Leibnitz M/Y, 300 plus cars.

1335 - 23,000', 45/54N, 18/39E, Zabreb, Ljubilana, 400 plus cars in M/Y along tracks.

B. Water: 1318 - 23,800, 46/50N, 15/33E, 8 barges on river near Graz.

C. Air: 25,000', 45/10N, 15/33E, 1 B-17, one engine smoking badly, trailing formation. Two chutes seen to come out of the aircraft at this point.
1332 - 24,000', 45/55N, 15/35E, lone B-24 seen at 15,000', heading 180 degrees, was in no apparent difficulty.
1415 - 12,000', 44/00N, 15/22E, SE/AC seen on ground, appeared to have crash landed.

D. Flak Locations: Bruk - 47/25N, 1515E, S-N-observed
Graz, 47/08N, 15/25E, S-N observed
Gelje, 46/13N, 16/13E, S-N, observed
45/57N, 15/31E, S-N, observed

III. CONCLUSION

A. Total Losses: None
B. Damage: From Flak: 7 (3 major, 4 minor)
C. Victories: None
D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 13 March 1945 - REGENSBURG M/Y, GERMANY

I. ENEMY RESISTANCE

A. Fighters: No enemy aircraft were encountered on today's mission.
B. Flak: This Group encountered no flak on today's mission. Slight, heavy flak was observed in the target area but was not encountered as it was approximately 5 miles away.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1217 - 19,300', M/Y, 46/03N, 14/30E, 200 cars
1220 - 21,000', M/Y, 46/10N, 13/37E, 350 cars
1230 - 20,000', M/Y, Villach, 46/35N, 13/50E, 200 cars
1256 - 20,000', M/Y, 47/20N, 12/47E, 300 cars
1400 - 20,000', M/Y, 47/13N, 14/47E, 200 cars
1405 - 19,500', 48/06N, 13/43E, train of 50 to 60 cars heading West
1405 - 21,500', M/Y, 48/10N, 14/01E, 300 cars
1410 - 21,000', Linz M/Y, 600 cars in East yards. Central yards empty

B. Air: 1138 - 15,750', 44/19N, 15/03E, a/e a/c on ground, apparently crash landed.

C. Flak Locations: None

III. CONCLUSIONS

A. Total Losses: None
B. Damage: None
C. Victories: None
D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION 14 March 1945 - ALMASFUZITO R/R, HUNGARY

I. ENEMY RESISTANCE

A. Fighters: No enemy a/c were observed or encountered on today's mission.
B. Flak: Moderate, inaccurate, heavy flak was encountered over the primary target, Almasfuzito. The flak was inaccurate as to altitude and deflection. Flak was of barrage type.

The squadrons dropped on Weiner Neustadt, and slight, inaccurate, heavy flak was encountered. Just a few bursts were observed and they were inaccurate as to altitude and deflection.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1306 - 36,000', 47/10N, 14/45E, M/Y Zeltweg, 300 to 400 cars in M/Y.
1206 - 26,000', 47/18N, 14/50E, M/Y Emiltelfield - 100 plus cars; 47/12N, 14/41E, M/Y Flinsdorf - 100 plus cars
1330 - 26,000', L/S, 47/12N, 14/45E, 4 a/e a/c.

B. Air: None

C. Flak Positions: 48/12N, 17/03E - observed
47/44N, 14/10E - observed
Almasfuzito

III. CONCLUSIONS

A. Total Losses: None
B. Damage: From Flak - 1 (minor)
2 wounded (slight)
C. Victories: None
D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 15 March 1945 - _____ SYN OIL PLANT, _____ GERMANY

I. ENEMY RESISTANCE

A. Fighters: No E/AC were encountered or observed on today's mission.
B. Flak: Moderate, fairly accurate, heavy flak was encountered over the primary target. This flak was primarily of the tracing type. Flak was accurate as to altitude and fairly accurate as to deflection.

One wave of this Group attacked Kelin, _____ the 1st alternate. At this target, flak encountered was moderate, accurate and heavy. This flak was accurate as to altitude and deflection and was of tracing type.

Ten (10) aircraft sustained minor flak damage on today's mission.

Flak was also observed at 50/42N, 16/10E. Flak was encountered by the 1st wave at 47/22N, 15/02E; this flak was slight, accurate, heavy, and flak was also encountered at 50/52N, 14/50E, and this flak was slight, accurate and heavy.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1120 - 11,000', M/Y at 45/22N, 14/20E, 300 cars
1235 - 19,000, L/S at 47/12N, 14/50E, vacant
1245 - 25,000, M/Y, 48/03N, 14/___E, 300 cars
1257 - 25,000, M/Y, 40/45N, 14/___E, 350 cars
1300 - 26,600, M/Y, 42/31N, 14/--E, 800 cars
1300 - 26,000, M/Y, 48/30N, 18/10E, 250 cars
1300 - 23,000, M/Y, 48/___N, 14/___E, 6 trains of 75 cars apiece
1315 - 25,500, M/Y, 48/47N, 14/49E, 200 cars
1319 - 24,000, 150 tents in _____ area.
1313 - 19,000, M/Y, 50/02N, 15/11E, 200 cars
13-- - 25,600, 50/04N, 14/50E, large barracks area
1427 - 25,000, M/Y, 50/45N, 14/--E, 200 cars
1500 - 23,500, M/Y, 40/40N, 14/--E, 3 trains of 80 cars each, and 150 cars in yards
1521 - 20,000, M/Y _____ 40/--N, 14/--E, 300 cars in each M/Yd.

B. Air: 1415 - 25,000', 51/12N, 14/--E, B-17 exploded - 6 to 9 chutes seen.
1416 - 25,000', 51/10N, 15/00E, 1 _____ a/e a/c seen going down in flames. 1 parachute seen.
1445 - 25,000', 1 B-17 down in flames of Kelin - 6 chutes seen.
1450 - B-17 losing altitude fast at 51/--N, 14/12E - 8 chutes seen.

C. Smoke Screens: None

D. Flak Positions:
47/22N, 15/05E - S-A-N
50/54N, 14/50E - S-A-N
50/42N, 15/10E - M-A-N

III. CONCLUSIONS

A. Total Losses: None
B. Damage: From Flak - 10 (minor); 2 wounded (slight)
C. Victories: None
D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 16 March 1945 - FLORISDORF O/R, VIENNA, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: No enemy a/c were encountered on today's mission.B. Flak: This group encountered intense, accurate, heavy flak over the primary target. This flak was encountered for about 5 minutes, commencing while the planes were on the bomb run and lasting until after the bombs had been dropped. Flak was of barrage type before the target and after the target was of tracking type. 29 A/C sustained flak damages, 13 major and 16 minor damages. The second wave encountered moderate to intense, accurate, heavy flak at Graz. This flak was of barrage type, was encountered for about two minutes.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1155 hrs - 22,000 ft - 300 cars in M/Y at 46/04, 14/34
1215 hrs - 22,000 ft - string of RR cars outside of M/Y on siding, 2 miles long at 46/46, 14/29.

1215 hrs - 23,000 ft - 20 S/E A/C on A/D at 47/10, 14/45.

1220 hrs - 24,000 ft - 47/11, 14/45 - L/S vacant.

1300 hrs - 24,900 ft - 48/25, 15/30 - appeared to be a military barracks area, about 120 buildings.

B. Water: 1307 hrs - 225,000 ft - Neu Kirchen 47/44, 16/08 - Large number of barges along banks of Danube River.C. Air: 1424 hrs - 20,000 ft - 46/00, 14/48 - 7 unidentified T/E A/C going north at 10,000 ft.D. Flak Locations: TC - 14-41A-HA (G/H)-(9/11); Graz I-A-NE. Smoke Screens: 1324 hrs - 15 smoke pots on west side of river in target area. Ineffective cover.

1250 hrs - 25,000 ft - 46/26, 15/47, Krens, heavy smoke cover.

1306 hrs - 24,700 ft - 48/41, 15/33 - Moosbierbaum.

III. CONCLUSIONS

A. Losses: NoneB. Damages: Flak: 29 (13 major, 16 minor); 1 man slightly wounded by flak.C. Victories: None.D. Corrections to Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 19 March 1945 - LANDSHUT M/Y, GERMANY

I. ENEMY RESISTANCE

A. Fighters: No enemy aircraft were encountered on today's mission.B. Flak: No flak was encountered on today's mission.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1225 - 17,000', 45/01N, 18/03E, train of 30 cars heading west.

1242 - 18,000, A/D, 45/40, 14/55 vacant

1255 - 19,000, 300 cars in M/Y at 44/05, 14/30.

1305 - 18,000, 400 cars in M/Y, 46/47, 14/21

1310 - 18,000, 600 cars in M/Y, 48/45, 14/22

1320 - 17,000, 47/20, 12/45, 200 cars in M/Y

1321 - 17,200, A/D, 46/36, 14/20, 3 a/e a/c

1345 - 16,000, A/D, 47/22, 12/50, vacant

1350 - 19,500, M/Y, 47/52, 12/08, 300 cars

1404 - 15,900, 42/10, 14/01, 500 cars in M/Y

1408 - 17,500, 42/04, 12/14, bridge under construction

1410 - 18,000, A/D, 44/10, 14/05, 15 U/1 a/c

1445 - 17,000, A/D, 48/08, 13/--, vacant

1505 - 16,000, 48/08, 14/00, bridge under construction

1508 - 17,000, 47/50, 12/--, 3 bridges under construction

1525 - 16,000, 300 cars in M/Y, 46/15, 16/--

1530 - 16,000, A/D, 47/11, 14/44, A/D, 12 t/e a/c

B. Water: NoneC. Smoke Screens: 2400 - Munich; Slazburg; Resenheim. Effective smoke screens at these places.

III. CONCLUSIONS

A. Total Losses: NoneB. Victories: NoneC. Damage: NoneD. Corrections on Telephone Mission Report: None

PHILIP M. PHILIPS

Major, Air Corps

S-2, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT

MISSION: 20 March 1945 - KORNENBURG O/R, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: There were no encounters with enemy a/c on today's mission. Three (3) E/AC were observed at 1331 hours, an ME210 and a JU88 were observed at 18,000 feet, at 47/53N, 14/28E, 8,000 feet below our formation. These a/c were headed away from our formation at 170 degrees. At 1534 hours an ME210 was observed at 48/14N, 14/50E. This a/c passed under the formation and made no attempt to attack.B. Flak: This Group encountered moderate, accurate, heavy flak at the target. The flak was predominantly of the tracking type. The flak was encountered for about two minutes and started right at the target. Five (5) aircraft sustained flak damage, 3 minor and 2 major damage. At 46/27N, 16/32E, slight, accurate, heavy flak was encountered. This flak was of tracking type. One a/c was hit at this location and is lost. This flak was encountered by the Able box of the 2nd wave, and was also reported as observed by the Charley box of the 1st wave.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1256 - 23,000, M/Y, 300 cars - Ljubijana, 46/04, 14/32

1348 - 27,800, 48/46, 14/50, 350 cars in M/Y

1400 - 28,000, 400 cars - several long trains moving N/W at 48/08, 16/30

1443 - 24,000, 47/26, 17/01, M/Y Repezlak - 220 cars

1500 - 22,000, 45/46, 16/26, Zagreb, 250 cars in M/Y. 5 UI/AC on I/S

B. Water: 1520 - 16,000', 45/32, 16/22 7 barges heading N/E on Sava River.C. Smoke Screens: 1330 - Linz, effective smoke screen. 1440 - smoke screen over Moosbierbaum.

III. CONCLUSIONS

A. Total Losses: From Flak - 1B. Damage: From Flak - 5 (3 minor - 2 major); 1 wounded (slight)C. Victories: None.D. Corrections on Telephone Mission Report: Line No. 12 should read 3 enemy a/c seen instead of none as reported.

SPECIAL NARRATIVE REPORT

MISSION 21 March 1945 - FLORISDORF O/R, VIENNA, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: _____ a/c were encountered on today's mission. Five (5) enemy a/c were observed. At 1410 hours, 1 FW190 was observed at 42/20N, 16/20E, at 20,000 feet. This a/c was black in color. It flew behind and level with our formation for about 20 minutes.

At 1500 hours, an ME109 was observed at 45/57N, 17/24E. This a/c passed under the B-17 formation and was heading north. At 1222 hours, an ME410 was observed at 48/20N, 15/12E. This plane passed 5,000 feet below the B-17 formation, heading in the opposite direction.

At 1400 hours, 2 JU88s were observed. These a/c were well below the B-17 formation and were heading North, at 44/20N, 16/20E.

B. Flak: Moderate, inaccurate, heavy flak was encountered at the primary target. This flak was accurate as to altitude but off as to deflection. The flak was encountered about one minute before bombs away and lasted for about 3 minutes. The flak was of barrage and tracking type.

Moderate, accurate, heavy flak was encountered over Gyer. This flak was encountered by the lead squadron of the 2nd wave. This flak was very accurate and was of the tracking type.

Slight, inaccurate, heavy flak was encountered at 46/24N, 16/39E. This flak was fairly accurate as to altitude but off in deflection, and was of the tracking type.

Seven (7) aircraft sustained flak damage on today's mission, 5 minor, and 2 major damage.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1205 - 22,000', 47/41, 17/22, I/S, no a/c visible
1210 - 29,000, 47/20, 17/--, A/D Papa, no a/c visible
13/11 - 27,400, 47/49, 17/20, A/D, no a/c visible
131j5 - 27,000, 47/44, 17/--, A/D, no a/c present
1319 - 27,000, 47/22, 17/--, A/D, 3 a/e a/c

B. Water: 1229 - 29,000, 48/25, 15/13, 50/60 barges in Danube

C. Air: 1241 - 20,000, 1 UX/-- A/C, black markings-slight elliptical wings, low wing, at 40/18, 18/20.

D. Flak Locations: 46/--, 16/0--, S-I-N, _____ N-A-S

III. CONCLUSIONS

A. Total Losses: None
B. Damage: From Flak 7 (2 major-5 minor)
C. Victories: None
D. Corrections on Telephone Mission Report: None

PHILIP M. PHILIPS
Major, Air Corps
S-2, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT

MISSION: 22 March 1945 - Ruhland OIL REFINERY, GERMANY

I. ENEMY RESISTANCE

A. Fighters: Four enemy A/C were observed on today's mission, but there were no encounters. At 1230 hours at 26,000 feet, in the target area, 3 ME 210s were observed 1500 yards out at the 6 o'clock position. These aircraft made no passes at the formation. 1 Me 109 was observed at 47/11, 14/49. This A/C was heading north at 15,000 feet and was approximately 1500 yards out from the formation. It was a greenish gray color.

B. Flak: This group encountered intense, accurate, heavy flak over the primary target. This flak was encountered approximately five minutes before bombs were dropped, and lasted for about one minute after bomb away. The flak was of barrage and tracking type and was accurate as to altitude and deflection. Seven aircraft sustained flak damage, three major and four minor flak damage. Slight, inaccurate, heavy flak was encountered at 51/00, 34/40. This flak was encountered just after the rally and was inaccurate as to altitude and deflection.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1050 hrs, 19,000 ft - 6 unidentified A/C on A/D 47/12, 14/35
1127 hrs, 23,000 ft - 300 cars in M/Y, 48/46, 15/02
1113 hrs, 22,000 ft - 250 cars in M/Y, 47/57, 14/46
1129 hrs, 23,000 ft - 400 cars in M/Y, 48/40, 14/50
1148 hrs, 25,000 ft - 300 cars in M/Y, 49/26, 15/13
1202 hrs, 24,000 ft - 400 cars in M/Y, 50/05, 14/35
1203 hrs, 25,000 ft - 450 cars in M/Y, 50/10, 18/02
1219 hrs, 25,000 ft - 300 cars in M/Y, 50/54, 14/50
1350 hrs, 22,000 ft - 15-20 unidentified A/C on A/D 47/26, 18/06
1355 hrs, 25,000 ft - 300 cars in M/Y, 47/12, 14/43

B. Water: 1340 hrs, 22,000, 48/11, 15/08, 2 large river boats docked south bank of Danube.

C. Smoke Screens: Effective smoke screen over entire target area, heavy, gray smoke to 8,000 ft. 1110 hrs, 22,000 ft effective smoke screen forming over Linz, 42/05, 14/40.

III. CONCLUSIONS

A. Losses: None
B. Missing: 1 (called leader and gave code word for heading for Russia)
C. Damage: 7 from flak (3 major, 4 minor)
D. Wounded: 2 men were wounded slightly from flak
E. Victories: None.
F. Corrections to Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 23 March 1945 - RUHLAND O/R, GERMANY

I. ENEMY RESISTANCE

A. Fighters: No E/A/C were observed or encountered on today's mission.

B. Flak: this group encountered moderate to intense, fairly accurate heavy flak over the target on today's mission. The flak was of barrage and tracking type, and was accurate as to altitude but mostly inaccurate as to deflection. The flak was encountered for approximately 5 minutes, primarily on the rally. 8 aircraft sustained flak damage, 2 major and 6 minor damage. The flak was reported to be spread over large area around the target. Slight, inaccurate, heavy flak was encountered at 51/12, 14/20. This flak was of tracking type and was off as to deflection and altitude.

II. SIGNIFICANT OBSERVATIONS

Cannot read

III. CONCLUSIONS

A. Victories: None
B. Losses: None
C. Missing: 1 a/c, #--- called and gave code word for heading to Russia
D. Damage: 8 a/c from flak (2 major, 6 minor)
E. Corrections to Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 24 March 1945 - DAIMLER BENZ TANK ASSEMBLY PLANT, BERLIN, GERMANY

I. ENEMY RESISTANCE

A. Fighters: Approximately eleven Me 262s were encountered on today's mission. The E/A/C were encountered while the formation was on the bomb run, at 1231 hours. The tactics of the Me 262s varied, but no more than one pass was reported made by any fighter. Three E/A/C made an attack, coming in 3 abreast from 6 o'clock low, and breaking away over the top of the formation at 5 o'clock level. Six E/A/C were reported as making attacks singly against one squadron. The A/C attacked in trail from 6 o'clock high, breaking away at 3 o'clock. They pressed their attack to within 300 feet of the formation. Two Me 262s made an attack from 8 o'clock level, continuing on through the formation, and then pulling up in a steep vertical climb. Markings on these jet aircraft were reported as red bands around the nose and tail, and some having a red band around the fuselage. The A/C were dark color on top and grayish color underneath. Five Me 109s were observed in the target area, but these a/c made no passes at our formation.

B. Flak: this group encountered moderate to intense, accurate, heavy flak at the target. This flak was of barrage and tracking type and was accurate as to altitude and deflection. The flak was encountered for approximately two minutes, commencing just before bombs were dropped, and continuing as the formation rallied. En route, flak was encountered at 46/15, 15/20. This flak was slight, inaccurate, and heavy. Flak locations observed on the mission were at 51/33, 12/00; 51/17, 14/05; 50/23, 15/17; 51/--, 14/12. This flak was slight and heavy. Ten aircraft sustained flak damage over the target, 5 major and 5 minor.

II. SIGNIFICANT OBSERVATIONS

Can't read *Nor can I. (geo.)*

III. CONCLUSIONS

- A. Losses: None
- B. Victories: None
- C. Damage: From flak: 10 a/c (5 major, 5 minor); 2 men received minor wounds from flak.
- D. Corrections to Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 25 March 1945 - Prague Krelly (?) A/D, CZECHOSLOVAKIA

I. ENEMY RESISTANCE

- A. Fighters: No E/A were observed or encountered on today's mission.
 - B. Flak: Slight inaccurate, heavy flak was encountered at the target. This flak was of barrage and tracking type and was encountered for about one minute. The flak was not encountered until bombs had been dropped. Flak was inaccurate as to altitude and deflection and was scattered over a large area.
- Slight, inaccurate, heavy flak was encountered at _____, _____. This flak was inaccurate as to deflection but fairly accurate as to altitude.

II. SIGNIFICANT OBSERVATIONS

Can't read

III. CONCLUSIONS

- A. Total Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 26 March 1945 - VIENER NEUSTADT RR YDS

I. ENEMY RESISTANCE

- A. Fighters: None
- B. Flak: None.

II. SIGNIFICANT OBSERVATIONS

- A. Land: 1030 - 21,000', 47/02, 15/20, Graz M/Y, 230 cars
1030 - 21,000', 46/47, 15/32, M/Y _____, 300 cars
1130 - 18,000, A/D at 47/12, 14/15, 5 a/e a/c
1130 - 18,000, 47/13, 14/---, Knittelfeld - 300 cars in M/Y
1138 - 18,200, 47/27, 34/40, large storage dump on RR just east of Wald
1150 - 18,000, 47/46, 15/19, supply dump covering area of two acres on outskirts of Mariazell.

- B. Water: None
- C. Air: None
- D. Flak Locations: None.
- E. Smoke Screens: 1056 - 20,000', smoke pots just starting at _____, ---/---, ---/---.

III. CONCLUSION

- A. Total Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections on Telephone Mission Report: None.

ERNEST F. BALDWIN, JR.
Capt, Air Corps
Asst S-2, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT

MISSION: 30 March 1945 - VIENNA N. GOODS DEPOT, AUSTRIA

I. ENEMY RESISTANCE

- A. Fighters: No E/AC were seen on this mission.
 - B. Flak: The one A/C which went to the primary target reported only a few bursts of inaccurate, heavy flak which caused no damage.
- The two (2) A/C which bombed Graz M/Y reported no flak while over the target. One crew however, observed slight to moderate, heavy flak over the target area as they rallied. This flak apparently being fired at some other aircraft.

II. SIGNIFICANT OBSERVATIONS: None

III. CONCLUSIONS

- A. Total Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 31 March 1945 - LINZ MAIN STATION, AUSTRIA

I. ENEMY RESISTANCE

- A. Fighters: No E/AC were seen or encountered on today's mission.
- B. Flak: Slight, inaccurate, heavy flak was encountered at the target on today's mission. This flak was fairly accurate as to altitude but inaccurate as to deflection. Flak was primarily of barrage type and was encountered for about two minutes, on the most part after bombs had been dropped.

II. SIGNIFICANT OBSERVATIONS

- A. Land: 1035 - 23,000', 45/57, 12/40, 6 a/e a/c on I/S.
- B. Air: None
- C. Water: 1200 - 24,800', 8 barges in Danube at 48/12, 15/13.
1157 - 26,000', 20/30 barges on Danube at 48/01, 14/---.
- D. Smoke Screens: 1129 - smoke screen over Rosenhein - 47/52, 12/06 - 12 smoke pots observed.
- E. Flak Locations: Linz - S-I-N

III. CONCLUSIONS

- A. Total Losses: None
- B. Damage: From flak - 2 (1 major - 1 minor)
- C. Victories: None
- D. Corrections on Telephone Mission Report: Flak damage previously reported as none should be two (2). 1 minor damage and 1 major damage.

PHILIP M. PHILIPS
Major, Air Corps
S-2, 99th Bomb Gp (H)

from BOMBARDIERS, INC.

George: . . . At this writing I have only 31 names of 99th bombardiers! Gotta do something about that...Who in your organization will go through the roster, identify bombardiers and their addresses for me? . . . E.C. "Ned" Humphreys, Jr., Box 254, Eagle Harbor MI 49951

Dear Ned;

Since we have never asked any questions except for Squadron Number, and sometimes we do not even receive that, we will just have to rely on individuals to search their memories, take crayon in hand, and send the information to you at BOMBARDIERS. Good luck, Ned. george

LETTERS

April 21, 1987

Dear George,

Geo.--see if you can find out something about Donald Johnson, a 99th pilot who was "lost" about April 24, 1944 on his 28th mission. A relative has been seeking info. since '44 and can learn NOTHING!

'till we shut the engines off for
the last time

C.D. Boggs

Dear C.D.:

It was good to meet you at Colorado Springs.

If you can give us Johnson's home of record (never mind that it is 45 years old) we will run it through the postcard search and maybe get a lead on him. geo.



Scotty N. Neader
829 6th.Ave No.
Onalaska, WI.54650

Dear George:

As per your suggestion, I am writing a short synopsis of our mission over Maribor, Yugoslavia, Easter Sunday, April 1, 1945. After 42 years, I finally received the PURPLE HEART and now I am trying to get the D.F.C. which I know my Pilot nominated me for, but since we cannot locate him, the Dept. of the Air Force has denied me of this award. The purpose of this recapitulation is multi-fold. To locate my pilot, the unknown co-pilot and anyone in the 99th. that can shed some light on my problem. My Co-Pilot, Capt. Marcus Williams, who unfortunately was not on this mission, has done everything within his power to help me and I shall never forget it. THE NOMINATION WAS MADE BUT LOST IN PROCESSING AND THIS IS THE HONEST TRUTH !

MISSION RECAP'.

DATE: Maribor, Yugoslavia Easter Sunday, April 1, 1945

TARGET: Railroad Bridge

FLAK: Intense and very accurate

RESULT: One less bridge.

ALTITUDE: 23,500 feet

CREW: 1. Pilot-Lt. John E. Dodridge 6.L.W.Willis Simmons
A.S.N. 0828107
2. Co-Pilot-name unknown 7.B.T.Julius Agnell
3. Nav.Dorris C. Beers 8.R.W.Scotty N. Neader
4. Eng.Bill Donahue 9.T.G. James Davis
5. R.O.John Batherson

I was instructed to toss out propaganda leaflets, delivered by the British, though the camera well starting about 4/5 minutes before the I.P. which I did. We started to take on flak long before the I.P. and as I kicked out some of the thousands of pamphlets, our plane was pushed up from the concussion of 8 flak bursts under the nose, right wing, side of fuselage and the side of the tail. (The reason I know exactly where the flak bursts hit is that the left waist gunner, S/Sgt. John McGlaughlin, snapped a picture exactly at the moment when we were hit by the flak and shows part of my left leg sticking out of the aircraft.) This is when my leg was caught in
** His plane was in the triangle next to ours*

well and my body was twisted from 6 o'clock to 2 o'clock and I was facing my R.W. window. During the twisting motion, my oxygen hose disconnected as did my throat mike and heat suit connector. My first thought went back to the compression chamber at gunnery school. I was picked to disconnect my oxygen and start writing " Mary had a little Lamb etc." This was at 20,000 feet and was to show the other gunners how fast the brain goes without oxygen.

I knew what I had to do but with the terrible pain in my knee and my ^{foot} outside the fuselage, I had a helluva time getting my leg out of the well and time was not on my side. After extricating myself from the damn well, the first thing I did was find my oxygen hose then the heat suit cord and finally my throat mike and even though I was dizzy for a moment finished throwing out the propaganda leaflets. If you are wondering why the L.W. gunner did not help, I could not get his attention as he was sitting at the base of the plate under his window, flak suit and helmet on with his machine gun pulled close to his face. I limped back to my position and sat on our survival bag or whatever they called it. I never wore a flak jacket or a helmet; God was my protection. By this time we had to be on the bomb run, I was not sure of the time lapse, and was amazed at the intensity of the flak all around the other squadrons. Some engines were on fire and others were feathered. This is when I looked at the radio room and noticed an eerie smoke coming out of the doorway. I immediately thought we were on fire. I could not find my walk around bottle, probably flung somewhere with all the turbulence, so I disconnected and found the B.T.'s bottle. I limped into radio room to find my R.O.slumped on his table. His oxygen tank had taken a direct schrapnel hit and I presumed it exploded in his face. I took off my right glove and

felt his right carotid artery—hardly any pulse at all. I had no idea how long he had been without oxygen so I pulled ^{his} body across to the other side, sat him in an upright position and plugged him into a receptacle and turned the gauge to 100%. The pain in my knee was getting worse so I pulled his chair next to him. I took my glove off again and checked his pulse which felt real good. I checked my bottle and damn, it was almost empty. It could not have been full when I plugged in so I had to get back to my position. I did all I could for John, pulse O.K., breathing O.K., however, he never did open his eyes so he had no idea who saved his life. I moved slowly back to my position and reconnected to my oxygen supply only this time I switched over to 100% until I felt my poor brain was getting plenty of O2. I sat down, loosened my chute harness and ran my left hand down my left leg to the knee and felt a very warm fluid. When I pulled my hand out it was covered with blood but there was nothing I could do about ^{it} at this time. I was lucky the flow of blood did not short out my heat suit. So I zipped up, got my harness hooked up and continued to look out my window. No Change—flak flak flak. Finally—bombs away— and I felt a little relief until I heard my engineer call my pilot to tell him that one bomb did not go out. I felt I was the best qualified to get rid of the bomb so I volunteered. What I did not know until just a few months ago when I heard from my engineer, Bill Donahue after 42 years, they had their problems on the bomb run too. They took a burst through the cockpit window and the unknown co-pilot took a piece of shrapnel in the shoulder, he was wearing a flak jacket, and my pilot was hit in the face with flying plexiglass and bled profusely. I never told anyone that I was wounded because I knew my left knee was in real bad shape and if I told my pilot I was wounded I would have wound up at the 61st Hospital in Foggia, subsequent surgery and I would have lost my crew. Sounds very dumb but I am a very loyal person. We dropped out of formation as we were nearing the Adriatic coast to a little below 10,000 feet. I put my chute on to go forward to the bombay to see what I was up against. I stopped to see how the R.O. was doing and he was seated at his table. I asked him how he felt and he said O.K. but his eyes were very blurry and could not see too well. I thought better his eyes were blurry than dead. If you ever had to get rid of a hung up bomb it is no big deal, depending upon the weight of the bomb and the position it's in on the bomb rack. This bomb was on the bottom rack, a 250lb. RDX bomb, so it seemed easy to turn the set screw

that mechanically release the bomb, but I knew it was going to be a s.o.b. getting the nose back into the latch. This is when I decided it would be impossible to get the job done with my chute on so I took it back to the R.O. room. What the hell, if I fall out I am dead ~~So~~ I proceeded by straddling the bombay, my right foot on a thin strip of the left bulkhead and my left foot on the catwalk. No one will ever know the excruciating pain I was experiencing but I managed to twist the nose of the bomb upwards and into the rack latch. I struggled back onto the catwalk, sat down as close to the front edge of the vertical bomb rack, right leg dangling down and left leg on the catwalk. I took my trusty screwdriver, a gift from my Dad, found the set screw and turned it. All that happened was the nose of the bomb released, the rear latch held firm. I thought crap, I've got to go through this whole damn procedure again. Turbulence was terrible and I had a helluva time just getting back on my feet. I repeated getting the nose back in place but this time I knew I would have to stand on the bomb in hopes my weight would open the rear latch. Easier said than done. Incidentally, all the metal parts were still very cold and I was working with my bare hands. I worked myself out onto the middle of the bomb, crouched down to where I could insert the screwdriver, hung onto one of the racks with my right hand. I turned the screw and only the nose went down—again so I strained everything to get back onto the catwalk. By now I am past the stress point, don't know when my knee will buckle and every muscle in my body is twitching. Getting the nose of the bomb back in place for the 3rd time had just about drained all my strength. I rested for a moment and in that time I prayed to my MOM to give me the strength and courage to complete my job. This time I got on the bomb from the rear of the vertical rack placing my left foot directly alongside the rear latch and my right foot on the rear fins. At the same time I turned the set screw I lifted up then down with all my weight and out went the bomb, out went my screwdriver and there I was dangling by one hand with half my body outside the bombay. How I ever managed to get my left hand onto a rack pulling myself back on the catwalk I'll never know. It had to be the prayer to my MOM. I laid flat on the catwalk near the R.O. room and watched that damn bomb all the way down until it exploded harmlessly in the Adriatic Sea. Even though none of my crew knew that I was wounded NO ONE SAID THANKS, GOOD JOB, NOTHING! All I did was save one each B-17G and prevented a crew bail-out which would have included 4 wounded, including my self. AMEN ! Saving my

R.O.'s life should be included here too.

— Thank you, Scotty — Picture on page 6
geo.

Scotty N. Neader
SCOTTY N. NEADER

308 N. Red Hill Rd.
Martinsburg, WV 25401

Dear George,

Remember in my letter to you about the kamikaze-like tactics used by the Luftwaffe and the possibility these tactics may have contributed to the high bomber losses in the 15th AAF during the summer of 1944? These are the facts: Werner Baumbach (The Life and Death of the Luftwaffe) said Hitler would have none of it (the suicide group). Goering insisted on it. Himmler ultimately accepted Baumbach's argument against the suicide group and the suicide pilots were scattered to the winds. **** There's more: Adolph Galland (The First and the Last) said he had to reject the idea of self-sacrifice on principle. He did OK units in planes heavily armed and pilots better protected with armor to make close attacks on the bombers. "If during the attack his plane was heavily hit the pilot could ram and bail out." **** And more: Cajus Bekker (The Luftwaffe War Diaries) said Hitler put an end to this training. He said every pilot should be given a chance to survive. **** And last: John Killen (A History of the Luftwaffe) wrote, "In the summer of 1944 the self-sacrifice men were taken on the establishment of an existing Luftwaffe squadron as a special unit, each man signing a declaration that he understood enrolment as the pilot of a glider bomb would entail certain death. Werner Baumbach condemned it as idiotic in the extreme. Himmler gave his blessing but objected to the use of experienced aircrew and suggested criminals and neurotics should be used as suicide men. Goebbels gave the suicide pilots premature and unwanted publicity in a speech praising 'their great sacrifice in an operation which might decide the war'. Hitler, who always had the last word, finally squashed the project by rejecting all the proposed suicide operations. 'The German soldier must always have a chance to survive!', he said." **** Did I say this was all? Killen continues: In March 1945 300 pilots took a short course in ramming Allied bombers. Over Magdeburg, April 7, 1945 "At least five fortresses were destroyed by ramming during this the only attack by the suicide commandos, but 78 German fighters were shot down and the Raubvoegel Gruppe decimated." The reality is suicide pilots had nothing to do with the 15th's losses during the summer of 1944.

I checked my Army Air Forces in WW II, Vol III, for information why the 15th AAF had losses equal that of the 8th AAF during the summer months of 1944 and had half the number of bombers the 8th had (1100 in the 15th, 2100 in the 8th). At one place it states: "Since the first of May, 1944 the 15th, although about one half the size of the 8th in heavy bomber strength, had almost equaled the latter in number of sorties." Expressed another way the book elsewhere states that the bomb tonnage dropped by the 15th nearly equaled that of the 8th during this period.

I had made several attempts to find the book, Target, Daimler-Benz, which you recommended, when I received a letter from Lawrence Cortesi telling me exactly where I could order it. The mission about which he wrote occurred the early part of 1945. Cajus Bekker in his Luftwaffe War Diaries tells about an earlier mission over Daimler-Benz when the 15th lost nearly 20% of its bombers to German Me 109's and Me 110's. The Army Air Forces in WW II, Vol III said the Germans used every trick against the 15th that they had learned during the past years fighting the 8th. I mention this mission because one group got separated from the main body and bombed the alternate target, Fiume. I looked at my mission log and found the 99th bombed Fiume February 24, 1944. I'm not going to speculate that we were the lost group. I've been wrong before.

Norman Kaufman sent me a letter giving me the location of Irvin Kosharek on the Dayton reunion picture. He said Mrs. Kosharek had also died this past January 12th.

I just received in the mail a commemorative medal and a beautiful certificate from the Greek embassy in Washington, D C. Several Newsletters ago it was stated that any AF personnel who had participated in combat missions over Greece during WW II should send proof of it to the Greek embassy. I did just that. The fact that the certificate is printed in Greek makes it just that much more interesting.

George, thank you for your April 8th book recommendations. I'll try to find them. See you at Dallas May 1st at noon.

Best regards

Wally Bush

Dear Wally;

Our age-mates in The Thousand-Year Reich make much today of the fact that the Allies were unable to reduce the loyalty of the people to their Fuehrer. This makes me wonder how far they might have followed him. The fifteen-year-old class had been called up, and given a few more days of life in the bunker, Adolf might have called up the loyal class of 12-14 year olds, all in the name of chivalry, loyalty, and victory. Seig Heil! cynically, géo.



Dear George,

So good to see you and the other members and their wives at the Dallas reunion. We certainly had an enjoyable trip. While in Texas we drove on to Austin to visit relatives and toured LBJ Country. Texas has always been of special interest to me as I spent the first eight years of my life in the early Texas "oil boom" days. My father worked for the Marlin Oil Co., which became the present day Conoco after the "1929 Crash". We were in Ranger for the 1920 - 1926 oil boom. I was one year old. We then moved on to Borger in the Texas Panhandle for the 1926 boom. We lived in a tent until the company could construct a home for us. So-- the living quarters in North Africa and Italy was nothing new to me.

Regarding our discussion of the B24 shot down by the B17, I will try to add some information to Wally Bush's story. If you refer to Wally's letter published in the September, 1966 newsletter, Pg 22, and compare the attached page from my diary covering this mission you will find we both witnessed the same thing that day. I was in the tail of the lead ship of the 99th group and had a commanding view of the six B24's under attack by the five ME109's. I still believe the Liberators were so engrossed in the battle with the fighters they accidentally fired toward our formation. In turn someone in one of our groups returned the fire and destroyed a B24.

This occurred January 16, 1944. my 27th mission. Our pilot that day was Major Daniel V. MacDonald aboard the Robert E. Lee #482, target Air Field, Villoarba, Udine, Italy. I might add after completing our fifty missions, before leaving the 99th for Naples and home we were taken up to Group Headquarters for a special briefing on what not to comment on, upon our return to the States. High on the list was this particular incident. They told us that it would be bad for the moral of the people on the home front to hear that we had shot down one of our own planes.

Now George, due to your request at Dallas, I have broken my promise to the United States Air Force, after 43 years I am telling what happened that day. If it should happen that I end up at Fort Leavenworth, whenever you are in the area will you please stop by and let me know what's happening in the outside world.

As ever,
Your friend,
Al Henke

Dear Al;

Not to worry! This is of course the type of story which we do like to print. I will use all of my influence to protect you and to keep you out of jail. And if I cannot keep you out, I will get in with you! The Afforesaid Coen.

MISSION # 27

DATE: JANUARY 16, 1944

SHIP: ROBERT E. LEE (LEAD GROUP)

TARGET: AIR FIELD

NUMBER: 482

LOCATED: VILLOARBA
UDINE, ITALY

PILOT: MAJOR MACDONALD

HOURS: 4:40

POSITION: TAIL GUNS

Some flak, Met six Libs as we came off target. They were being attacked by five ME-109's. Saw three 109's go down. One blew up in mid-air, one went into a dive and didn't pull out, the other one went down over the sea, the pilot bailed out. The Libs came over to us for protection and one was shot down by our own men. Nine chutes came out of the ship before it went into the sea in flames.

We thought at first they were some of our own planes flown by Germans, as this had happened before. They have a few of our planes captured in flying condition. Sometimes they will try to join our formation then open up without warning. This particular plane that was shot down did not signal by radio or show the colors for the day. So I guess the boys in the rear were trigger happy.

our crew led by First Lt. Francis Huff flew the first single sortie night mission by the Air Force. This was Nov. 25, 1944 over Linz, Austria. Unfortunately our plane crashed and 4 men were killed and 4 of us ended up as POWs. I would appreciate it if anyone can add to the above information.

I am looking forward to "88" in Fort Lauderdale and enjoy your newsletter.

Sincerely

Jas. J. Dobies, 346 BS.

110 NW 29th St., Pompano Beach FL 33064

Dear George,

Last Fri. the calendar revealed that I am one year older. Hell, I don't feel but 10 yrs older! Thurs., I received a load of wood (3 cords) and tried to split and stack it at once. My aching muscles and bones have informed me that I am AGING.

Two of my presents: "B-17 Flying Fortress in Color" (Birdsall) and "FLAK BAIT" (if you remember I came over from 26s) were appropriate gifts. Also included was a 50th Anniv. Boeing nylon windbreaker. Add to this cards, a 1/5 Henry McKenna and two dinners and I felt a happy man.

Geo., our social-dinner in Wenatchee was a winner. 18 males and 16 of the opposite sex were present and a very congenial crowd it was.

Just a short time before the meeting I was told to phone a fellow in Spokane by the name of Kinyon. The operator located a number for me and when I asked him if he had been in the 99th he replies, YES. What Sqd? 416th. Who did you fly with? BOGGS. I then replied--Hell, this is Boggs speaking.

NOW came the statement that floored me. "I flew CP with you on your 50th."

George, he couldn't make it to Wenatchee but we certainly will be getting together before long. He also remembered our Nav's. name and I have written him. Our Bomb. was K.I.A. that day.

A few days ago I received another welcome letter from Wally Bush and he wrote of speaking with you at Dallas. Sorry I had to miss that one but I do want to make Colo. Sprgs. and can not make them all.

At present I am pushing to get Oregon to establish a state 99 group like we have and to make our next meeting a "joint one"--perhaps in Portland or Vancouver, WA.

Do you remember Dick Drain? he has written me some terrific letters and I hope to get him to write some incidents for you. He is an excellent story teller and has had experiences worth repeating for old A.F. eagles to remembers.

C.D. Boggs

Dear Professor Marcus,

Forty years have passed since I participated in what you identified as the "Lone Wolf" missions of World War Two. In spite of my fairly vivid recollections of certain aspects of those flights, a follow-up letter from Carroll Theriault (senior crew member and old soldier extraordinaire), convinced me that the mission identified as Vienna may, in fact, have been Regensburg.

In March of 1983, I had the pleasure of being vectored right over the former aviation cadet area of Berry Field (BNA) en route to landing at Atlanta. This was my last flight as an airline pilot and it was almost forty years to the day since I embarked on what has been an extremely interesting, somewhat demanding, and never dull or boring way of life. Within that time frame, I was a noncommissioned pilot, instructor, temporary infantry cadre, temporary transport deck officer, manager of flying, FAA check airman (designated), ALPA executive, test pilot (engineering duty), and a supervisory pilot assigned to a few events of political significance.

All of this to say that if ever there is to be a high-water mark of the influence, prestige, and power of the United States, it will have been achieved by the generation that responded properly to the crisis of its time. I am a product of that generation, and for the most part, they are/were dedicated, responsive, and humane. A lot of us are deeply indebted to them. I never forget that I am, although at times it would seem otherwise.

An instructor, test pilot, supervisory pilot--ultimately becomes intimately involved with his colleagues under stressful conditions. Air crew members are special individuals and it is difficult to pin-point one cohesive agent that bonds a good crew. One vital aspect is continual acceptable performance under less than desirable conditions. Our crew never voiced any negative comments about not having "company" on the X missions. It was apparent from the beginning that it was to our advantage to operate solo. After all, we did not come across the ocean in formation and our airplane in or out of formation was our won special world. We did fly one mission with a wing man and it was an uncomfortable situation. In order to stay together, we had to avoid heavy cloud cover and that is when you negate your best protection.

Contrary to this--on Christmas Day of 1944, we lost an engine due to mechanical failure as we were passing Switzerland en route to a target in Germany. After dropping out of formation and turning back by ourselves, we lost the supercharger on another engine. We still decided to pick a target and we did a broad daylight, single-ship attack on the marshalling yards at Linz, Austria. I can assure you that it was a lonely, lonely flight and we would have deeply appreciated lots of friendly company. That was in daylight, with good weather and I have never felt so naked and alone in all my life.

In reference to volunteering: my crew was burdened by the fact that I was a noncommissioned pilot. We were volunteered for a lot of assignments and usually at the end of the line. They were/are the best and took it all in good stride and they sure made it easy for me.

Thank you for the interest that you have in the 15th Air Force. It is nice to know that someone is concerned with the Air Force's illegitimate parent (us old "Army" people). If I can be of any assistance, please let me know.

Respectfully

Robert G. Mack

IN ADDITION!

As a cadet, it seemed to me that night flying did not appeal to very many people. The instructors were anxious to check us out and leave us to our own devices. There was a limited amount of night flying in transition; however, after assignment to Heavy Bombardment, it was a rare situation. Usually, our missions started at pre-dawn--but it was a daylight operation. Any airplane that is max grossed at T.O. is not to be taken lightly (no pun intended), and when you add a muddy steel mat runway in blackout darkness, you can bet that everyone is paying attention. After a reasonable period of time, one becomes comfortable with his airplane whether it is day or night. Night flying always was slower paced and quite pleasant. Combat flying at night has an increased pucker factor due to the visual graphics. And it is graphic. Tracer bullets look like big red golf balls, muzzle flashes are ominous, and the shells explode with a ferocity that is hard to imagine.

My crew was one of the best and they taught me a lot--I am very proud of them and the 99th.

Bob Mack

We are looking forward to some day reading Professor Marcus' book on Lone Wolf Raids. The events of the war after September 1943 are intensely interesting, and they read to those of us who went over with The Mayflower Group, as though they came from a different world. geo

Greetings to all members of the 99th Bomb Group Historical Society.

I thank you for sending me and Victor Grassman's brother Joseph one of your fine newsletters. I will show it to many of my 1st Armored Division buddies at our next reunion. My cousin Victor rarely spoke of your missions. The memories were too painful. Your Group supported us in Africa and Italy so your newsletter explained your missions perfectly.

I salute all of you. Jack Grassman, 1st Armored Division.

Thank you, Jack.

I have always remembered the First fondly because of an incident on my first day at UNM, in 1946. We were handed leaflets telling us to wear freshman beanies and to doff them to upper classmen.

After the welcoming speech by the Dean, there was a pause for questions, when a colonel from the First asked the question for all of us, "What about these freshman beanies?" The Dean's answer was "You can forget about all that!" One more first for the First!

george

George;

I spoke with Wilbur Dixon yesterday. He said you might be able to help me.

My son and I would like to build a scale model of the B-17 my father flew with the 99th.

My Dad passed away several years ago and my son, now 9, is very interested in modeling planes.

In my Dad's POW Log there is a drawing of a B-17. The tail looks something like this (Sketch shows 426041 - Diamond Y - III). My Dad's plane was shot down 7-2-44 near the Yugoslavia-Hungary Border. . . .

thank you Bill Redding

183 Clearview Dr., Midlothian TX 76065.

Phone 214/775-3305

Dear Bill;

We have not yet located anything on Old 041, so we will have to buck this to the experts. These experts are

(1 Del Laudner, who was on your father's crew.
 (2 Steve Birdsall, of Sidney, Australia, author of FIGHTING COLORS,
 (3 Squadron/Signal, 1115 Crowley Drive, Carrollton TX 75011-5010, publishers of FIGHTING COLORS and other good books. The aforesaid S/S is also a model house. Cheers, y'all. george

ANSWERS TO THE MEMMINGEN MISSION PUZZLE

(Ms. Carol Rizzo provided this summary of her talk to the 483rd Bomb Group Association on 10 September 1987 in Boston.)

What was the operational plan for Memmingen?:

The 5th Wing was to attack the Memmingen airdrome while the rest of the B-24 groups in the 15th Air Force were assigned targets in the Friedrichshafen area. The 5th Wing was planned in the following order: 463rd, 99th, (both carrying fragmentation bombs), 2nd, 97th, 483rd, 301st, (the last four all carrying GP 500# bombs).

What actually happened on the way?:

Weather set in shortly after take-off causing individual groups to set their own course for the northern Adriatic, rather than the usual assembly over Capara Isle. The 463rd and 2nd BG's followed very close to the briefed course. The 301st went up the eastern side of the Adriatic along the Yugoslavian coast. The 99th was unable to penetrate the weather and turned back for their base. The 97th and 483rd followed a course along the coast of Italy, leaving Rimini and heading for the Venice area.

All fighter groups became airborne, but only the 1st, 31st, 52nd, and 332nd stayed with the bombers that did not turn back.

At about 0925, mission reports show that some kind of radio message (not yet confirmed) was received by some of the groups (official or enemy transmission not known.) Most of the B-24 groups turned back for their bases. One Wing, the 49th, did continue to Friedrichshafen. Five groups of the 5th Wing continued...four eventually reached Memmingen while the 97th went to an alternate target; the Carsara RR Bridge. No bomb groups in the 5th Wing report receiving a recall. Two fighter groups reported hearing their codeword, while others report confused, unverified signals.

What happened at Memmingen?:

By 1030, groups left heading for Memmingen were the 463rd in the lead, the 483rd, the 301st and last the 2nd (somewhere after leaving the Venice area the 2nd executed a 360 turn to avoid weather and fell into last place). Each of the groups were approximately twenty miles or more apart. In addition, the 301st stayed east, off course, almost all the way to target.

The 463rd was first over Memmingen at 1045 hours and dropped a small string of fragmentation bombs across the eastern end of the airstrip. At 1055 the 483rd's 12 aircraft hit the main hangars, aiming right on the mark. Both groups were flying the briefed axis of attack.

At 1109, the 301st went from east to west across the target, destroying a number of barracks and smaller buildings. At 1134, the 2nd BG attacked from northwest to southeast, hitting approximately the same area as the 301st.

Who attacked the 483rd Bomb Group?

At 1045, as the 463rd approached the target, the 483rd was severely attacked by approximately 190 fighters (figure based on a compilation from reading all mission reports).

All attacking German fighter groups have not been identified, but three Gruppen along with their subordinate squadrons have been. These three Gruppen were known as Stabbschwarm (Rammjager) pilots, formed only several weeks before 18 July. They were moved to Memmigen, Bad Worishofen and Holzkirchen on 14 July 1944. Each pilot had to sign a statement vowing to "not return home without downing an enemy bomber, even if they had to ram the bomber to destroy it."

Two of the groups flew FW-190's that were armored everywhere except the windscreen in front. Even the canopy sides had armored glass. The armament was rockets and MK-108 cannon. Tactics were line abreast, making an initial head-on pass and then coming from the rear, slightly below. Due to the armor, they avoided dogfights with American fighter (who were mostly east and south of the IP, trying to engage and head them off). Instead they sat about 100 yards from the rear bombers firing their weapons. The third group was flying Me-109's.

What about the target itself?

Memmingen was thought to be a repair airdrome with only half of its estimated 106 aircraft flyable. 15th AF intelligence on targets mostly came from the British Air Ministry. Records show that everyone believed fighter resistance would not be as bad as flak and smoke screens and that it was nothing more than a repair base.

In early 1945 it was discovered that Memmingen had been a facility for the experimentation, testing and assembly of jet aircraft. It was determined to be an auxiliary field for Lechfield (the primary jet operational area in 1944). The first ME-262's became operational and were encountered by Allied fighters on 25 July 1944. There is indication however that a few jets may have been in the air near Memmingen on 18 July.

Kempton, the IP for the mission, was the location of Kottern, one of the largest Messerschmitt jet factories in 1944. Next to it was the Bayerische Motorenwerke, manufacturing jet engines.



i Bravo, Carol!

June 2nd

Wood ALL split and staked and am now ready to tackle other of the world's problems. When I finish this I will bake some apricot-spice bars for my wife to take out to a school function. I may even double the batch and have a few for myself; good year around.

Got 1/3 of the way thru flak-bait before I turned out the lights LAST NIGHT. To me it is a book difficult to lay down. My wife and I toured the "Red Barn" at Boeing, Sun, and it was fun to look at the old models--similar to those we drew (sketched) back in 35-36 when I was Jr.-Sr. in H.S.--engine cowling, streamlined coverings for wheels, etc.

From enclosed article I have learned that New Mexico IS in the U.S. Now I am wondering HOW they get the mail there.

Geo., is there any place in Albuquerque that could (or would) handle the 99th Annual Meeting? It would give a lot of us a chance to [see] this historical spot and the BASE of our H.S.

Before I forget--Drain WILL be at Colo. Sprgs.!

Always remember--when it gets so HOT you think of ice and snow, it is time to consider a trip to the Northwest--we might even hold a SPECIAL meeting of the Wash. Chapter in your honor. Boeing will open its Museum of Flight Great Gallery in July and that is something else that you could take in.

Wash. Chpt. 99th B.G.H.S. roster now stands at 35.

May your every day be C.A.V.U.

C.D. Boggs, maybe.

Dear Mr. Butler;

I noticed your ad for the July 25-28 reunion of the 99th Bomb Group, in the Los Angeles Times, and I am writing on the chance that you might remember one of the members of that group, a pilot by the name of Tex Simmons.

If you do remember him, did he show up for the reunion in Seattle, and do you know what his mailing address is?

He was an instructor pilot in a bomb group in Blythe, California in the summer and fall of 1943 when I was also an instructor pilot there.

He was in the B-17 Group enroute to Hawaii at the time Pearl Harbor was attacked.

I got to know Tex fairly well and liked him a lot. But after he left Blythe, we lost track of each other. I left Blythe in April, 1944, and reopened the B-24 training base at Walla Walla, Washington.

In any event, whether or not you knew Tex or know where he is today, I hope you and your old buddies had a happy reunion. I did check out in a B-17 while training other pilots at Blythe on B-24s, and I respected the plane a lot, especially its stability as compared with the B24's characteristics which demanded that you fly it every second. However, I won't knock the B-24s; I put in 1,700 hours in them and survived.

Don McDonald,

2126 East Valley Road, Santa Barbara CA 93108
Office Phone 805/961-2611

Dear Don;

We checked with Bernie Barr, who is an alumnus of the 7th Bomb Group (the Hawaii-bound Group) and we have checked the roster of the FOUND, but so far we have no leads. But we will not give up. Of course it would help if you would tell us what state he hailed from.

george



Mr. Sam Donaldson
American Broadcasting Company
1330 Avenue of Americas
New York, N.Y. 10019

J. Wm. SMALLWOOD, JR.
HARTLAND ROAD
P.O. BOX 177
BROWNSVILLE, VT 05037

Dear Mr. Donaldson:

December 30, 1987

I have recently finished reading Can We Trust The News ?, in the January, 1988 Issue of Reader's Digest, a piece in which you figure prominently. I wish to tell you it has been apparent to me for some time that you have been displaying a decidedly biased attitude toward a number of national issues, as well as toward a number of political figures. The article confirms this. It also confirms, in the section, Media Elite, the presence of an overwhelmingly liberal bias on the part of this country's "top" media as a whole. This conclusion is supported with factual data.

No, I don't trust our news, not any more. Beyond that, what bothers me the most about your particular broadcasts is the decidedly antagonistic attitude you choose to adopt toward the U.S. military. Granted there is waste in our armed forces, just as there is in General Motors, The International Brotherhood of Teamsters, Blue Cross, and, I suspect, ABC. And the military makes mistakes. But, apparently, you seem to think it is your mission to make it, and our President as well, appear to look foolish.

My service to this country, including a long stay in a German prison camp, has persuaded me that, from the time of FDR to the present, America has had to remain strong. Unmerciful, and often tasteless attacks, such as yours, about national defense cannot make this task any easier, especially when our counterparts, the Soviets, are shielded from criticism.

Echoing the sense of this article I strongly recommend you leave it to the Democrats to attack the Administration. There are plenty of them, Mr. Donaldson. You are supposed to be a newsman, not a politician.

Yours Sincerely,



MEMORIAL DAY ADDRESS 1987

By Leroy W. Newby

THE PRICE OF FREEDOM

John Stuart Mill, a 19th Century English Philosopher, wrote about freedom:

"War is an ugly thing," he said, "but not the ugliest thing; the decayed and degraded state of moral and patriotic feeling which thinks nothing is worth a war is worse. . ."

"A man who has nothing which he cares about more than his personal safety is a miserable creature who has no chance of being free, unless made and kept so by the exertions of better men than himself."

Our freedom today was bought at a high price, but considering the alternative, it was worth it.

America's march to freedom began at Concord, April 19, 1775 and since then over one million Americans have fallen in their continuing fight to gain and preserve freedom for all of us.

Most of those who fell were very young. Many of our patriots who rest here, below us, were only in their 20s in the second decade of this century, and again in the 1940s, 50s, and 60s as THEY "exerted" themselves in behalf of all Americans.

All of us should get on our knees and thank the good Lord for the sacrifices of the men and women resting here and in other American graves--as well as in graves all over the world.

Some of which are at the bottom of an ocean, or in some steaming jungle. Some graves never existed except for the brief moment an artillery shell exploded, or a bomber crashed at an enemy target--and a loved one vanished from the face of the earth. Some of our freedom fighters are in living graves, known as MIAs or POWs. Over 1400 are reportedly still in Vietnam.

OUR BOYS, STILL THERE!

Lets not forget them, for their blood still flows within their bodies--and it flows for US.

If it weren't for these men and women we honor today, many of you here under forty might be speaking another language.

Young people today could do no better than to look up to these patriots in their quest for role models, instead of some that [are] being offered today. If we can find a way to make this happen, it would be the finest tribute we could pay to our fallen brethren.

A young man from Michigan wrote me that when he read accounts of Americans in World War Two combat situations, a verse from the Rubaiyat of Omar Khayyam kept running through his head. The words are strangely assembled, but they do describe what millions of Americans faced in a "YOU or ME" situation--many of you right here. It goes like this:

"I sent my soul through the invisible
Some letter of the After-life to spell:
And by and by my Soul return'd to me,
and answer'd 'I Myself am Heav'n and Hell:"

We needn't "Send our Soul through the invisible" in order to understand how precious freedom is. We need only to relate to people who have lost their freedom.

I would like to cite several instances of people who have lost their's and how they appreciate American efforts to preserve freedom.

On August 1, 1943, America sent 178 bombers on a 2500 mile flight, at low level, to destroy the heart of Hitler's war machine--the oil refineries at Ploesti, Rumania, that produced over a third of his oil and gasoline. Planners expected a 50% loss. The 1800 men were told that if they destroyed their target and none of them returned, the mission would be considered a success--because the war would be over by Christmas.

A Webster City man, Willis Beightol, survived that mission, but hundreds of young Americans died that day at Ploesti for the cause of freedom--in a vain attempt to end the war.

When Rumanian women, living under Nazi oppression, held wakes for the American dead, the German soldiers asked why they cried for the Americans. They replied, "We cry because we know that soon American mothers will be crying for their sons."

A Czechoslovakian school teacher wrote and told me he has visited 83 crash sites of American flyers shot down in his country. He has placed flowers on American graves in remote mountain areas.

He has spent his lifetime going around giving lectures, at his own expense, to youth groups on the sacrifices these American boys made in the name of freedom!

Several years ago, while appearing on a Pittsburgh TV talk show, a lady phoned in and said to me, "I was a young girl in Yugoslavia and used to pray for you American boys flying over on your way to Ploesti. This is my first opportunity to thank one of you in person for saving my country."

I was so moved by the words of the Yugoslavian lady, that I shared her thanks with a fellow member of the famous Caterpillar Club, Vice President George Bush.

Lt Bush "sent his Soul through the Invisible" as he joined the Caterpillar Club, parachuting to safety when his plane was shot out of the sky. He spent many lonely hours floating among the sharks in the Pacific Ocean. His reply is apropos to this occasion:

"Thank you for sharing the salute to the American armed forces from the Yugoslavian woman. Her words are still meaningful after forty years.

"We in America must continually rededicate ourselves to the cause of human dignity and freedom, a cause that goes to the heart of our national character and defines our national purpose. Our country was always meant to be the champion of the oppressed.

"We owe much to the men and women of our armed services. They are the ones who have been in the front lines of our march to freedom.

"All who cherish human rights and individual freedom owe much to these men and women for their achievements."

Now, this Yugoslavian lady was not speaking just for herself. Her one small voice speaks for all the oppressed and freedom-loving peoples of the world.

continued on p. 10

NEWS, DUES & VIEWS



We thank Rabbi/Major Klein for the following invocation, delivered at the Dedication Ceremony at Colorado Springs.

Almighty God, who binds humanity in bonds of love, we gather to express our love for those with whom we shared combat. We experience and express our love for our surviving comrades in arms here this week. We praise you for this good time. We also express a love mingled with sorrow for those killed in combat. We bear a responsibility to live each of our lives as if we are living for others. As we live, we think of the lives they might have had, and thank you O God all the more for your daily gift of life. Our love for them endures to this day, giving us a share in their immortality. We also think of those who, surviving our struggle, have died more recently. They left lives all the fuller for their earlier brush with danger. Help us to praise you and your care in eternity for these, our fallen. Thank you O God, for our share in their immortality and also for our share in their lives.

The Air Force Academy gave me the opportunity to step inside a synagogue, for the first time of my life. I found the whole visit very moving. Thanks again to 15thAFA and to the Air Academy.

Your Editor is in a foul mood from having passed downwind of a TV set during the speech of a presidential hopeful who has adopted the stance that the USSR has merely reacted to provocation from beastly old America.

We introduce as evidence and as a calming sedative the following, attributed to General Douglas MacArthur and reprinted in AMERICAN CAESAR BY Manchester.

They will tell of the peace eternal
And we would wish them well,
They will scorn the path of war's red wrath
And brand it the road to hell,
They will set aside the warrior pride
And their love for the soldier sons,
But at last they will turn again
To horse and foot, and guns.

They will tell of peace eternal,
The Assyrian dreamers did,
But the Tigris and Euphrates ran
Through ruined lands
And amid the hopeless chaos
Loud they wept and called their chosen ones
To save their lives at the bitter last,
With horse and foot, and guns.

They will tell of the peace eternal
And may that peace succeed.
But what of a foe that lurks to spring?
And what of a nation's need?
The letters blaze on history's page,
And ever the writing runs,
God, and honor, and native land,
And horse and foot, and guns.

Gene and Marjory Canciglia recently were caught in a traffic snarl amid the snowdrifts of Santa Rosa and spent 27 hours in their van by the roadside. When they finally reached Albuquerque, we all had a lunch and exchanged reminiscences. A good time was had by all!

We have received from Jim Peters a copy of THUNDERING PEACEMAKER by Frederick A. Johnsen and published by Bonber Books, Box 98231, Tacoma WA 98499. This lovely volume details in words and pictures the career of the huge B-36. Jim has marked for us the pictures which were taken in the 348th Squadron. The book notes that the 99th SRW (Strategic Reconnaissance Wing) was stationed from Jan. 1, 1953 to Sept. 4, 1956 at Fairchild AFB, Wash.

The B-36 was indeed a Peacemaker. It never flew in battle, and it preserved the peace in some very touchy times. geo

Do any of you 99ers know where one might obtain a sun-compass? Your Editor plans to swing a few marine compasses down Sonora Way when the rush is over.

QUOTES

Lest We Forget

EL ALAMEIN AND THE DESERT WAR

by Alan Moorehead

Even when it (Lili Marlene) burst out of obscurity, by accident, in 1941 it was nearly buried again. Goebbels hated it so much that he ordered one of the two master matrices to be destroyed; the other, fortunately, was in London. The authorities in Britain weren't very keen on the song either. It was, after all, German. And the woman in the song seemed to be - well, some sort of trollop, wasn't she? So they said, anyway, maybe for propaganda reasons. But at least they didn't ban it, unlike an American war music committee, which believed it would harm soldier morale. p. 148

Once Ahmed got an idea into his head, nothing but high explosive would budge it. A chap I knew was driving a 3-tonner down from Sarafan with a mixed load, and as a lot of the stuff was signal gear and fragile, he'd spread a couple of dozen blankets on the floor to cushion it. Coming through one village, he got held up by a couple of camels, and he must have been more than usually thick at that moment, for two or three minutes elapsed before he twigged what was happening.

He jammed on his anchors and shot round the back of the truck, but it was much too late. The canvas canopy had been slit and all the portable stuff heaved out into waiting hands; by this time it had been well hidden in the mud ruins around him. Twenty blank faces stared politely at him as he swore a blue streak at them and then he suddenly spotted amongst them an Ahmed who had left us four months before. He hauled him out front, but of course Ahmed knew nothing. He swore at Ahmed until he was blue in the face, bumped him up and down, cursed him, reviled him, even appealed to his better nature, but all Ahmed did was to gaze back with a look of polite interest which never varied. Then in a spasm of eloquence this chap pulled down the tailboard and revealed the vast emptiness of the lorry - absolutely nothing except 20 army blankets spread out on the floor.

The effect was miraculous. A look of instant comprehension lit up Ahmed's eyes as though he had been switched on, and with a leap of delight and a broad smile he vanished into a nearby hovel.

He was back in 20 seconds flat. With his sister. p. 196

A MAN CALLED INTREPID

Stephenson opposed mass bombing. He felt vindicated when the Strategic Air Offensive results demonstrated that there were more Allied airmen lost in the first year of mass bombing raids than there were German casualties. p. 399

A conscience which is outraged by the atom bomb should have been outraged long ago by war; for war has never made careful selection of its victims, nor been restrained by their numbers. A.A. Milne as quoted in MILITARY

DOORKNOB FIVE TWO

Pilots come and go, but the ground crew are the heart of the outfit. Col. John Wallace of the 71st Fighter Squadron as quoted by the author

You must impress on your trainees some of the glamour of war and the great personal satisfaction to be derived from actually hitting the enemy between the eyes. 50-mission debriefing for fighter pilots as reported by Fredric Arnold

Your Editor has recently been invited to participate in anti-war activities mainly aimed at the US Armed Forces. Having carried a wooden gun at P.O.E. (I refer to anti-tank rifles in the first week of December, 1941, at Camp Murray, WA), I am reluctant to participate in unilateral disarmament, especially when I remember that Japan, having originally decided to sit out WW2, reversed the decision as a result of Tsuji Masonobu's report that Singapore was a sitting duck. Our grand-children deserve a better break than we got in 1940. But we digress. Here's a quote.

YAMASHITA, by A.J. Barker, Ballantine Books

Yamashita was impressed by what he saw of Germany's industrial might and her war effort. Japan, he realized, had a long way to go before she could wage a modern war successfully. He himself had gone as far as the French coast and had seen at first hand the growing superiority of the British Royal Air Force. Despite the Germans' reticence about radar, he had come back with the knowledge that it was already a formidable tool of war while in Japan it remained a crude research toy. On the basis of such findings he concluded that Japan's army lagged far behind European armies and was woefully deficient in medium tanks and long-range bombers. In consequence he reported to Imperial Headquarters and the Emperor's military advisors that there should be a two-year moratorium on all Japanese war plans and an all-out modernization of the Imperial army. However, in an audience with the Emperor Yamashita appears to have amended his conclusions. This was mainly due to an intelligence summary produced by the General Staff which revealed astonishing weakness in the British defences for Malaya, grave inadequacies in the American position in the Philippines, and a negligible capacity for resistance in the Dutch East Indies. Presented with this assessment, Yamashita was obliged to concede that the Japanese army might be able to win victories in a drive south even if it could not vie with Russia's continental army in the north. If war was inevitable, he told the Emperor, it would be better to strike south rather than to undertake a campaign against Russia. p.43

One More Quote

We are always interested in Diers. A Dier is a person who advises the lads to die for their country. We are reminded of one Infantry Officer of our experience who was a fanatic for "the old cold steel". And then there was "Der Shterber", so named by his German trainees because of his advice to them to get in there and die. Personally, although I use the General Patton system of forcing the other son of a bitch to die for his country, I do enjoy hearing from an accomplished Dier. And so without further ado, let me introduce General Tominaga, Commander of the Japanese 4th Air Army.

Then on 17th January, one of Tominaga's pilots flew into Baguio with news that his commander had fled to Taiwan, taking most of the serviceable aircraft and their crews with him and leaving the ground staff to fend for themselves. This particular pilot wanted Yamashita to authorize his own flight back to Taiwan, because 'it is no use staying here without petrol . . .' Yamashita angrily refused, and signalled Tokyo demanding Tominaga's court-martial. (Tominaga had been a kamikaze enthusiast and had a great deal to say to the young suicide pilots about saving the Emperor, dying for Japan, and becoming Gods. Every time he despatched a kamikaze mission he told the pilots that he would be coming to join them 'at the earliest opportunity'. With the passage of time and the deteriorating situation, however, Tominaga's determination to die was steadily dissipated.)

p. 132

from YAMASHITA, Ballantyne Books, by A.J.Barker

REUNIONS

- May, 1988. Galaxy Tours visit to Poltava, USSR.
Mark Burton, P.O.Box 234, Wayne, PA 19086, Ph. 800/523-7287
In PA 215/254-6600
- 2 June, 1988 99th BOMB GROUP, FORT LAUDERDALE, FLORIDA
Julius Horowitz, 3507 Oaks Way, #911, Pompano Beach, FL 33069
Ph. 305/973-1677
- 19 May, 1988 Denver CO. AF Escape and Evasion Society
AFEES, 2210 Donegal Ct., Deer Park TX 77536
Ph. 713/479-5598
- 26 May, 1988 American Former POWs Stalag XVII-8 Omaha NE,
Hubert M. Davis, P.O.Box 3254-ESS, Tuscaloosa AL 35404
Phone 205/551-3832
- 22 June 1988 7th BG Salt Lake City
Sid Birdsley, 1372 S. Main St., Salt Lake City, UT 84115-5336, ph.
801/582-9772
- 25 June 1988 NW Chapter 99BGHS, Vancouver WA
Pete Boggs, E. 250 Woodland Dr., Shelton WA 206/426-4371
- 12 Oct. 1988 8 AFHS, Des Moines IA
P.O.Box 3556, Hollywood FL 33083
- 11 May, 1989 Bombardiers, Inc., Dayton OH
E.C.Humphries, Star Rt. #1, Box 254, Eagle Harbor MI
- Sep. 1989 15th AF ASSN., FORT WORTH TX
P.O.Box 6325, March Air Force Base, CA 92518
1989 99th Bomb Group, McAllen TX
Jeff Waguespack, 1423 Tulip Ave. McAllen TX 78504

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We do not stop the subscriptions of deceased members; in fact Walter extends the subscription for an extra year. But we do need any Changes of Address.

Another Quote

BARBAROSSA, John Keegan, Ballantine Books

German soldiers guilty of breaking international law . . . will be excused. Adolf Hitler were p. 49
For many in the German army, these intolerable sentiments, but none would protest directly and most, as things turned out, would obey orders issued in this spirit. p. 49

TAPS

- J.S."Jerry" Knowlton
My father died several years ago. He lived a happy, productive useful life following his release from POW camp. . . . sincerely yours, Michael M. Knowlton
175 West Apple at First, P.O.Box 786 Muskegon MI 49443-0786
- Julian Parkman . . . Julian died August 16th from a massive heart attack. . . He died suddenly while sitting in the den. We enjoyed our trip to Dayton and I am so grateful that I did get to know his service friends. . . We miss him so much. Dot Parkman, Sumter, SC.
- Matthew G.Redding
My dad passed away several years ago . . . My Dad's plane was shot down 7-2-44 near the Yugoslavia-Hungary Border.
Bill Redding, 183 Clearview Drive, Midlothian TX 76065
- John Bates Clark II
. . . John died of cancer Jan 19, 1967. He had been sick for about two years. It was a great loss to all of us. . . . Patricia Clark, 41 Wright St., Westport CT 06880-3113
- Kenneth E. Broughton, 1109 3rd St., Jackson MI 49203 passed away on 28 December 1987. Ken was a member of my crew and we flew with the 416th Bomb Squadron. His wife Ruth, two sons, Kenneth and Marty, and one daughter, Cheryl, survive.
Dick Drain, Box 664 Westcliffe CO 81252

99th Bomb Gp Historical Society
 Walter H. Butler - Treasurer
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