



# THE 99th Bomb Group Historical Society

Vol. 8 No. 5,

Sep 1 1988

## SOCIETY OFFICERS, 1988-1989

PRESIDENT - JOE KENNEY  
TREASURER - WALTER BUTLER  
SECRETARY - DICK DEMPSEY

VICE-PRESIDENT - FRED HUEGLIN  
HISTORIAN - GEORGE F. COEN  
EDITOR - GEORGE F. COEN



Greetings!

## THE PRESIDENT'S MESSAGE

As we continue on into the summer, HOT!, we begin to look into our next annual Reunion and this one is to be at McAllen, Texas. Jeff Waguespack is our Reunion Chairman and things are shaping up in great fashion! We shall be hearing shortly from the McAllen Chamber of Commerce directly to each of us. Jeff has a sheet drawn up covering our registration and programs to be attended and we look forward to attending this next Reunion and seeing the "Confederate Air Force perform on Saturday, February 18th, 1989. This should be a great show.

From our last Bulletin I notice a request by Milton Radovsky, 10710 Lockridge Drive, Silver Spring, MD 20901 for those of us who flew that mission to Linz, Austria on July, 25th, 1944, and those who served on the ground crews to write him regarding that experience. Milton Radovsky flew his missions on a B-24, I believe, but he flew as a Navigator. I would encourage those who ran through the experience of Linz on that date to accomodate him. I plan to do so, that particular mission was a real "Hunker".

David Halverson's Overseas Diary was well done and I felt most interesting in that same last Bulletin. We need more of the same from some more of you men. Dave is no more qualified as a writer than I am and yet he expressed himself clearly, leaving no doubt as to what happened. That's good reading. We need more of the same type of information from those of you who kept our planes flying and loaded properly and we need to hear from those who drove our Trucks and Jeeps and those of you who sweated us out when we were out. We believe that each one of our members has a very interesting experience to relate. We believe each experience lends something more to the fine information we are building up and this most certainly "SETS THE RECORD STRAIGHT".

Again, let me remind each of you of the up-coming Reunion at McAllen, Texas on February 15th through the 19th, 1989. Jeff is working hard to see to it that all goes well there. If any of you live somewhere nearby ot certainly would be great if you would lend Jeff a hand.

*Joe C. Kenney*  
Joe C. Kenney, Pres.

Here is the roster of the Fort Lauderdale Reunion of 1988, courtesy of Julie Horowitz. We counted 247 names.

HQBS SBDN JUNE 2-5 1988

DATE	MEMBERS	NAME	GUESTS	ADDRESS	CITY	ST	ZIP	TEL
RCVD	\$20.00		\$10.00					
		REGISTRATION	REGIST					

4/28	ALM	ROBERT	KATHLEEN					
4/9	ANDERSON	MARCELLUS	ESTHER					
3/21	GORDON	IRA						
4/21	HACK	KATHERINE						
3/17	HENKE	HAROLD	BETTY					
5/23	HERMANSSEN	V.J.	HELEN					
4/30	HUMBEL	ROBERT	MARILYN					
2/23	JONES	BEN	WINNA					
4/30	LUECK	MARVIN	MARIAH					
3/21	NEADER	SCOTTY						
3/11	SCHROEDER	ALLAN	EVELYN					
4/22	SCHWANBECK	RAY	JO BEVERLEY					
4/29	SNYDER	JAMES						
4/28	TERREL	AUSTIN	BETTY					
5/4	UPTHEGROVE	(GEN)FAY	ELIZABETH					
3/21	WHITMORE	JAMES						

Addresses removed for privacy.

346TH SBDN JUNE 2-5 1988

DATE	MEMBERS	NAME	GUESTS	STREET ADDRESS	CITY	ST	ZIP	TEL
RCVD	\$20.00		\$10.00					
RCVD	\$20.00		\$10.00					

2/6	ABNEW	EUGENE						
4/18	ANTAYA	GEORGE	SHIRLEY					
PIER	BARLOW	D						
5/3	BELL	VINCENT	LUCIANN					
4/30	BILHARZ	CHARLES	JANE					
3/17	BROWN	HOWARD	BEA					
PIER	CANNELLOS	ROBERT						
4/14	CHANCE	JOSEPH	MABELLE					
5/26	CHRISTIANSEN	CHRIS	SUE					
4/21	CHURCH	BILL						
PIER	COFFIN	GEORGE						
4/21	CRIDER	PAUL	MARGIE					
5/23	ESTES	LEON						
3/25	FABINIAK	VICTOR						
1/11	GEOFFROY	EDWARD						
4/18	GREATHOUSE	SEX	EDITH					
PIER	GREELEY	JOSEPH						
5/29	GYLER	MANNY						
4/11	GYSAN	JAMES						
3/29	HEADLEY	CONRAD	CAROL					
4/21	HOPEN	LEONARD	MERCEDES					
4/11	HUEGLIN	FRED						
	JENNINGS	CAROL	HINTON					
	JENNINGS	PAULINE	HINTON					
3/4	JENNINGS	ROSEMARY	RANDOLPH					
1/22	JUSZCZYK	WALTER	GRACE					
3/14	KELLSTROM	KENNETH	FLORENCE					

2/25	KENNEY	JOE	MAUDIE					
PIER	LACA	PETER						
4/18	LIDER	RALPH						
4/4	MEERBAUM	JESSE	MINNA					
4/8	MORAT	JOHN						
3/30	ROMONTIO	GEORGE	MARYANN					
5/3	SHANK	PAUL						
2/11	SMALLWOOD	BILL	NANCY					
4/25	SMITH							
4/16	SOPP	LEONARD	MARIBENIA					
4/28	STAATS	STANLEY						
	STAATS	RICHARD	BRAADMATER					
5/5	SUEMNICHT	ALVIN	ALVIN(SON) T					
4/1	TENNESSEN	GEORGE						
3/14	TROY	FRED						
4/12	WAGUESPACK	JEFF	LOIS					
4/5	WALKER	LOU	GLORIA					
3/4	WORTHINGTON	ROY	KATHLEEN					
4/15	ZANONI	ADAM						

Addresses removed for privacy.

347th SBDN JUNE 2-5 1988

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RCVD	\$20.00		\$10.00				
		REGISTRATION	REGIST				

5/6	AMBROSE	FRANK	DOROTHY					
4/14	BAKER	ROY	JUNE					
5/12	BLAND	JAMES	BETTY					
4/28	BOATWRIGHT	LEW	MARGARET					
4/25	BOHLS	LEON	KAY					
4/13	BROWN	LLOYD	DOROTHY					
3/4	BURRILL	DONALD	GERALDINE					
4/22	CARLOCK	JOHN	EVELYN					
PIER	CASTOR	BRYCE						
4/30	CEPPARULO	JOE	MARGARET					
4/19	CHONODY	JOSEPH	GRACE					
2/3	CHRISTIANSON	WARREN						
2/16	DEMPSEY	DICK	GINNEY					
3/25	DOMANGUE	NORRIS	BARBARA					
1/25	ENGLISH	FRANK						
4/14	GREEN	ISADORE	ROSE					
3/26	GREGORY	DONALD	VIRGINI					
4/29	HENRY	WALTER	FRANCES					
5/3	JACOBI	MARVIN	RUTH					
4/29	JUDGE	THOMAS	KAY	12				
4/22	KNIPP	ART						
4/30	MCPARTLAND	WILLIAM	VIRGINIA RR					
4/23	MESSINA	PAUL	EDITH					
5/6	MIKOTA	JOHN	AILEEN					
5/7	MILLER	RICHARD	CARL BARBA					
3/5	MITCHELL	CHESTER	MARGARE					
2/17	MOORE	ED	MARY					
4/23	PARSONS	LES	EDIE					
	POLLITZER	VIRGINIA	DECKSTADER					
	POLLITZER	HENRIETTAMITCELL						
4/25	POLLITZER	JOHN						
	POLLITZER	JANE	RIDING					
4/29	PRINE	OVID	RUBY					
4/21	REPKA	JOHN	BETTY					
4/11	ROCKEY	JOSEPH	BETTY					

3/3 SHAW BILL VI  
 4/25 SHOLTIS JOSEPH JEANNE  
 4/4 TOTH JOHN  
 TOTH ANITA SCHINDLER  
 3/11 WARNER MIKE & SHARON JONE  
 3/11 WARNER L.B. (RED) MARY

348TH SQDN

JUNE 2-5 1988

DATE	MEMBERS	NAME	GUESTS	ADDRESS	CITY	ST	ZIP	TEL
RECVD	\$20.00		\$10.00					

5/19 BICKNER CHARLES RUTH  
 4/21 BUCHANAN JAMES BARBARA  
 4/29 CAPONE CARMEN  
 PIER CARPENTER JACK  
 4/22 COLLIER NOWLIN JEAN  
 1/26 GENTIT EARNEST  
 4/15 HINES SID VI  
 4/29 HOROWITZ JULES ANITA  
 1/15 HYLE RICHARD ALICE  
 3/4 KASCHINSKA CLARE ELEANORE  
 5/4 MACK ROBERT  
 4/11 MAGEE MORTON VIRGINIA  
 5/19 MANCHESTER RUSS BERTHA  
 5/19 MCKINNEY THOMAS  
 4/21 MEUX BILL DOT  
 5/3 PANEK TED AUDREY  
 5/3 PANEK JOE & AUDREY PARK  
 4/21 PELOQUIN GERALD  
 4/29 POIRIER LEO LOLA  
 4/29 ROBINSON ANTHONY FRANCES  
 SLATER BARBARA  
 4/11 SLATER ROBERT MYRTLE  
 2/13 SMITH JAMES MARGORIE  
 3/15 TRAPUZZANO JOHN LEE  
 4/26 UPCHURCH JOE PAT  
 VAN BUREN  
 4/21 WAMSER DON BETTY  
 4/29 WHITMORE WARREN ETHEL  
 3/21 YARINA MICHAEL LETTIE

4165Q

JUNE 2-5 1988

DATE	MEMBERS	NAME	GUESTS	ADDRESS	CITY	ST	ZIP	TEL
RECVD	\$20.00		\$10.00					

1/11 BACHER ROBERT BILLIE  
 2/4 BARR BERNIE  
 2/13 BARTON TERRY RUBY  
 3/18 BLACK D.R. DIXIE  
 5/2 BRAUNGART ROBERT JUANITA  
 5/9 BRIGGS TRAVIS VIRGINIA  
 4/28 BUCKELEY PETER  
 4/11 BURNS WILLIAM VIRGINIA

3/26 RUSH WALLACE  
 4/13 BUTLER WALTER  
 4/25 CAPOBIANCO PHILIP  
 4/9 CARNES REJ  
 4/22 CARROLL JOSEPH JULIA  
 5/26 CEFER GEORGE EVANGELIN  
 4/15 CHANDLER DONALD MARIE  
 4/1 COEN GEORGE  
 3/16 COURY LOUIS  
 1/27 DUNN SAM  
 4/9 GOCKENBACH ROBERT SALLY  
 5/8 HENDERSON WILLIAM INEZ  
 2/12 HENKE AL MARY  
 4/22 HORNUNG ROY NORINE  
 4/6 IVES DANIEL JEAN  
 4/14 KEMP BERT  
 3/28 KLUKAS WALTER MARTY  
 4/26 KOTOWSKI JOHN DOREEN  
 1/20 MARTIN WILBUR ELEANOR  
 PIER MAZU MIKE  
 3/11 MC WETHY JOHN  
 4/27 MCKINNEY ROSS MARTHA  
 3/17 MORTON RILEY BETTY  
 2/26 PEARCE FRANK JEAN  
 1/18 REESE CURTIS  
 4/4 RIZZUTTO LOUIS  
 3/23 ROSS MILTON ESTELLE  
 3/14 SCHEU CHARLES MARION  
 4/29 SHELNUTT O.W. GUEST  
 4/11 SILVIS EARL  
 2/23 SPARROW J W BOOTS  
 4/23 TAORMINA SAM GRACE  
 4/29 THORSEN DONALD  
 4/30 WALKER WILLIAM

WASHINGTON



April 25, 1988

Mr. George F. Coen  
 99th B.G. Historical Society  
 2908 Aliso Drive, NE  
 Albuquerque, NM 87110

Dear George,

Several months ago in one of your newsletters I read where the only aircraft lost on June 23, 1944 was tail number 2106955. Since that was the day I went down, I assumed this must have been my plane, although I have not been able to verify this number from my flightlogs or other official sources.

I received the May 1, 1988 newsletter today and tail number 2106955 shows up on your list of lost aircraft as having gone down on the 23rd of June 1944, but belonging to the 483 B.G. If the figures were transposed, this could be the 348th B.S. and it would still have been my plane. I was the pilot and crash-landed near Craiova in Rumania and became a P.O.W. All of my crew survived. Incidentally, the name of the plane was the "ANTHONY J" and it had a large shamrock over which the name was painted. I did not name it. I only \_\_\_\_\_ it.

If you can straighten me out in any way, I would surely appreciate it. Keep up the good work on the newsletter--I really enjoy it!

Good Luck

Harold W. Brazier  
 85330 Lorane Hwy  
 Eugene, OR 97405

May 14, 1988

Dear George et al;

Sentimental Journey is in Chino this weekend at the Planes of Fame Museum for an airshow.

I have been working with Dave Steffens as I have mentioned before, and keeping busy.

I noted with a great deal of interest the article in the January 1988 issue of the newsletter about Aerotitus. Both Bill Summers and myself were captive participants in that program. Does the narrative of the Group History include names of those who participated? If so, could Bill and I obtain copies? I have been informed by the Medics, that crewmembers who had the radium treatments are subject to cancer of the thyroid, or at least the possibility of eventually developing cancer. After the article appeared, I took the information to my doctor and he had me tested with negative results. They (the hospital) did enter the information in my records. If the narrative shows a roster could we obtain a copy? Redundant question, I asked it further back.

We will not make the reunion in Fort Lauderdale, as my eldest son graduates that weekend from Southwest Medical School U. of Texas at Dallas, and we will be moving him and his family back to Scottsdale for his internship at Scottsdale Memorial Hospital over that period. I will make an attempt next time.

I have the license plate in my left rear window (99 B.G.) of my car, and do what I can to promote the 99th.

Enclosed is a copy of an interesting new organization.... Air Force Gunners...the president is my old next door neighbor at Westover AFB in the 1960's...Jim Zeangle. At present, the organization is for enlisted gunners only...I disagree, I feel anyone who took the gunnery training should be included without regard for enlisted/officer status. We are all civilians now! My opinion! Perhaps mention could be included in one of the newsletters. There are so many organizations to join it is hard to decide. However, the Aerial Gunner is a vanishing breed of cat, and I personally feel it an honor to be able to join...not everyone does the same.

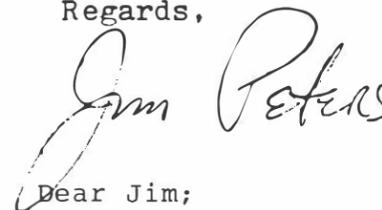
I see where Jim Cellars is mentioned...he was our crewchief on 44-6868 in the 348th B.S....by the way, if more aircraft need identification, check Ken Rust's book 15th AF Story. I can identify 44-6869 with the 416th, and I know we also had 44-6867 in the 348th toward the end.

Page 2.

One of our CAF members who is an airman at Williams, and who is our AZ Wing Historian obtained a copy of the AF history from the archives, of 44-6868, and it shows the aircraft ending up at Walnut Grove Arkansas, so it did return to the Z.I, I can copy if for your records if you wish. All it shows is assignment to 15AF, not the actual unit. Back to 44-6867...it was on one of the Berlin raids and took some cannon shells in the left inboard wing behind # 2 engine. I recall seeing a jeep under the wing with 4-6 G.I.'s standing on the jeep and with their torsos through the opening..the skin was peeled back around the opening. Perhaps someone has a picture. Come to think of it, I'm not sure which squadron 44-6867 was assigned to, (I think it was the 348th.).

My thoughts will be of all of you at reunion time, again sorry I could not make it.

Regards,



Dear Jim;

It is good to hear from you again.

We have no information about the medical tests beyond what we have published. We will hope to hear from our several 99er Flight Surgeons and post-war M.D.s.

Our next chore WRTRIO will be to expand the Plane Roster using all of the comments which we have received. Dick Drain has put our original (crayon) data on his computer, so we may well have great strides.

Since I took 52 days for the round trip to Fort Lauderdale, I cannot tackle the chore right now. Believe me, Jim, that trip was indeed round.

hasta la vista  
geo.

Dear George ---

29 June 1988

I took a closer look at my war diary after you published the serial numbers of 99th BG A/C in the May 88 newsletter and came up with some names to go with the numbers.

232015 Moonbeam McSwine  
(We flew a mission to  
Ploesti in this A/C)

416th BS  
(ex-483rd BG)

Ray Thompson, pilot  
Don Thomas, copilot  
Bob Geise, navigator  
Dave Adams, bombardier  
Gene Nelson, TTG  
Dick Drain, ROG  
Marvin Burchett, BTG  
Don Wilson, RWG  
Ken Broughton, LWG  
Wesley Williams, TG

232071 Turnip Termite 416th BS same crew as above  
(ex-483rd BG)

(Note: You have this aircraft listed as MIA on 8 Feb 43. This was one of the 483rd A/C the the 99th "stole" from the 483rd and they did not arrive until the spring of 1944 so how could it be MIA in 1943? Maybe you mean 1945 since the 99th did not fly their first mission until 31 Mar 43. The 99th did, however, fly a mission to Graz, Austria on 8 Feb 45. We flew most of our missions in this aircraft and it was still there when we left the 99th in the summer of 1944. Please confirm and let me know.)

232039 Rabid Rabbit 416th BS Same crew as above  
(ex-483rd BG) except Francis K Hanft  
was the bombardier.  
(We flew a mission to (Dave Adams was trans-  
Ploesti in this A/C) to 15th AF Hqs for duty  
not involving flying).

I can also confirm that 232035 was lost over Ploesti on 4-24-44. Unfortunately, I did not enter the name of the A/C in my diary, only the serial number. I believe that 035 was also one of the 416th A/C since I did not enter numbers of downed A/C in my diary that were assigned to other Squadrons.

While flying 071 to Ploesti on 5-5-44, an 88mm shot our entire prop assembly off the Nr. 1 engine. We had quite a few other holes in the aircraft also but we made it back home okay. The engine was replaced, the holes were patched up, and old 071 was all ready to go again in a short while. Only one goof! The next time we flew her, the navigator could not slide his drift meter out to take a reading. Only then did we discover that someone had put a very neat patch over the hole for the drift meter. We had a good laugh about that and blamed it on the bad Italian wine that someone had been drinking.

I have seen several references in our newsletter to the 483rd BG B-17 going down in flames over Nis, Yugoslavia. The picture was widely published in many books and articles. The person who took that photo was T/Sgt Richard J Fortney, a ROG with the 483rd and a very good friend of mine. We went to high school together and were drafted at the same time. He told me that he was checking the camera in the camera well and his knee hit the button that took that picture. He said the whole thing was accidental and he did not see the A/C going down below him. He didn't even know he had this picture until they presented him an oak leaf cluster to his Air Medal for the event. They also gave him an 8 x 10 print of this incident. I understand that this A/C was one that we gave to the 483rd for one of their new ones. Dick settled in La Mirada, CA after the war and died several years ago of a heart attack.

May all your flights be CAVU

Dick Drain, 416th BS  
Box 664  
Westcliffe CO 81252

3424 Old Grantham Road  
Goldsboro, NC. 27530

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

Dear George;

The mission report for 17 Feb. 1944, Beachhead Installation North of Anzio, indicates an aircraft in serious trouble. Actually two aircraft were involved in this memorable incident. Ref: Newsletters dated, 1 Nov.84, 1Nov. 85 1 Nov. 86

Our crew joined the 347th Sq. in N. Africa and this was our 30th mission. Bomb bay doors were opened over water at 19000 feet. The target was obscured by scattered clouds, and the bombs were not released. The formation turned back over water, descended to 17000 feet, and made another approach. There had been no enemy action. I was in the right waist, scanning the terrain. Suddenly, , we were boxed in by heavy, accurate flak bursts. The left waist gunner reported the left wing man going down. I turned, saw the aircraft in a slow roll, almost on its back. A muffled explosion shook our aircraft violently, closely followed by another that lifted the right wing. I was thrown to my knees and against the fuselage, below the right waist window. I saw smoke trailing past the window as I went down. Then on the intercom, PILOT TO CREW, PREPARE TO BAIL OUT. REPEAT, PREPARE TO BAIL OUT. I was wearing a parachute harness but not the chute. I felt enveloped in an invisible cocoon, that exerted pressure over my body, and held me firmly, against the fuselage. I could not reach my chute, stowed less than three feet away. I had a narrow field of view through the window, but could not see the ground. At one point, as we spiraled downward, I had a glimpse of two parachutes, high above, and several flak bursts in proximity. Suddenly, I fell away from the fuselage. As I recovered, and attached my chute, the ball gunner, emerged from his turret, and I saw the left waist gunner crawling toward his position. Then on the intercom, PILOT TO CREW, DO NOT BAIL OUT. He then asked the radio operator to send the co-pilot forward. The R O reported that he was not in the radio room, and I reported that he was not in the waist. I was ordered to the cockpit.

When I opened the forward radio room door, the bomb bay doors were open, no bombs remained in the bomb bay. flak holes were visible in the outer walls, and parts of the electrical system had been damaged by fire. The bombardier was in the co-pilots seat, attempting to feather the right outboard prop, when I entered the cockpit.

I informed the pilot that the co-pilot and engineer were missing, and the bomb bay doors were open. I then returned to the bomb bay and made an unsuccessful attempt to close the doors.

Our pilot Robert C. Norton (God bless him where ever he may be) stated that a flak burst under, or in the bomb bay, released the bombs and started a fire. Another lifted the right wing violently, set the outboard engine on fire, and threw the aircraft to the left and off course. He was trying to stabilize the aircraft when he gave the prepare to bailout order. Dense smoke filled the cockpit, he could not see the instrument panel, and lost control. He held the controls in his right hand and in total darkness, fought desperately to overcome G forces and open the side window with his left. The smoke cleared when the window opened, he gained control and leveled off at 7000 feet. The wing man ditched off Anzio and all crew members were rescued by US and British patrol boats.

Sincerely

*Jesse N. Hobbs*  
Jesse N. Hobbs



Bannockburn Farms, Hector Macpherson, President, 29780 Church Drive,  
Albany, Oregon 97321, Ph. (503) 753-3022

April 2, 1988

Dear George,

I enjoyed meeting you at the 15th Air Force banquet in Colorado Springs, but have been slow about getting back to you on specific items of mutual interest.

Included herewith is the "Straight and Level" which documents the only comparison between the 15th Air Force and the 8th Air Force on the same target that I am aware of. As you can see, against Neuburg Air Drome the 15th did a much better job. Also included is the "Straight and Level" covering the 19 January 1945 bombing by the 99th Bomb Group of the marshalling yard at Brod, Yugoslavia. It is good to remember the times we did an outstanding job.

I am enclosing the exchange of letters I have had with History Professor Richard Marcus of the University of Wisconsin- Eau Claire on the "Lone Wolf" missions. That was a unique and interesting undertaking that deserves to be spotlighted as a footnote in the history of World War II air combat. I will be supplying Professor Marcus with additional information from my files.

Professor Marcus brings up the subject of "double-credit" versus single credit missions. Where was this determination made? All I know is that someone above squadron level made it. Could a plane that was shot up on what was a milk run to northern Italy for everyone else claim double credit? Maybe you or your readers can help us out.

My own experience on a single plane night mission to the Elackhammer synthetic oil refinery near Ereslau, Poland, to get H2X scope pictures fired my imagination as to the possibilities. We also felt that we should get greater accuracy because every plane would be making an individual sighting. I don't believe this was borne out in actual results although assessment of results was practically nonexistent. I would like to report that the "Lone Wolf" missions were highly successful. Unfortunately results were unmeasurable and losses were higher than expected. I don't have a record of when they were discontinued but I think it was in January of 1945. We did conclude that the losses were primarily weather related rather than enemy action. Pilot skill and H2X equipment malfunction surely contributed. Analysis showed that 20% of the H2X sets failed before the end of the average mission.

As to your specific questions about the impact on air crews of the Lone Wolf missions, I can't be of a great deal of help. My own experience was positive. I enjoyed the greater responsibility placed on the Radar-Navigator for directing the plane to the target and bringing it back safely out of enemy territory. I would be interested in the experiences of other crew members, especially PFF operators.

As to the color of the planes, all PFF equipped B17Gs were silver, unpainted aluminum. I navigated one of the first to Italy, arriving April 16, 1944. The B24s were painted olive, I believe, but you will have to check this with B24 crews. By the time "Lone Wolf" missions were initiated there were an average of 12 PFF equipped planes assigned per bomb group, of which 6 could be expected to be operational on any given day. The crews assigned to all missions were a Group responsibility and usually delegated to squadron operations officers. To my knowledge no special training beyond the normal briefing before each mission was given. I suspect that considerable variations existed in the way crews were selected and training given.

I have a fairly complete file on the H2X operations of the 15th Air Force including a target information file, a Monograph assessing the accuracy of H2X operations, "Bombs through the Undercast" training manual, and a number of "Straight and Level" issues pertaining to bomb impacts of PFF operations. Only a single paragraph in the monograph deals with the Lone Wolf operations. You may have access to this information already but if not I would be glad to share with you.

Sincerely  
*Hector Macpherson*

On another subject, I flew my first Pathfinder mission with the 99th to "Fischamend Mrkt" on 12 April 1944. We dropped our bombs on radar sighting. I suspect this may have been the first Pathfinder led mission of the 99th Bomb Group since I was among the first of the returning Navigators trained as Mickeys to be assigned. Can anyone verify an earlier date?

I will get back with another letter sometime on the full history of Pathfinder led missions of the 15th Air Force. In the meantime, keep up the good work.

*Walter D. Waples*

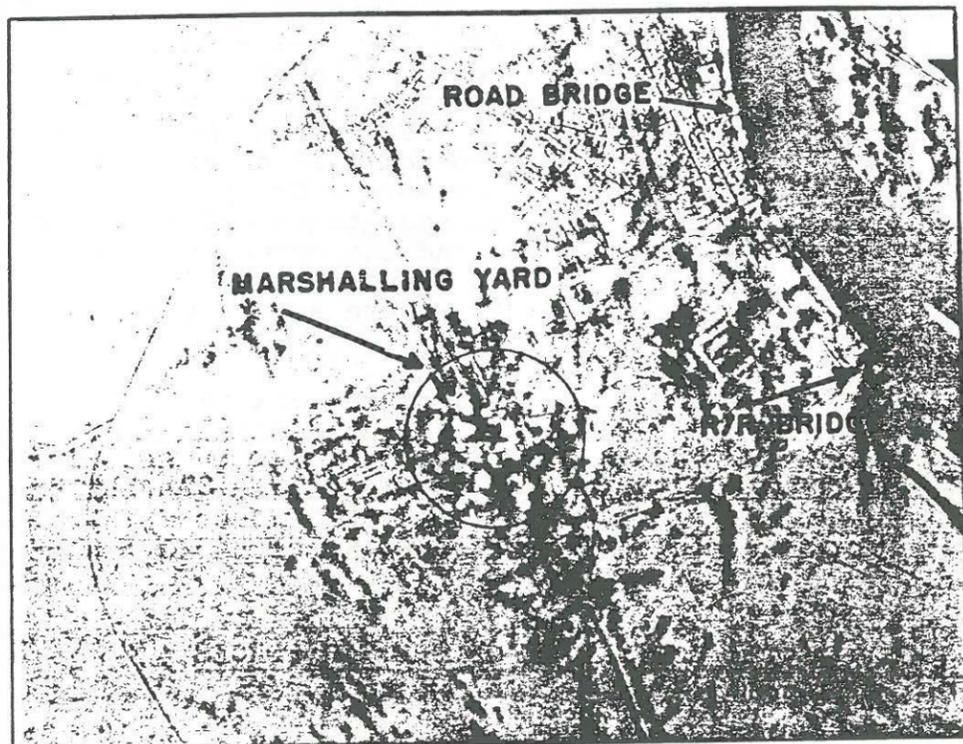
Vol. XI No. 4

HEADQUARTERS FIFTEENTH AIR FORCE  
APO 520  
U S ARMY

24 January 1945

# STRAIGHT AND LEVEL

..... A weekly summary of bombing: 13 Jan to 19 Jan 1945  
..... Prepared by Assistant Chief of Staff, A-3



Brod, Yugoslavia - 19 Jan 1945

Brod, Yugoslavia, was attacked by fifteen Groups of the Fifteenth Air Force to impede the enemy's holding action in this area.

The photograph shows the 99th Bomb Group's bombs bursting on the target, the black craters that are visible are from the bombing done by previous Groups. The Air Force had as its targets the two bridges over the river and marshalling yards. Reconnaissance is not yet complete on this target.

The 99th Bomb Group used a 6 ship front formation attacking this target. Attack unit leaders sighted for rate and deflection, box leaders dropped on their own rate. Results; 64% of their bombs were within 1000' of the briefed MPI. The pattern was satisfactory showing good formation and toggling.

1 Confidential 1



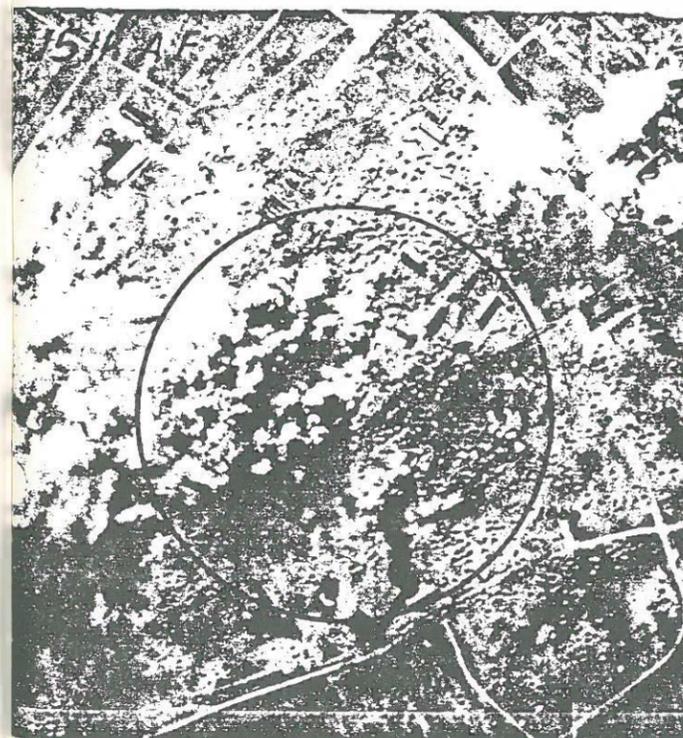
Vol. XIV No. 1

HEADQUARTERS FIFTEENTH AIR FORCE  
APO 520  
U S ARMY

28 March 1945

# STRAIGHT AND LEVEL

..... A weekly summary of bombing: 17 Mar to 23 Mar 1945  
..... Prepared by Assistant Chief of Staff, A-3



Last Group over during attack by the Fifteenth Air Force.



After the raid by the Eighth Air Force's Heavies

NEUBURG A/D 21 March 1945

Installations of this important Jet A/C base were totally devastated by Groups of the 304th Wing. The late picture above shows the density of the bomb concentration. 500 lb bombs were used. Almost all buildings in the target area have been leveled. In several areas not even the foundations of buildings are distinguishable. Ten A/C, mostly Me 262's, were destroyed or damaged. The Wing average for both the Red and Blue Forces was 79.8% with the 456th receiving the highest score--87.5%. All Groups were in the 70's and 80's. This mission compares favorably with the 304th's raid on Chivasso M/T Depot on 22 June 1944 where 182.25 tons of 250 lb GP's were dropped by the 455th and 456th Bomb Groups completely destroying the target (see Bomb Plot). The 55th and 47th Wings "fraged" Neuburg with satisfactory results.

The Eighth Air Force attacked this target on 19 March with moderate damage. This is one of the first targets for which damage of the Eighth and Fifteenth could be compared.



We are under no illusions as to the probable clarity of the reproduction of the STRAIGHT AND LEVEL photographs. We are also aware that Steve Birdsall in Australia and Hans-Heiri Stapfer in Switzerland have more information than we possess. Nevertheless, we wish to let everybody know of the existence of yet another source of information. Perhaps when Hector MacPherson publishes we can read more of this interesting file.

geo.



JOHN F. O'CONNELL  
321 LINDSEY DRIVE  
BERWYN, PA. 19312

Dear George:

8 April 1988

Re: Observations and questions about the 1/16/44 mission to Villaorba which appear on pages 39 and 40 of the Mar. 1, 1988 Newsletter.

On my most recent visit to the military archives in Washington, I came across a report of this mission hand-written after the mission by Hank Schaller, a navigator in the 347th who was on the mission--as was I. Since it was prepared immediately after the mission and is not based on recollection or a diary, I thought our members might be interested in reading it. The original is difficult to read, so I have typed this in the interests of legibility.

Report on B-24 Shot Down #474 (Schaller's plane number)

When coming off the target heading 180° our waist gunner noticed 6 six planes off in the distance at 4 o'clock just about the time we were over the coast at the time of 13:17. These planes were level with us at 19,000 feet and were heading directly towards us. Since they came from nowhere we fired many bursts of shells at them both high and low. Our element was on the right side of the last wave, and our ship #474 was in #2 position. We saw that ships were B-24's and that no enemy fighters were trailing them. Instead of staying outside and away from us they continued coming in at five o'clock and our gunners started to fire closer to them. Soon fire was returned by one of the B-24's yet the six ships continued to gain on us and flew not more than a 100 yards away with about 100 ft. of altitude higher.

When getting very close, one B-24 was hit in an engine and started on fire. When this happened, he flew so close under us that we had to gain altitude, which was difficult because of other B-24's on our right and above and our element on the left. This B-24 was hit at approximately 13:24 and started a gradual letdown continuing on the same heading of 180°. While going down the tail-gunner counted nine chutes coming out. After these chutes opened the plane went into a bank to the left and started burning faster. At 13:27 it exploded and crashed in the sea at the approx. location of 45 05'N-13 10'E. The radio man sent out an emergency call giving kind of ship, heading, number of chutes and location of crash.

Remaining 5 B-24's went ahead of us and then cut underneath group and flew off at 10 and 11 o'clock then were noticed at 9 o'clock level at 13:45 approximately 20 miles away. When the B-24 was going down, two of our escort P-47's circled.

I ask right waist-gunner to read this and he added that on recognition of B-24 we all stopped firing but then the left waist-gunner on one B-24 started firing so it resulted in his engine being hit. We are sure that we did not fire the shots that hit the B-24.

(Signed)

Henry C. Schaller  
2nd Lt. NEUBURG



Dear George:

After more research by Hans Stapfer in Switzerland. The B-17 #44-8187, which came down into Switzerland Feb. 27, 1945, was not Bugs Buddy, Bubba Doc as I first thought it was. Below is the letter sent to me by Hans Stapfer, with the explanation of #44-8187 landing in Switzerland.

Also on Feb. 27, 1945, another B 17 of the 346 th was shot Down over the target, Augsburg. (#44-(2or3)698) according to the missing air crew report that I have. Cornelius Shields was the pilot. Charles E. Jones a crew member is on our roster as a member of the 99 th B.G.H.S.

The 3 visual statements in the report, were submitted by 2nd. Lt. Neal L Bisbee, 2nd Lt. William M. Flynn and Sgt. Clark B. Slade. I see that Wm. M Flynn is a member of the 99th.

I would like to know the nick name of #44-8187. If anyone in the ground crew or other knows, please drop me a card. The information I first got was that Weary Willie and Bugs Buddy were Mickey B 17s, which is now negative.

(STAPFERS LETTER)

Victor (Fab) Fabiniak

Fab 2310 E LIBERTY AVE  
VERMILION OHIO 44089

From  
Hans-  
Heiri  
Stapfer

The picture I sent to you was censored in the background, no censor was done on the aircraft directly, but on the background, this was very common, because the Swiss Air Force tried to avoid to give any details away where the plane landed, they often pictured military facilities on the background, and they tried to hide this with censoring the background.

from  
Haus  
Heiri  
Stapfer

Regarding the plane itself: My opinion is that it was not "Bugs". Bugs was a sivler B-17 but the ship landed in my country was a grey one. The 8th USAAF often painted their "Mickey" ships grey - I do not know the exact reason for this and the 8th USAAF sent several of their radar equipped ships to the 15th USAAF in Italy. So it could be a former 8th USAAF aircraft, but this is just a guess!

Enclosed please find a photo of your aircraft. I also sent a photo to Len, so you both will receive it in the same time. Hope you will find this interesting. I wonder if there are any more photos on your aircraft. Sometimes I get pictures via private surces and we discover a new Nickname.

Fact is that your airplane you landed here was a grey aircraft. May an exchange from the 8th AF. This is difficult to trace, I know. I liked your comments on the Mission and it is exactly that we really love to enclose in the book. But we should have such statements from at least one member of each bomber.

*wouldnt have been Bugs Buddy*

We would really appreciate a statement for any bomber crew here in my country, plus photos on the crew before coming to Switzerland. Well, I close for this time. Please keep in touch and all my best wishes to you and yours.

Sincerley,

*Haus Heiri*



Mr. and Mrs. David C. Conner oc.  
7050 S.W. Hoodview Place  
Beaverton, OR 97005

July 23, 1988

Dear George;

Enclosed is a copy of my story which I would like to have you make a part of the historical materials you have assembled for the 99th Bomb Group. I hope you enjoy reading it and get a few laughs. It would not have been possible for me to write the story as it is without information I obtained through the 99th BGHS news letter.

As I said in my earlier letter, I would like to have the following notice in the next news letter:

MEMOIRS OF A PRISONER OF WAR by David Conner  
A former member of the 99th Bomb Group tells of his adventures and mis-adventures as a cadet, combat pilot, and prisoner of war. 93 pages plus illustrations, 8 1/2" X 11", in plastic cover. \$6.00 per copy (includes mailing). Write to Dave Conner, 7050 S.W. Hoodview Pl., Beaverton, OR 97005

Please note the price increase over the amount stated in my earlier letter. I'm sorry I couldn't do it for any less. Please write and let me know what you think my story. I'll appreciate your comments and advice.

Sincerely,  
*David Conner*

From "Memoirs of a Prisoner of War" by Conner

# To all Prisoners of War!

## The escape from prison camps is no longer a sport!

Germany has always kept to the Hague Convention and only punished recaptured prisoners of war with minor disciplinary punishment.

Germany will still maintain these principles of international law.

But England has besides fighting at the front in an honest manner instituted an illegal warfare in non combat zones in the form of gangster commandos, terror bandits and sabotage troops even up to the froutiers of Germany.

They say in a captured secret and confidential English military pamphlet,

### THE HANDBOOK OF MODERN IRREGULAR WARFARE:

"... the days when we could practise the rules of sportsmanship are over. For the time being, every soldier must be a potential gangster and must be prepared to adopt their methods whenever necessary."

"The sphere of operations should always include the enemy's own country, any occupied territory, and in certain circumstances, such neutral countries as he is using as a source of supply."

*England has with these instructions opened up a non military form of gangster war!*

Germany is determined to safeguard her homeland, and especially her war industry and provisional centres for the fighting fronts. Therefore it has become necessary to create strictly forbidden zones, called death zones, in which all unauthorised trespassers will be immediately shot on sight.

Escaping prisoners of war, entering such death zones, will certainly lose their lives. They are therefore in constant danger of being mistaken for enemy agents or sabotage groups.

Urgent warning is given against making future escapes!

In plain English: Stay in the camp where you will be safe! Breaking out of it is now a damned dangerous act.

The chances of preserving your life are almost nil!

All police and military guards have been given the most strict orders to shoot on sight all suspected persons.

*Escaping from prison camps has ceased to be a sport!*

# Soldiers of the British Commonwealth!

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# Soldiers of the United States of America!

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from "Memoirs of a POW", David C. Conner, 22 BGHS.

The great Bolshevik offensive has now crossed the frontiers of Germany. The men in the Moscow Kremlin believe the way is open for the conquest of the Western world. This will certainly be the decisive battle for us. But it will also be the decisive battle for England, for the United States and for the maintenance of Western civilisation.

## Or whatever today remains of it.

The events in the Baltic States, in Poland, Hungary and Greece are proof enough for us all to see the real program behind the mask of Moscow's so-called "limited national aims" and reveals to us how Moscow interprets democratic principles both for the countries she has conquered and also for Germany and for your countries as well.

It is also clear enough today that the issue at stake is not merely the destruction of Germany and the extermination of the German race. **The fate of your country too is at stake.** This means the fate of your wives, of your children, your home. It also means everything that make life livable, lovable and honorable for you.

Each one of you who has watched the development of Bolshevism throughout this war knows in his innermost heart the truth about Bolshevism. Therefore we are now addressing you as white men to other white men. This is not an appeal. At least we feel there is no alternative for any of us, who feels himself a citizen of our continent and our civilisation but to stop the red flood here and now.

Extraordinary events demand extraordinary measures and decisions. One of these decisions is now put up to you. We address ourselves to you regardless of your rank or of your nationality.

Soldiers! We are sure there are some amongst you who have recognized the danger of Bolshevik-Communism for his own country. We are sure that many of you have seen clearly what this war is now leading to. **We are sure that many of you see what the consequences of the destruction of Europe - not just of Germany but of Europe - will mean to your own country.** Therefore we want to make the following proposal to all of you.

We think that our fight has also become your fight. If there are some amongst you who are willing to take consequences and who are willing to join the ranks of the German soldiers who fight in this battle which will decide both the fate of Germany and the fate of your countries we should like to know it. We invite you to join our ranks and the tens of thousands of volunteers from the communist crushed and conquered nations of eastern Europe, which have had to choose between submission under an most brutal asiatic rule - or a national existence in the future under European ideas, many of which, of course are your own ideals.

Whether you are willing to fight in the front-line or in the service corps: we make you this solemn promise: Whoever as a soldier of his own nation is willing to join the common front for the common cause, will be freed immediately after the victory of the present offensive and can return to his own country via Switzerland.

All that we have to ask from you is the word of the gentleman not to fight directly or indirectly for the cause of Bolshvik-Communism so long as this war continues.

At this moment we do not ask you to think about Germany. We ask you to think about your own country, we ask you just to measure the chances which you and your people at home would have to, in case the Bolshvik-Communism onslaught should overpower Europe. We must and we will put an end to Bolshevism and we will achieve this under all circumstances. Please inform the convoy-officer of your decision and you will receive the privileges of our own men for we expect you to share their duty. This is something which surpasses all national boundaries. The world today is confronted by the fight of the east against the west. We ask you to think it over.

**Are you for the culture of West or the barbaric asiatic East?**

**Make your decision now!**

I sat up until midnight last night reading Dave Conner's absorbing experiences while a guest of the Third Reich back in the old Death March days. Dave has compiled an absorbing account and a real asset to the historical record, especially in an age when so many clowns are re-writing history. Dave is a real good writer, and he had plenty to write of.

The booklet also has several good maps, and is generally very well-written. We include here two of the exhibits from the booklet.

geo



BERGEN EVENING RECORD  
Hackensack, N.J.  
September 1944

Lost Arm after 15th Mission  
In Attack on Ploesti Fields

Nepil of Little Ferry Freed At Bucharest After  
Being Hospitalized Prisoner for 2 Months

Shot down over the Ploesti oil fields in Romania and reported missing last July, Staff Sergeant Slavomir Nepil, son of Mr. and Mrs. Frank Nepil of 53 Redneck Avenue, Little Ferry, is completing a furlough at home before returning to an Army hospital for further treatment and convalescence.

### ON FIFTEENTH MISSION

In visiting friends in the Borough, Sergeant Nepil recalled many interesting experiences during his bombing missions. It was on his fifteenth mission that his bomber was shot down. He was severely wounded in his left arm, necessitating amputation above the elbow.

The fifteenth mission took place July 22, and the target was the Ploesti oil fields. After the attack, the bomber developed engine trouble, dropped out of formation, and was attacked by seven Nazi fighters.

Nepil, a tail gunner, was hit in his left arm, but was able to parachute with several other members of his crew. Two members were killed in the fight.

When he landed, Sergeant Nepil was picked up by Romanian soldiers and taken 12 miles to a hospital near Bucharest. Here his arm, badly shattered, was amputated.

### REPORTED MISSING

He remained in the hospital for 2 months for treatment, and in the meantime his parents were notified that he was missing in action. When Romania and Russia agreed on peace terms, as a prisoner of war he was freed. He was taken back to Italy, and then he was flown into Mitchell Field, L.I.

He is now completing a furlough at home, and will soon return for further treatment.

One of the highlights of his stay in Romania came when he saw the Russian army march into Bucharest. Since he knew Czechoslovakian, he was able to chat with the Russian soldiers.

Sergeant Nepil said he will never forget the young Russian Artillery officer he met. "He was eighteen years old but he had been fighting for three years. Like all the Russians I saw, he was very grim. They seemed to have only one thought, and that was to get the Germans and win the war."

Nepil said the Nazi propaganda had been very effective among the Romanians. The Nazis had told the Romanians that the United States had opened its prisons and sent the convicts into the Air Forces with the primary assignment of bombing Romania.

### BELIEVED GANGSTERS

"That line fooled some of the Romanians," Nepil said, "and at first they actually thought we were gangsters. Can you imagine that? Well, we did some counterpropaganda ourselves. Whenever we could, we told the nurses and war attendants the truth, and they spread the truth about us and the war among their friends. Those German lies were funny, but they made us plenty sore."

*continued on page 23*



February 15, 1988

Hello Gunner,

The officers of your association have been busy since the 1987 reunion. As you can see we have changed our name to the Air Force Gunnery Association and our good friend and fellow gunner Jack Thompson designed a new Bulldog logo. This was done to allow all former/present enlisted Air Force gunners who flew on medium or heavy bombers the opportunity to join our organization. A membership drive is underway. If you know someone who would qualify, please let them know about us.

Bill Dayton is preparing the By-laws and articles of incorporation. We will become a non-profit Florida Corporation and the membership will receive a copy of the by-laws when they are completed. The by-laws will allow us to make annual contributions to the Airmen Memorial Museum in Suitland, Maryland and to the Air Force Enlisted Mens Widows and Dependents Home located at Fort Walton Beach, Florida.

Our second Bi-annual reunion is in the final planning stages and will be held at the Regency Hotel in Denver from June 21-25, 1989. Complete information concerning the reunion will be mailed to all members in June 1988.

We now have official association jackets and hats. A special order form is enclosed with this letter. The hats are immediately available but allow about eight weeks for delivery of the jackets.

Also enclosed with this letter is an application for membership. Dues are \$12 annually or \$100 lifetime. Please complete the application and mail with your check to Bill Dayton, Finance Officer AFGA, Post Office Box 568102, Orlando, Florida, 32856-8102. Dues must be paid on or before April 1, 1988 and only current members will be invited to the reunions. After we receive your dues we will mail your membership card. Remember that if we are going to have a viable association we will have expenses, therefore, we must have everyone's immediate response and cooperation. This is the only notice we will mail, so do it today.

Best Personal Regards,

Jim Zaengle, PRESIDENT

AIR FORCE GUNNERS ASSOCIATION  
POST OFFICE BOX 568102  
ORLANDO, FLORIDA 32856-8102

Support Our POW'S &amp; MIA'S



Staff photo/JOE RAEDLE

Jim Smith, left, Jeff Waguespack and Art Knipp trade jokes during their reunion Saturday.

## Airmen reunite, swap tales of war, Flying Fortresses

By ARDY FRIEDBERG  
Staff Writer

A group of pilots, tail gunners, navigators and radiomen got together at Pier 66 in Fort Lauderdale over the weekend to renew friendships and swap war stories.

The occasion was the ninth annual reunion of 200 members of the 99th Bomb Group Historical Society, an organization of World War II veterans who flew the B-17 Flying Fortress, a long-range bomber that was the mainstay of the Army Air Force in Europe.

Some of the old soldiers, and their stories:

■ Louis Walker, of Plano, Texas, tail-gunner:

Of the 37 1/2 missions he flew, the half mission was the most eventful. "Our plane was blown to pieces over North Africa," said Walker, who was 21 in July 1943 when his plane was shot down by German fighters and ground fire.

Walker leafed through a scrapbook of pictures taken from another plane that showed the tail section of his plane falling free of the rest of his exploding bomber.

"A lot of things went through my mind, a lot of foolish things," Walker said. "But I decided praying wouldn't do any good since I had never been very religious."

**"We had 36 planes and it was so bad we lost nine planes without ever reaching the target. When we landed I could hear the sighs of relief all the way from the tail to the nose."**

— Warren Whitmore  
World War II pilot

The flier freed himself and bailed out. He landed unharmed but spent the rest of the war in prison camps in Italy and Germany. The society had listed him as dead until two years ago when he showed up at the reunion very much alive.

■ Warren Whitmore, of Miami, pilot and squadron commander: "We went after Rommel in the summer of 1943 and ran into a terrible storm," said Whitmore, a retired airline pilot.

"We had 36 planes and it was so bad we lost nine planes without ever reaching the target. When we landed I could hear the sighs of relief all the way from the tail to the nose. We didn't accomplish a thing,

but we sure tried like hell."

■ Jules Horowitz, of Pompano Beach, a pilot who was local host for the four-day gathering:

"On my engineer's 50th and last mission we took a hit in a hydraulic line and I couldn't control one of the engines. When we finally landed the propeller fell off. He got out of the plane and kissed the ground."

After listening to several such stories, Bill Walker of Washington, Iowa, said, "I don't think I'd take this all as gospel."

George Coen of Albuquerque, N.M., the group's historian, organized the first reunion in 1980. Nine men showed up in Amarillo, Texas, for that gathering. The group now lists 818 members, he said.

"It's highly therapeutic," Coen said. "We've all defeated the law of averages and it helps to talk to our peers about those experiences."

There is no formal program, said Horowitz: "It's mostly a social occasion. The war was the biggest event of most of our lives."

Fay Upthegrove, a 1927 West Point graduate and the original commander of the bomber group, summed up the proceedings.

Looking around at "his boys," the 83-year-old retired general said, "We've still got a lot of heavy reminiscing to do."

# Distinguished pilot recalls crash of 'plane that never was'

**W**hat we seem to have today is a war story, but I wouldn't want you to flinch. Most war stories, I grant you, are usually downers full of sadness and landscaped with grieving widows, but this one has — well, you might say, a happy ending. You see, I had dinner the other night with this retired Air Force lieutenant colonel. His name is Mel Schulstad. He was a B-17 pilot stationed with the 303rd bomb group in a place called Molesworth, in central England. Anyone who was over there — this was in 1944 — can tell you those raids over Germany had very little in common with a picnic.

"We did a fair amount of partying between raids," Mel Schulstad was saying. "In fact, our closing hours were when the bartender said he'd poured all the booze and it was time to go home."

"Our flight surgeon called it 'therapeutic drinking.' Anyway, we had a party to celebrate July Fourth, 1944. We invited some fighter pilots over from a nearby base about 10 miles from Molesworth."

Retired Lt. Col. Schulstad said there was a special relationship between bomber groups and fighter pilots. While the bomber

boys ribbed the fighters a lot, they felt a kinship because of the protection fighter planes gave B-17s. "We called them 'our little friends,'" he said.

So on this night of July 4, 1944, the 303rd invited their little friends over for some therapeutic festivities. It was a very patriotic little blast. But along about 2 a.m. then-Major Schulstad noticed that a number of his little friends were snickered to the eyeballs. They were in no shape to drive back to their own base.

A word here about Schulstad. He was then only 26 years old, but the boys of the 303rd would tell you that when he walked

down the street he listed slightly to port. This was not because of drinking. It was because his left chest was weighted down with medals and decorations, including two Distinguished Flying Crosses and six Air Medals.



**EMMETT WATSON**  
Times columnist

He had been flying combat for 24 months and he had 40 missions, the last 20 of which were in the lead position for the 303rd.

So, even at age 26, it was no surprise that Schulstad was operations officer for the base. It was also no surprise that he had authority to call down to the hangar at 2 a.m. and say, "Fire up that B-17, I'm going to taxi my little friends home."

Schulstad said: "The B-17 was very special to us. We had an almost mystical affection for those planes. No matter how bad they got shot up, they usually got you home. And this particular B-17 had a lot of battle damage."

"It was sort of re-created, you might say. The ground crews would cannibalize parts — a wing, an elevator, a landing gear, whatever, anything to make it flyable. We used it for training and sort of as a lead plane to get the others organized on bombing missions. We called it 'Old Faithful.'"

Anyway, Schulstad loaded all his potted little friends aboard for their 10-mile "taxi ride" home. "I didn't have a co-pilot who could stand up," he said, "so I put our weather officer in the co-pilot's seat and I told him, 'Put your feet here and your hands in your lap and don't TOUCH anything!'"

"Now I've taken on quite a load of therapy myself and I am saying to myself, 'You are the world's best B-17 pilot, but because of all that therapy, you better be super-careful.'"

Old Faithful took off on a beautiful moonlit morning. Mel's co-pilot followed instructions by falling asleep. Mel makes a nice landing and unloads his little friends and takes off for the return trip to Molesworth.

"On the downwind leg, I drop the landing gear and the light comes on to prove I've done it. Only trouble is, the green shade on the gear light is off, and all I'm getting is a bright bare light in my eyes. So I unscrew the little light and put it in my pocket."

On base leg, Mel began to milk the flaps down a little. He remembers thinking this was going to be the smoothest B-17 landing in the history of recorded aeronautics; he is going to touch Old Faithful on the runway like a butterfly with sore feet.

**Bam! Crunch! Varoom!**

All four propellers are chewing into the concrete.

Somehow, in the process of milking the flaps down he had inadvertently raised the landing gear. There was no light to warn him. Instead of the smoothest B-17 landing ever, Mel had arrived in a clatter of metal and a shower of sparks. Fortunately, nothing caught fire, but Old Faithful was a goner.

The next 10 days of Mel's life were pure hell. He took an enormous ribbing from his buddies. Here was Mr. Safety himself pulling that dumb stunt. But worse, if you have an accident you have to go before an investigative board. His whole military career was in ruins.

As it happened, Schulstad's roommate was a man named Mel McCoy, also a major. He was the 303rd's engineering officer. He was the guy who supervised all the mechanics and ground crews; he decided what planes should be cannibalized and what should be scrapped.

"I think I've got a way out of this," McCoy said. "I'll go talk to the group commander." As McCoy confided his plan, Schulstad brightened — any faint hope was a candle in the dark.

So McCoy went before the group commander, who would in charge of the investigation, and said something like this:

"Sir, I think I can make a case that this B-17 never came off the Boeing assembly line. It was a patched-up creation of cannibalized parts from other B-17s. Furthermore, we never placed that plane on our supply list. It has no official status."

After a moment's pondering the group commander said:

"What you're trying to tell me is that the airplane doesn't exist."

"You could look at it that way, sir."

"Well," said the commander, "you can't possibly have an accident with an airplane that doesn't exist. And if there was an accident, there is nothing to investigate."

Schulstad smiled as he finished his story. "And that is exactly what happened," he said. "I retired as a lieutenant colonel in 1965. Nothing on my record shows there ever was an accident. And I guess the good Lord's been looking after me ever since."

Seattle Times

Emmett Watson's column appears Sunday, Tuesday and Thursday in Northwest section of The Times.

C.D. Boggs file

We apologize for once again allowing liquor to slip into an AAF story. geo.

Sergeant Nepil returned with Sergeant John Domaracki, son of Mr. and Mrs. William Domaracki of Cleveland, who was imprisoned in the same hospital ward, Bucharest prison camp, and returned on the same hospital ship to America with Nepil. They were among the 1,126 American airmen liberated when Romania joined the Allies.

They recalled their experiences when Romania swung over to the Allies. They flocked around the Americans, patted them on the backs, kissed them, and invited them into their homes for dinner, the two airmen said.

Sergeant Nepil, who is 21, attended Little Ferry schools and was graduated from Lodi High School in 1904. He also served as a gymnastic instructor at the T.J. Sokol Association in Little Ferry, where he attended classes for many years.

He entered the service Feb 5, 1943, and received training at Miami Beach, Forty Meyers, Florida, and Avon Park, Florida. He left the country May 14, and was based in Italy as a tail gunner on a B-17.

He has three brothers in service. They are Edward, who has just returned to Navy duty after a leave at home; Miroslav, in Italy with the Army; and Ludwig, in England with the Army. His father, Frank Nepil, is secretary of T.J. Sokol Association of Little Ferry.

Nothing to Do on His Day Off, Texan Goes Out and Grabs Himself a Big Nazi Messerschmitt

ALGIERS, Algeria, Oct. 2 (Delayed) (AP)--You take a guy from Texas and things get awfully dull for him over here.

Especially if all he has to do is pilot a B-17, named Cotton-Eyed Joe II.

That's the way it was with CAPT. CHARLES B. COVERT OF San Antonio. Nothing much to do--bomb Rome yesterday, Messina today, La Spezia tomorrow, dodge a little flak, mix it with a few enemy fighter planes and let the machine-gunners take care of them and then back to the base. Oh, hum! Another day, another dollar. You see, there was not really a chance for a Texan with an itchy trigger finger to get in his licks.

. . . Chuck took a postman's holiday and picked himself an ME-109, thus becoming one of the few bomber pilots to knock off an enemy interceptor in aerial combat.

It was his day off, as the boys back home would say.

When the bomber crews slated to slap Foggia around found they were short a bombardier, Chuck said shucks, he'd go along for the ride since Cotton-Eyed Joe II was being checked over.

They hardly had cleared the target when Covert, searching the sky behind his machine gun up there in the bombardier's greenhouse, saw the ME-109 coming in.

Gets His Messerschmitt.

"I knew that probably would be my only chance," he grinned. "So I started shooting before anyone else could. At first, I was way off, but when he got in a little closer, I got the range and stopped him cold. That is, I set him on fire and the boys in the ball turret down below gave him a few more bursts for luck as he went under. But they said I got him and I got credit for him."

Covert told the story before he knew there was a newspaperman around. He was shooting the bull with some of the boys out at the airport waiting on a plane going east. Somewhere along the line, he aimed to pick up his orders to go home for a short leave. He had flown fifty combat missions and he was due for a lay-off. he had seen a guy who had seen his orders for. . . . (UNFINISHED)

## HEADQUARTERS

NINETY-NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES

Office of the Intelligence Office

18 September 1943

Up to this date, the 99th Bombardment Group has been awarded the following:

One Distinguished Service Cross  
 Three Silver Stars  
 Nineteen Distinguished Flying Crosses  
 Twenty-Two Soldier's Medals  
 Sixty-three Purple Hearts  
 Five hundred ninety-eight Air Medals  
 One thousand two hundred forty-four O.L.C. to Air Medal

## ENEMY CLAIMS DESTROYED

DATE: 25-6-43

NO. & TYPE	E/A NAME	SERIAL	RANK	HOME ADDRESS
1- ME 109	James A. Harold	S/Sgt		St. Paul, 12050439
1- ME 109	Harold Penoyor	Sgt		36175983
1- ME 210	David O. Fleming	T/Sgt		36170277
1- ME 109	Bueford Wayne Lippolt	S/Sgt		36246358
1- ME 110	Paul A. Sled	2nd Lt		0-663423
1- ME 109	Emillo M. Carrillo	S/Sgt		20841708
1- ME 109	Edward P. May	S/Sgt		17086848
1- ME 109	Marion A. Alley	Sgt		19020524
1- ME 109	Steve Malaga (NMI)	S/Sgt		33276116
2- FE 190	Gene W. Royse	S/Sgt		35358797
1- FW 190	N. Duncan	T/Sgt		37373448
1- ME 109	Louis E. Walker	S/Sgt		11054394
2- ME 109	John J. Tennis	S/Sgt		31125631
1- ME 110)	Kenneth E. Titus	Sgt		19067072
2- ME 109)				
1- ME 109	Eugene L. Cantley	Sgt		15117210
1- ME 109	James E. O'Brien	T/Sgt		37167301
1- ME 109	Thomas Harris Garrett	2nd Lt		0-729745
1- ME 109	James A. Harold	S/Sgt		12050439
1- ME 109	Harold Penoyor	Sgt		36175983
1- ME 210	David O. Fleming	T/Sgt		36170277
1- ME 109	Bueford Wayne Lippolt	S/Sgt		36246358
- ME 110	Paul A. Sled	2nd Lt		0-663423
1- ME 109	Emillo M. Carillo	S/Sgt		20841708
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2- FW 190	Gene W. Royse	S/Sgt	35358797
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## "HERE 'TIS"

ITALY \_\_\_\_\_ 28 Jan  
 Published Weekly by the Special Service Section, Hq. 99th Bomb Group (H), Vol II, 4

## USO SHOW \_\_\_\_\_

"TIMES SQUARE," \_\_\_\_\_ will be staged in the Group Theater Friday afternoon, 2 February at 430 Hours. The show is mounted by Johnny Woods of Earl Carroll's and the Roxy circuit. A novel clay-modeling act in which caricatures of famous personalities are made is done by Duke \_\_\_\_\_ and his female partner, Junior. Russ Clark pulls the marionette strings of a drunk, a strip tease, a tap dancing skeleton, and a piano-playing virtuoso. On the FEMALE side, the show offers Vicky Sharon, Vocalist, of musical comedy state and radio; Wanetta New, Vocalist, of Russ Morgan fame; and Maxine Turner, featured dancer.

## POST-WAR AVIATION INFO

For the men in the Group who are interested in post-war work in aviation, some helpful information has been compiled in the Special Service Office. This information includes a list of the universities and colleges offering courses in the various stages of aeronautical training, a list of approved mechanic schools, a list of Civil Air Regulations applicable to the various airmen certificates issued: Pilots, Airline Transport Pilots, Lighter-Than-Air Pilots, Aircraft Mechanics, Aircraft Engine Mechanics, Parachute Technicians, Air Traffic Control Tower Operators, Aircraft Dispatchers, and Ground Instructors. The regulations on Pilot Certificates is on hand. Others may be ordered free. See Capt Trent for more details.

## JAPANESE RESIDENT GUEST SPEAKER

\_\_\_\_\_ Janeway, ARC, who returned from residence in Japan just prior to Pearl Harbor, will be the Thursday night guest speaker, following the G.I. Movies.

Mr. Janeway, while living among the Japanese, was an associate of Ambassador Grow. Through his experience there, officially and otherwise, he has accumulated a thorough knowledge of the Japanese people and their national aspirations. It is expected that our guest speaker will review, from the standpoint of the Japanese, the background of events leading up to our participation in the Pacific War. It would be wise to come out and get the straight, first-hand, authoritative dope from a man who has made a study of the Japanese his specialty.

## "REPORT FROM TOKYO"

New York (CNS)--Excerpt from a report on the American home front by Goro Hakano, onetime New York correspondent of the Tokyo newspaper Asahi, as reported by OWI:

". . . In the war bond selling drives, Hollywood and Broadway actresses give one kiss for each bond. Also in nude dances, each time the actress strips off some of her clothes, spectators are made to buy bonds. Thus by barbaric methods they are bolstering the dime-store patriotism of the ignorant Yankee masses."

## "FRAGS"

346

This week's news is headed by the greatest calamity of the year; the man who will suffer most by it is Chuck Miller, of the residential section of our fine area. It seems that in a recent visit to our squadron, Chaplain Whitlock drove up to Miller's tent and upon stepping out of the jeep, he fell in the mud. Now is that any way to receive company, especially the Chap?. . . We understand that \_\_\_\_\_ Coleman's new Radar flashlights are not what they're cracked up to be, your reporter can vouch for that fact. No questions please. . . On Wed. night, our Enlisted Men's club opened officially after being closed for renovations, and a fine job of remodeling by Joe, Moe, Vince, and their corps of workers, too numerous to mention. The boys opened the club in great style and except for a few muddy fingerprints on the walls, the club was in fine shape the following morning. It's too bad that some sort of competition for drinkers can't be organized in the group. We'd be sure to cop that.

347

It isn't wise to try starting a putt-putt after it's been washed in gasoline. Sgts Pellan and Donahoo can vouch for that. Sgt Donahoo is wearing his hair singed in the front. . . Pfc \_\_\_\_\_, our communications clerk, is infanticipating. Yeah,, he expects to give birth to an idea soon. His first. . . We've had our elections for officers of the \_\_\_\_\_ Club and the results are as follows: Illegible \_\_\_\_\_

348

Why is it that every time George Beukema hangs one on, he gets so much publicity out of it? It happened again when the boys on Capt Rawlinson's crew finished their fifty. Everywhere we went we heard the same thing--"Captain Rawlin's crew is throwing a \_\_\_\_\_ one, and Beukera's there!". . . They're starting to call him "\_\_\_\_\_--the man who never had it so good." The first man in the 348th to do two tours in this theatre without a break, Capt Hemphill, had a rough time getting started on his second. In fact, at this writing, the score is: N-hours-5, Missions-0. We hear he really likes seeing the sun come up. He made 9 H-hours before getting his 50th mission on Tour no. 1. . . Late flood news: If the rains don't stop before the end of the month, according to reliable reports, supplies are to be dropped to the 348th by air. This system is already being used successfully by the 416th. WARNING: Visitors entering the squadron area do so at their own risk.

416

Anyone who visited our Mess Hall t'other night at chow would have walked into a sizable riot overshadowing the Civil War. Some rebel upped and yelled in his inaccurate barroom voice, "I can lick any Yankee in the house." When he woke up three days later in Callihan's tent, he was a badly battered and bruised rebel. Guess who?. . . This is the second week in a row that Cpl O'Shea, that short and antiquated beer drinking Irishman, has failed to win a case of beer at the Bingo game. Seems that Lt Blum, the number caller got his wires crossed and Tommy has to suffer. . . Some rumor monger staggered in the other day with the best one yet. Quote: "There is a group known as the 99th Provisional Group in training back home as replacements for the ground echelon of this group." What brand of stuff are you taking these days, neighbor?. . . Shades of the House of David: \_\_\_/Sgt Kirby and Earl Silvis have really grown cute ones.

## Headquarters

Not legible

## CHAPLAIN'S CORNER

Dr. Whyte, of Edinburgh, was famous for his pulpit prayers. He always found something to thank God for, even when times were bad. One stormy morning, a member of his congregation, following the famous preacher to church through a raging blizzard, thought to himself, "This parson will have nothing to thank God for on a wretched morning like this." But Dr. Whyte began his prayer with these words, "We thank thee, O God, that it is not always like this."

We can echo that prayer about the mud and water in the areas right now. Spring and the sun will dry it out again.

When we get into spiritual muddy waters, that prayer can help us then, too. God provides resources for living by which we can rise above doubts and fears, depression and loneliness if we will ask for them. But we need to remember the truth this tory reveals:

A landlubber once asked an old boatman, "If one were to fall from this pier into the water, would he be drowned?" With a quizzical smile the old man answered, "Well, no. It isn't the falling into the water that drowns a man. It's staying there that finishes him off."

We all have our muddy moments--but don't have to stay in them. Stop looking at the mud--fix your eye on a star! Go to Church!

## CHURCH SCHEDULE

Catholic: Sunday Mass

1900, 1600, 1830

Wed. &amp; Friday: 1830

Protestant: Sunday

0800-347, 0845-Ord.

0930-348, 1015-416

1830-Hq.

## INQUIRING REPORTER

"Should Daisy Mae Catch and Marry  
L'il Abner Come Sadie Hawkins Day?"

CPL SYLVESTER DENT: Natchely!

CPL RICHARD BAURMANN: No, why should she? She's getting along very well with out him, as any fool can plainly see. I can.

S/SGT L.G. HASTINGS: SURE! Then draw up some intimate cartoons of their home life to sell as "feelthy" pictures.

SGT MC ILVAIN: My wife took a very desperate chance when she married me. Let Daisy gamble too.

PFC PANZARELLA: I never interfere where matters of the heart are concerned. let them decide for themselves.

MSGT S. MILLER: Yes. Enough of this romance.

SGT BENDER: Who pray tell is Daisy Mae and L'il Abner?

## MOVIE SCHEDULE

MONDAY 29 JANUARY

"WINGED VICTORY"  
1800-347th, 416th & Hq.  
2000-346th, 348th & Ord.

TUESDAY 30 JANUARY

"MARK OF THE WHISTLER" with RICHARD DIX  
1800-346th, 348th & Ord.  
2000-347th, 416th & Hq.

WEDNESDAY 31 JANUARY

"ONE BODY TOO MANY" JACK HALEY & JEAN PARKER  
1800-347th, 416th & Hq.  
2000-346th, 348th & Ord.

THURSDAY 1 FEBRUARY

"G.I. MOVIES"  
1800-One showing only

SATURDAY 3 FEBRUARY

"GILDERSLEEVE'S GHOST" with GILDERSLEEVE

## EXTRA ATTRACTIONS

THURSDAY 1 FEBRUARY

TALK ON THE JAPANESE PEOPLE  
by an associate of Ambass. Grew  
Immediately following the movies.

FRIDAY 2 FEBRUARY

U.S.O. TROUPE 432 "TIMES SQUARE"  
Cast of four men and four women in an hour and twenty minutes show.  
1430-One showing only.

Please note: There is a show this Tues. evening. This week only.

## "SPORTS FOR SPORTS"

**Ping Pong:** Even though the 346th was so confident that they wrote up a column describing their victory, Hq. won the playoff match for the championship. In hair-raising matches, Rubenstein, Michaelson, Mathus, and Zwerdling won their single sets while Tidmarsh chalked up a victory for his side. Vest and Sebolevski took the doubles to make the final score 4-3 in favor of Hq. One unusual aspect of the match was the yelling, stamping, whistling, applauding spectators loudly led by Mo Goldman. The only thing that was missing from a typical B'klyn game was the absence of pop bottles. Don't get me wrong though--we loved it and it made the match all the more exciting. It would be a good thing if some of the other squadrons backed their team like the 346th.

**Basketball:** The 346th Rattlers can evidently show the ping pong team something about winning games. By beating the 702nd Eng. last week, they retained their hold on first place in the American league. Spear and Lt. Wellborne certainly were hot in their last game and are mainly responsible for the 36-30 drubbing they handed the Eng. The fine teamwork and passing of the whole squad makes it a cinch to cop first place in the league--only two more games to go. We're pulling for you!

## NEWS FROM HOME

**Boston:** This sign hangs in the window of a South Boston pet shop: "Cats Trained to Scratch your Back."

**Indianapolis:** Santa Clause ran into a pack of trouble in Indianapolis. En route to a costume party he was picked up for drunken driving. His bundle of toys, police discovered, contained several jugs of rye.

**Kansas City:** This add ran in a recent edition of the Kansas City Star, "Wanted: Cigar store attendant. Low wages but first crack at popular brand cigarettes."

**Lansing, Mich:** A local lady has sued for divorce because her husband keeps an alligator in the parlor. Seems he was an animal trainer and the 'gator is one of his old pets.

**Brooklyn:** A sport-loving thief stole a Third Avenue streetcar from a car barn in the Bronx and sped madly downtown tooting the horn like a fiend. The madcap motorman never was apprehended but the stolen streetcar was finally abandoned in Brooklyn.

**Portsmouth, N.H.:** Mrs. Mary Dondero who was installed recently as Mayor of Portsmouth, has received a proposal of marriage from a Vermont resident. He wrote that he was tired of restaurant food.

**Detroit:** If the will of Mrs. N. Myers is admitted to probate, her dog Jack will inherit \$20,000 and her son Joseph will get nothing. Mrs. Myers left everything to her pup and cut her son off without a dime.

## HEADQUARTERS

NINETY-NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES  
Office of the Intelligence Officer

## SPECIAL NARRATIVE REPORT

MISSION: 28 February 1945 -

## I. ENEMY RESISTANCE

A. One (1) unidentified t/c aircraft, black in color, was seen at 1230 hours. This a/c passed below formation at 20,000 feet and continued on its heading.

B. Flak: This group encountered moderate, accurate, heavy flak, of predominantly tracking type. The flak was accurate as to altitude and as to deflection. Our formation was in the flak for approximately three (3) minutes. Thirteen aircraft were damaged by flak, five sustaining major damage and eight minor damage.

## II. SIGNIFICANT OBSERVATIONS

A. Land: \_\_\_\_\_, 24,000' \_\_\_\_\_, \_\_\_\_\_, 30 tanks of oil storage type were observed

B. Air: 1000 - over Florence area, a co-pilot listening on VHF heard a German conversation, voice said, "Do you hear me" and then counted up to 30. Net was then \_\_\_\_\_ off.

C. Flak Position: Illegible.

D. Smoke Screens: 1150 - 33,000', smoke screen at 40/\_\_\_\_, 20/\_\_\_\_. Very small \_\_\_\_\_ on top of a hill. Smoke was billowing in a large volume. \_\_\_\_\_ smoke screen, \_\_\_\_\_ fair coverage of warehouse and small town

## III. CONCLUSIONS

A. Total Losses: None

B. Damage: From Flak: 13 (5 major - 8 minor)  
3 wounded (2 slight - 1 serious)

C. Victories: None.

D. Corrections on Telephone Mission Report: None.

## MISSIONS FOR THE MONTH OF MARCH, 1945

MISSION NUMBER	DATE	TARGET
352	1 March 1945	Moosebierbaum O/R, Austria
353	2 March 1945	Linz M/Y, Austria
354	4 March 1945	Sopron W. M/Y, Hungary
355	8 March 1945	Hegyzhalon M/Y, Hungary
356	9 March 1945	Bruck M/Y, Austria
357	10 March 1945	Verona-Perona RR Br., Italy
358	12 March 1945	Florisdorf O/R, Austria

359	13 March 1945	Regensburg M/Y, Germany
360	14 March 1945	Almesfuzito O/R, Hungary
361	15 March 1945	Schwartzheide Syn O/R, Germany
362	16 March 1945	Florisdorf O/R, Austria
363	19 March 1945	Lendshut M/Y, Germany
364	20 March 1945	Kerneuberg O/R, Austria
365	21 March 1945	Florisdorf O/R, Austria
366	22 March 1945	Ruhland O/R, Germany
367	23 March 1945	Ruhland o/R, Germany
368	24 March 1945	Daimler Benz Tk. Wks., Germany
369	25 March 1945	Prague Kbely A/D, Czechoslovakia
370	26 March 1945	Weiner Neustadt M/Y/ Austria
371	30 March 1945	Vienna N. Goods Depot, Austria
372	31 March 1945	Linz Main Station, Austria

## SPECIAL NARRATIVE REPORT

MISSION: 1 March 1945 - Moosbierbaum O/R, Austria

I. ENEMY RESISTANCEA. Fighters: No enemy aircraft were observed on today's mission.B. Flak: This group attacked 2 targets today. Over Moosbierbaum, slight, accurate, heavy, barrage type flak was encountered. This flak was encountered for the most part after bombs had been dropped. The flak was inaccurate as to altitude and deflection.

Over Villada, moderate, fairly accurate, heavy flak was encountered. This flak was fairly accurate as to altitude and deflection. Two (2) of our aircraft were damaged, sustaining minor damage.

Flak at Villada was of barrage type and was encountered for about four (4) minutes.

II. SIGNIFICANT OBSERVATIONSA. Flak Positions: Villada, N-F/A-NGyor, 47/\_\_\_, 17/\_\_\_, just one burst observed  
MoosbierbaumB. IllegibleC. Air: IllegibleIII. CONCLUSIONS:A. Total Losses: None.B. Damage: From Flak: 2 minorC. Victories: NoneD. Corrections on Telephone Mission Report: None.

## SPECIAL NARRATIVE REPORT

MISSION: 2 March 1945 - LINZ M/Y, AUSTRIA

I. ENEMY RESISTANCE:A. Fighters: No enemy aircraft were observed or encountered on today's mission.B. Flak: This group encountered moderate, inaccurate, heavy flak over the target. The flak was of barrage and tracking type. Flak was encountered about 30 seconds before bombs were dropped and lasted for about 1 1/2 minutes. The flak was off as to deflection but altitude was fairly good. The flak was fairly accurate as to the last squadron in the Group and 3 aircraft sustained minor flak damage.II. SIGNIFICANT OBSERVATIONSA. Land: 1205 - 22,000', 46/20N, 12/45E, Linz M/Yds repaired - very little rolling stock.

1307 - 25,300', A/C at 42/15N, 14/16E - 25 s/c a/c.

1338 - 21,000', 7 t/c a/c, A/D, 47/12N, 14/42E, also 5 s/e a/c.

1340 - 21,000', \_\_\_\_\_ M/Yds, 47/13N, 14/40E.

B. Air: 1344 - 20,000', 45/50N, 14/40E, strange B-17 joined formation in front of 99th and was shot at, later tried to join 99th Bomb Group formation. Vertical stabilizer was black

Hans-Heiri ; Note. geo, 1288

C. Smoke Screens: 1225 - 23,000', scattered and thin smoke screen covering \_\_\_\_\_ miles, at 48/10N, 12/20E.  
1230 - 47/40N, 12/\_\_\_E, smoke screen at Salsburg. Smoke pots in a line 3 miles North of town.III. CONCLUSIONA. Total Losses: NoneB. Damages: From Flak - 3 minorC. Victories: None.D. Corrections on Telephone Mission Report: None.


"HERE 'TIS"

ITALY

4 Feb. 45

Published Weekly by the Special Service Section, Hq. 99th Bomb Group (H). Vol II-6

ALL GIRL ORCHESTRA AT FLAGELLA

D'Artega's All Girl Orchestra will not tour the Bomb Groups, but will play in the Flagella for five days beginning Thursday evening, 6 February, at 1930 Hrs. It is scheduled Friday afternoon and night, Saturday night, Sunday afternoon and night, and Monday night. Afternoon time is 1400 Hours; night 1930 Hours. No tickets necessary; first come first served.

BALL TURRET COVER INVENTED

S/Sgt George Fierbaugh, 348th, put out by the difficulty of removing while in flight the accumulation of mud on his ball turret window, proceeded to rectify the situation. By means of a couple of screws at about 1 and 10 o'clock on the window, as well as a bar across the bottom, Fierbaugh discovered that he could fasten a cover on the window that could easily be removed while in flight, saving no little trouble and providing much clearer vision to the ball gunner.

END-OF-COURSE TESTS URGED

Many of the men in our Group who received self-teaching texts last fall should have progressed far enough by this time to apply for an end-of-course test if he desires. It is wise to be examined in your particular subject, so that you may get a certificate of having successfully completed the course and so that the grade and record of completion may be filed with the Armed Forces Institute. The AFI, upon your request, will negotiate for you with a school of college to determine how much credit a particular school will grant you for knowledge gained through correspondence or self-teaching courses. Some day you may want this service, and the Armed Forces Institute will be unable to help you unless it has record of your having satisfactorily completed work on a self-teaching course.

See or call Capt Trent in the Hq Special Service Office if you want this service. Examinations are free to enlisted men; they cost Officers \$2.00.

BARBER SHOP QUARTET CONTEST

A Barber Shop Quartet contest under the sponsorship of Special Service Section MTOUSA, is now being conducted throughout this Theater. Our Group will compete in the Foggia Area, Adriatic Zone contest. Dates for Area competition have not been announced, but squadrons are urged to get their quartets organized. There is no limit to the number of quartets we can enter. Prizes for winners will consist of War Bonds and specially decorated and designed souvenirs. If circumstances permit, Theater champions may tour the Theater as a portion of an entertainment unit.

Some contest rules follow:

a. Each quartet will sing only three numbers.

b. No single number will last more than five minutes.

c. Each quartet must sing "Down By the Old Mill Stream" as one of the three numbers sung.

- d. Two of the three numbers may be selected by the quartet.
- e. Costuming will not be considered in judging the winners.
- f. One accompanist using any instrument may be included in the quartet, or the accompanist may be a fifth member but must not sing.

Submit names of entries to the following Men: 346th-Corp Corcoran; 347th-Sgt Axelrod; 348th-Sgt Buekenan; 416th-Corp Morrow; Hq-Pfc Zwerdling.

#### FIVE POINT LANDING

Three point landings are what pilots strive for in setting down an aircraft after a flight, but a five pointer took place recently. It might well be termed A crash landing, for as Sgt John Wiggin, Hq FRO, was making a short hop to the latrine outside the hospital in the "wee small hours" a few mornings ago, his sleep-fogged eyes failed to see the foot scraper well hidden behind the outswinging door, and with full ground speed ahead, caught a toe in same, took off again and landed on the steel taxi strip, lighting on both hands, both knees, and his abundant stomach at one and the same time. After bouncing a few times, he came to rest and found himself with a mere scratch. He can't even get a Purple Heart for the rough mission.

#### "FRAGS"

346th

The most intriguing game of this week came about because of two utterances that spewed forth from the mouth of one V.S. SEARLES. Said V.S. to Ryan the other morning, "What did you do with those letters you put in my pocket?" About an hour later, Searles came out with this gem, "I think I'll get a shave before I get Ryan's haircut." You figure it out. . . .Our new traffic cop, FRANK O'DONNELL claims a terrific drop in accidents this past week. The reason, said Frank, is that no one has any transportation. Everybody is walking, even LINKLATER. . . .Mine Host Louie Levenson has gone back to school. He is now a student at Cook and Barbers University at Bari. After Louie graduates, he will be given a medallion struck from a C ration can. . . .We want the whole wide world to know that ART PORTER, of Bath, Maine, painted the Day Room practically by himself. Another of Art's many talents is winning Oak Leaf Clusters to his Air Medal. . . .We feel it only fair to warn you that Capt Richmeir is going to pre-flight the "Rocket." This freak of nature is the only automobile we know of whose front wheels roll forward and back wheels roll backward.

347th

Attention Frank Buck, Tarman etc. We have a man who belongs right up in the big leagues of the animal hunting game. CPL MAKHAUSKAS set a snare the other night and caught not one, but two savage beasts--two ferocious, man-eating one inch mice. . . ."I just put a gallon of oil into the weapons carrier. I guess that should be enough" said CPL ZINKOFSKY to SGT BOBCO. That loud noise resulting was Bobco blowing his top. . . .CPL ALVA "POP" ROSSER our mail orderly is again moving his place of business. Part of the plan for improving our day room. . . .Sweat it out fellows. We should have our bar ready pretty soon. I guess we'd better put in a few cases of vadka for the Reds when they get down here. However, let's not be too hasty about packing our barracks bags--wait a week or two.

348th

Life in the 348th last week centered around the three Rs--rain, rumors and Russia. The rain continued, the rumors flew and the Russians marched on. Over in the P.X., Pop Hollani and Bob Avant got up a little pool to see when Joe Stalin's boys would reach Berlin. The latest date in the pool is March 3rd. Maybe they are a little too optimistic, but the way things are going you can never tell. . . ."H-hour Hemphill" did it again. After sweating out nine H-hours, he put himself on the leading list for the tenth time, then took his name off. That day they flew a mission. . . .Is it true that Elmer Gill and Grady Landford have written for reservations at a Dallas hotel for July 4th? Evidently they haven't heard that all Texans in the armed forces are slated for six months in Burma when we really open up on the Japs. . . .We'll match Jamie Fontana's board against any in the group right now. That'll be just the thing when he gets into the infantry. . . .Hope you boys are giving George Boukoma your cooperation in getting the show ready. The other squadrons are practically all set with theirs and we'll have to get on the ball.

Hq

New officers were elected this week for our club. Dent is Pres. and Michaelson is his vice. Sheffield, Sullivan and Shapiro are the House Committee members, while Swerdling, Koch and Walters work on getting some entertainment for you boys. Frank Medici has consented to remain treasurer again and deserves a hand--for it's a thankless job. This crew of energetic beavers have made extensive plans for remodeling the club, and are already at work. Every man can have a hand in building up a club equal to a New York night club if he does one or two things. Firstly, he can contribute a few bucks to the fund so new chairs and tables can be purchased. Everyone should be able to do this. And those of you who want to help by wielding a paint brush or hammering a nail--well, just drop by the club anytime and help the boys along. Charlie Karchnyak, our interior decorator will show you what to do.

#### CHAPLAIN'S CORNER

There is something seriously wrong with a person who has lost his sense of humor. God gave us laughter as a tonic for the soul; nothing replaces the proper perspective on life better than a hearty laugh.

Those of us overseas are in danger of developing irritations and depressions, self-pity and hyper-critical attitudes toward others. We tend to take everything, especially the things that happen to use personally, too seriously. There is a funny side, too. And our morale depends on how well we see that.

Special Service deserves hearty praise for providing many entertainments and movies--they help a lot. But organized programs and movies are not the whole struggle! There is something that we ourselves must do. We need to remember that an American characteristic is the willingness to laugh in the face of difficulties and troubles--to see the funny side. We need, each one of us, to develop this ability to face life with a sense of humor--to do it consciously and unconsciously, habitually.

This has been called a war of nerves. The person with a sense of humor is less likely to fall victim of nerves than those who tear themselves down "sweating it out." Let us be like the Cat in "Alice in Wonderland" and let the grin be the last thing to go.

In the final analysis, a sense of true humor is the result of a deep confidence in God and his goodness--a confidence that at the heart of the universe, things are all right, that wrongs cannot possibly win in the long run, and that there is Joy in everything. Get yourself right with God, and the other things will fall into their proper place. Go to Church!

#### CHURCH SCHEDULE

Catholic: Monday Mass  
0800, 1600, 1830

Protestant: Sunday  
0800-347; 0845-Ord;  
0930-348; 1015-416  
1830-Hq.

#### HOSPITALIZED AT THE 99th

Going to the hospital isn't the old bugaboo that it used to be for now the Group's own hospital is in fine running order and has been for some time.

Equipped with a ward of some 16 or 17 beds, the patients that formerly were "quarters" cases or the ones that would ordinarily be sent to the 61st for a period of internment for mild ailments, now rest up between sheets in the base hospital. Here ones friends may easily pay a call on a patient, mail and rations do not take the sweating out that is necessary away from the base, and the squadron Medical Officers may care for their own men on their daily calls.

X-rays, laboratory tests and fine care of the patients night and day make it a hospital the Group can be proud of. Headsets for radio entertainment dangle over each bed and in inclement weather, they even have running water over each bed. However, the hospital does not boast of this last convenience and plans for rectifying the situation are in progress. Seriously though, it is a fine place and no one should feel reluctant to "turn himself in" to his infirmary if he is not well. Eisman, Freeman, and their little helper "PISTOFY" will serve you meals in bed and make you comfy.

## MOVIE SCHEDULE

MONDAY 5 FEBRUARY

"CRIME BY NIGHT" with  
JANE WYMAN & JEROME COFMAN  
1600-347th, 416th & Hq.  
2000-346th, 348th & Ord.

WEDNESDAY 7 FEBRUARY

"TAKE IT OR LEAVE IT" with  
PHIL BAKER  
1800-346th, 348th, & Ord.  
2000-347th, 416th & Hq.

THURSDAY 8 FEBRUARY

"G.I. MOVIES" NO. 63  
1800-One showing only

SATURDAY 10 FEBRUARY

"ABROAD WITH TWO YANKS" with  
WILLIAM BENDIX, DENNIS O'KEEFE

## BOMBARDIER-PHOTOGRAPHER

When Captain Albert Beals decided to take a camera along on a mission, nothing much was thought about it, but when he came back it was discovered that he had taken some extraordinary shots. It was his unusual vapor trail shot that adorne this week's "FRONT PAGE" as well as the Jan 28th's Sunday Stars and Stripes. From now on, however, the only pictures Capt. Beals will be shooting will be of bathing beauties on Lake Eire's shores. That's right, he's packing his ping pong paddle, dice, \_\_\_\_\_ and toothbrush and is heading home.

## Sports for Sports

**Basketball:** The 346th Rattlers wound up the regular season in a tie for first place. The play-off with an aggregation known as the Bombers will be announced in a later edition of Here Tis.

Last Thursday night, the Rattlers whipped the Gremlins 48 to 30. The game was marked by the sensational second half come-back of the Rattlers for at the half they were behind 24 to 16. Ed Spear, the league's high scorer started off the second half properly by dribbling through the whole Gremlin team to reach pay-dirt with a neat lay-up shot. With this as an inspiration, Welborn, \_\_\_\_\_, Tidmarsh and Scholowski really got rolling and dropped the ball in from all over the court to finish the game with a decisive lead.

**Sidelights:** Mo Goldman, the manpower specialist in the 346th, yelled himself out of a day a week the other day. Down at the basketball game, he told Tidman he could have the next day off if he scored a basket. Tiddy came close to getting a three day pass by accounting for ten points. While on the subject of Mo, be sure to come down to the day room during the ping pong tournament--Goldie has developed a new secret weapon, the V164. Details are not known but Mo claims it will put them on top in a breeze.

## INQUIRING REPORTER

"Should World War II Veterans join the American Legion or form one of their own?"

**SGT RAYMOND BROGAN:** We should join the same organizations as our fathers did. By working with already established outfits, we can help immeasurably to perpetuate the high ideals of our fathers.

**SGT HERBERT LAMSON:** The American legion has only succeeded in prostituting its alleged aims. I fail to see any raison d'etre for any such organization.

**CAPT JAME MURPHY:** A single organization would be stronger than two.

**S/SGT ARTHUR REID:** I believe we should organize ourselves. We are in conflict the likes of which was unknown to mankind. Veterans of this war have seen with their own eyes what the Nazi has done. He will never forget, never let it happen again.

**SGT LARRY BJORNEBY:** MDaintain the American Legion and Veterans of Foreign Wars. They have much to offer and any faults can be rectified by new blood.

**SGT ALLEN A. WELLS:** If the veterans of this war \_\_\_\_\_ an organization which will better man's understanding of his fellow man and if the world which will seek a fuller and more equitable \_\_\_\_\_ of Nature's resources for all people, if the veterans of this war bvelieve that their common experiences have broadened their understanding of these matters, I believe they would do well to solidify their forces for the work ahead by forming their own organization.

**PFC ALLEN ZWERDLING:** In twenty years, a new organization would be as conservative and inept as the A.L. But let's have a new one while we're still young and enthused.

## NEWS FROM HOME

Want Ads

Wanted: A strong horse to do the work of a country minister.--Conn. paper

Wanted: Man to do paperhanging in exchange for permanent wave--.  
Joplin, Mo. paper

Wanted: One wealthy wife, by young unemployed man of Tallahassee, not bad looking and had experience in Madison--Tallahassee, Fla. paper

Wanted: Job. Honest man. Will take anything--Jacksonville, Fla. paper

Swap: Drink mixer, glasses, tray etc., for a good baby carriage--Ossining, N.Y. paper

From 15AF

Page 18

SORTIE

**SWISS INTERNESS ASSOCIATION** — Joseph Krajewski writes that the Association has located current addresses for hundreds of former Swiss interness. If you would like to locate former friends who were interned or would like to join, the Association address is: 1010 Radnor Avenue, Pine Beach, NJ 08741. Please enclose a self addressed and stamped envelope.

**FLYING JACKETS** — There's a program for you WW II aviators who are wondering what to do with your A-2 flight jackets. The father of an Air Force Academy cadet will help arrange for the donation of old A-2 jackets directly to worthy cadets. The program is designed to encourage the vet and cadet to correspond so that the vet can hand down some WW II aviation lore to a future aviator and at the same time, learn a bit about the latest crop of cadets and the Academy. A jacket with its history is inspirational to these cadets and is a direct opportunity to share your history and heritage with a future Air Force leader. If interested, contact Cullen Wilder, 1014 Gloucester Court, Sunnyvale, CA 94087; (408) 720-0709. (Ed's Note: While the program is not formally connected with the Academy, I have received a letter from the cadet who helps select the cadets and administers the program at the Academy and I am satisfied that this is a worthwhile and unique opportunity.)

How about 50-mission  
Caps? →

451st B.G., by Bob Karstensen

## HISTORY

21

Personnel activities included the following: Four key officers were promoted to captain on the first of the month, they were: Captain Henry Richardson, Group Statistical Officer; Captain Wilbert Jacobs, 725th Squadron S-2; Captain J.W. Ramsey, 725th Engineering Officer; and, Captain

William McGuire, Group Gunnery Officer. Major Herschel Mahon, 727th Operations Officer, finished up his missions and being "war-weary" went to recuperate in the States on the 2nd of the month, Lt. William Finley, Group Weather Officer, left for the 99th Bomb Group on the 4th and Lt. Williams who joined us last month took over his duties. Lt. Finley had long been one of the most remarkable characters in this organization.

2 May 1988

Dear George -

To help fill in the name blanks of Covert's aircraft: The first was named Cotton-Eyed Joe and the crew officers were C.B. Covert, pilot; James Hagen, Co-pilot; Jack E. Cook, navigator; and Wm. Barney, bombardier. The 2nd plane he named Cotton-Eyed Joe II [Sqdn 347th].

I do not know the enlisted crew, but Hagen or Jack Cook would. Nor do I know who became his co-pilot when Hagen got his own crew. Chuck flew in yellow cowboy boots he had worn in Helotis, Texas where we danced Cotton-Eyed Joe (the dance) every Sat. nite & Sun afternoon during our courtin' days. He named his airplanes that because he said if any plane could be as bodacious as that dance, he'd get home! I pray & thank God he did. I just wish he'd lived past his 54th birthday so he could enjoy growing old with all you 99ers!

Someday, i'd love to write an article for you on the wives point of view as we traveled from combat "gettin" ready" station to station. We had some interesting things happen and learned a lot about prayer once you'd left the States.

I hope to go to the '89 reunion in McAllen. I realize its getting late in life. I will also celebrate my 50th high school graduation in SA in '89.

I keep in touch with Cantwell & vice versa. Hope we can get him to a reunion in IX. We are still dancing Cotton-Eyed Joe here--but slower!!

Best regards,

Maxine K. Covert

Has anyone ever found Fred G. Moseley?

P.S. I would love to know what the final end of either of those planes was and who piloted it after Oct '43, when Covert came home after his 50th.

Dear Maxine;

We have searched the phone books of Virginia and the District of Columbia FOR Moseley with no success. We wish to check out the rumor that he has some film of the 99th. Perhaps some of our Gentle Readers will be able to help us.. Thank you for writing - We would like to print your account of life back in the Zone Of The Interior.

geo



### Yank Over Rome Dropped Bombs 'n Grabbed Fiddle

OMAHA, Sept. 12 (AP).—One Yank really fiddled while Rome burned during the first bombing assault on the Italian capital, Capt. Harry R. Burrell of Omaha, pilot of a bomber in the raid, wrote his parents.

"After bombs were on their way

down into Rome, one of the boys left his waist gun long enough to pick up a violin he had borrowed from the Red Cross and offered a rendition of 'Yankee Doodle.' So history repeated itself—and he fiddled while Rome burned," Captain Burrell said.

both items from Margaret Boatwright's files

### San Antonian Dies in Action

Names of one San Antonian killed in action and two others wounded were released Wednesday by the war department.

Dead is Flight Officer Horace A. Holik, killed in the North African area. His mother, Mrs. Annie R. Holik, lives at 432 Tenth street.

The wounded are Lieut. Col. John H. De Russy, and Lieut. Col. LeRoy A. Rainey. The former's wife, Mrs. Louis S. De Russy, lives at 1046 Shook avenue, while the latter's wife, Mrs. Pauline L. Rainey, resides at 230 North drive.

Also listed as killed in the North African area were Pfc. Manuel Diaz, of Edinburg and Capt. Loran J. Stewart, of Kingsville.

Another South Texan wounded is Pvt. Rafael Cano of Mercedes.

# Shipping Gets Pounding at Naples

*San Antonio Light*

*April 6, 1943*

By the Associated Press.

Massive fleets of Allied aircraft, including hundreds of American Flying Fortresses, blasted at Axis industrial, U-boat and shipping strongholds from Kiel in the north to Naples in the south Sunday and Monday, causing heavy damage and by Axis account a big loss of life.

In a Monday daylight raid, a large force of U. S. Flying Fortresses raided near Antwerp, Belgium.

Smashing at Naples, key mainland supply port for Tunisia, nearly 100 of Maj. Gen. James H. Doolittle's four-motored giants carried out the greatest raid of the war on that city from French North African bases Sunday.

While these were spreading a cloud across Axis hopes in the Mediterranean, another huge force of 133 American Fortresses thundered over the Renault tank and motor factory at the outskirts of Paris in the greatest American raid of the war from Britain.

These blows were followed Sunday night by Britain's big bombers which dropped more than 1000 tons of bombs on Kiel, German naval base and U-boat building center. Essen, second most blitzed city of the Reich, had its heaviest raid in recent weeks on Saturday night.

LONDON, April 5.—(AP)—The Alglers radio reported today American forces, spearheaded by tanks, were furiously attacking German positions east of Maknassy on the central Tunisian front after intense artillery preparation.

The American troops in the Maknassy sector represent the northern-most of two columns under General Patton, which have been thrusting toward the sea in a threat to Field Marshal Rommel's flank.

ALLIED HEADQUARTERS IN NORTH AFRICA, April 5.—(AP)—U. S. Flying Fortresses smashed Naples in the greatest raid of the war against that Tyrrhenian sea supply port yesterday as the American Second army corps repulsed a German counter-attack in the El Guetar sector and continued the drive toward a junction with the British Eighth army, it was announced today.

Nearly 100 of the four-engined Fortresses from Maj. Gen. James H. Doolittle's air force stole the show yesterday afternoon, with the raid on Naples, the first against the base from French North African bases.

In far-flung offensive operations which pocked enemy air fields, blasted an enemy convoy in the Sicilian narrows and rained destruction on Naples and the Sardinian harbor of Carloforte, the Allied air forces lost five planes, according to an official announcement.

Eleven enemy planes were shot down in combat and at least 29 were destroyed on the ground.

Three formations of Fortresses made the Naples raid. They were led by Col. Stanley J. Donovan of Portland, Maine; Col. Fay F. Up

(Continued on Page 2, Col. 5)

## Naples Bombed

(Continued from Page One).

the grove of Row Pa., and Lieut. Col. Q. T. Quick of Salt Lake City, Utah. Nearly 200 tons of bombs were dropped in 15 minutes.

Fighter opposition was weak and the majority of the almost five-score bomber crews saw no sign of enemy aircraft. Of the few which did challenge the Fortresses, a number were damaged.

Large clear patches in the cloudy sky over Naples enabled the bombardiers to line up the targets accurately, observers said, and huge clouds of smoke quickly billowed up from the objectives.

### SHIPS BOMBED.

Of the 21 ships damaged in the harbor, three were liners. Bomb bursts were reported to have covered the Capodichino air field, where 97 aircraft were observed on the ground.

Just before the Fortresses hit Naples, Mitchell bombers dropped heavy loads of explosives on the harbor of Carloforte, on the southwest coast of Sardinia. The crews reported they hit a coastal vessel and nine small boats, and started fires in the boatyards, a warehouse and along the waterfront. (The Italian communique said 12 persons were killed and 30 injured in Carloforte.)

Another Mitchell formation set afire two ships in an attack on the Sicilian channel convoy and destroyed two Messerschmitts which attempted to intervene.

### DOG FIGHTS.

Sgt. Eldin A. Davis of Tacoma, Wash., and Sgt. Robert O. Kirkland of Plant City, Fla., were credited with these two victories.

One of the Lightning pilots escorting the Mitchells, Lieut. John B. Cappel, hit the water during a dog fight and his propeller was damaged. He managed to climb again, however, and engaged in another brush with the Germans. Then he reached home safely.

Western desert air force fighter bombers attacked two airdromes in the southern Tunisian sector, intercepting two formations of enemy bombers with fighter cover, Spitfire patrols chased them away from their targets and shot down five Messerschmitts.

# raids

*Robertson Boulevard*  
*April 6, 1943*

ALLIED HEADQUARTERS, North Africa, April 5.—(UP)—Big fleets of American bombers, including almost 100 Flying Fortresses, hit or damaged about 35 enemy vessels in the big Italian port of Naples and adjacent waters, a communique announced today, while United States ground forces drove the Germans from two more hills in southwestern Tunisia.

The aerial attacks on the main Italian supply port of Naples and on ships in Sicilian and Sardinian waters gave the Italian mainland its first taste of high altitude bombing by the Northwest African airforce commanded by Maj. Gen. James H. Doolittle.

Almost two hundred tons of bombs were dropped on Naples in the 15-minute attack and 27 out of 97 aircraft on the nearby Capo Di Chino airfield were hit on the ground. All the American Fortresses returned to base.

The attack on Naples was the sixth American air raid on the port, but it was four times heavier than any previous bombing of Naples, where the Americans so far have not lost a plane in attacks from the Middle East or from this sector.

Ten ships, including two liners, were hit in Naples harbor. A fire was started on one ship. A repairship and three submarines and a cluster of small vessels also were hit, while seven merchantmen in a floating dock, a liner and two escort vessels were damaged. Fires were started on the quays and in adjacent industrial areas.

At nearby Capo Di Chino airfield, bomb bursts covered the field. Only weak fighter opposition was encountered, but the bombers met rather heavy anti-aircraft fire.

*Our thanks to Margaret Boatwright for this page.*

# Yanks Survive Fierce Battle Over Sicily

By CLINTON GREEN,  
I. N. S. Staff Correspondent.

**WITH AMERICAN FORCES IN SICILY,** Delayed — (INS) — Two American fliers — the first Italian-held prisoners to be released by Yank invasion forces — were found lying wounded in a hospital in the small town of Ragusa today.

They were First Sgt. Allen B. Huckabee of Temple, Texas, 43, who holds the title of the oldest combat man in the United States Air force, and Technical Sgt. David Fleming of Jackson, Mich.

The former is carrying 11 bullet wounds and the latter five. But now they are all smiles and looking forward to their return to North Africa after harrowing experiences which began when their formation of Flying Fortresses in a raid on Comiso airfield on July 5 was attacked by more than 100 German and Italian planes.

"Everything was going fine until we were about 10 minutes from the target," Fleming said. "Then we were attacked by swarms of ME-109s and Macchi M202s, but we kept on and dropped our bombs.

"As we pulled away from the target more enemy planes kept coming on us. Anti-aircraft knocked out our No. 4 engine, setting it afire, which slowed us up and we were forced to drop back from the formation.

## ENEMY SWARMS IN.

"Ack-ack later hit our No. 1 engine. We were losing altitude fast and our accompanying ships had to leave to protect themselves.

"There we were all alone, and those 109s and 202s started pouring in on us. We counted at least 20 enemy planes attacking us."

In a matter of minutes, the tail gunner, one waist gunner, the copilot and the ball turret gunner were killed. Before the tail gunner, Staff Sgt. Robert W. Mills of Palatka, Fla., died from his wounds, he managed to crawl into the waist and help one of the gunners feed ammunition.

Others killed were Second Lieut. Alien J. Ewoit of Ohio, co-pilot; Staff Sgt. Frank M. Esposito of the Bronx, N. Y., ball turret gunner; and Sgt. Carson E. Logan of Mansfield, Ohio, waist winner.

## 11 DOWNED

Although only one top turret gun and a gun in the radio hatch were operating, the Fortress accounted for 11 enemy planes. Huckabee, operating the top turret gun, got at least five.

When all guns were knocked out of action, the pilot, First Lieut. Albert E. Davis of Modesto, Calif., gave the order to bail out. Waist Gunner Sgt. John Withrow of Grand Junction, Colo., went first, then a Sergeant Dorr, a photographer making his first trip with the crew; then Bombardier First Lieut. Vincent E. Shank of California; navigator First Lieut. Herbert O. Perry of Hollywood, Calif., (a musical arranger for Walt Disney studios) and finally the pilot, Huckabee and Fleming.

"The plane was in a spin when I jumped," said Huckabee. "I saw it crash in flames as we floated down."

## "SWEAT OUT" RAIDS

Within 15 minutes after hitting the ground, the men were taken prisoners and moved by ambulance to a Catholic hospital, where they were treated for their wounds. The pilot and Withrow were the only men not wounded.

Later Fleming and Huckabee learned all the others had been moved to Venice, but when the Ragusa hospital attendants tried to move them, the pair feigned additional pain, for they had been tipped off by a friendly Italian doc-

tor the Americans had landed on Sicily.

During their stay in the hospital, their toughest hours came when, in the space of 24 hours, they were forced to "sweat out" 14 raids on the city by American bombers.

"God, it was awful," said Fleming. "But it was fully compensated for when those American soldiers came into the hospital. I could have kissed a sergeant."

Seventeen American soldiers and two jeeps took Ragusa. They later moved the two men in an ambulance to Comiso, "where the sight of more American soldiers proved just the tonic we needed," said Fleming.

# Rainey Cited by Gen. Doolittle

Lieut. Col. LeRoy A. Rainey of San Antonio, was awarded the Silver Star by Maj. Gen. James H. Doolittle as he stepped from his Flying Fortress after a raid on Bologna, Italy, the Associated Press reported Tuesday.

Doolittle was waiting on the runway to decorate Rainey and two other airmen in the flight. Rainey's local address is 230 North drive.

# Forts Win Air Battle Over Sicily

**ALLIED HEADQUARTERS IN NORTH AFRICA,** July 6.—(AP)—Allied air forces, spearheaded by U. S. Flying Fortresses which shot down 41 enemy fighters over Gerbini, struck paralyzing blows at Axis resistance yesterday over Sicily and Sardinia.

It first was announced the Fortresses had shot down 30 fighters but tonight it was stated officially after complete checking and comparison of pilot's reports that the score was 41, sending the Axis losses for 24 hours to a total of 53.

Twelve Allied planes were lost. The smashing aerial offensive went through its third straight day

(Liberator pilots think Fortresses got too much credit. Page 5-A).

with bombers roaring over Gerbini, Marsala, Licata, Sciacca and Catania in Sicily and Villacidro in Sardinia — all air bases.

## GREAT VICTORY

More than 60 Liberator bombers based in the Middle East joined in the devastating raids, shaking Messina in Sicily with nearly 375,000 pounds of bombs, a communique of the U. S. Ninth Air force declared.

Hits blanketing the ferry terminal installations in Messina "caused extensive damage," the communique said, and bombs were laid on railway tracks, a roundhouse, a warehouse, freight yards, oil tanks and barracks by the Liberators striking in three waves. One string of bombs "fell across the Lazaretto mole."

The Liberators downed three enemy planes and returned without loss themselves.

Flying Fortresses striking at Verbini won what is considered one of the greatest single-mission victories of the entire Mediterranean campaign by knocking down 30 out of more than 100 German fighters attacking them.

One of the greatest individual victories emerged, too, when Staff

Sergeant Warmer's own story on Page 5-A.)

Sgt. Benjamin Warmer of San Francisco destroyed seven fighters.

## NO STOPPING FORTS

Despite the spectacular and seemingly suicidal tactics of the Germans, the Fortresses successfully reached and bombed Gerbini, showering explosives over the main airfield and nine satellite fields.

Less than 30 of the big four-engined craft participated. Outnumbered about four to one, they shot down an average of one enemy plane each and destroyed an esti-

# Forts Whip Nazis in Italy Duel

(Continued From Page One)

mated 25 more parked on the ground.

Three fortresses were lost.

They handed the Germans such a savage mauling that throughout the rest of the day only about 10 enemy fighters rose to meet succeeding bomber formations. P-38 Lightnings downed five of these.

## NAZIS DESPERATE

The Germans made desperate and expert efforts trying to break up the formation of Fortresses heading for Gerbini, said Col. Fay R. Upthegrove of Olean, N. Y.

"They came right up through their own flak which was pretty heavy and started dropping aerial bombs on us from about 1000 feet up," he said. "Then they dove-bombed us and it looked like they used a pattern attack in an effort to knock out the leading Fortresses and disrupt our formations.

"Most of their bombs were time-fused to explode at our altitude.

"We went right ahead into the bombing runs with all our guns going. I heard later they were attacking me from directly above, but I was too busy to notice.

"It's pretty evident those pilots were not amateurs. I have never seen fighters attack so closely before. It looked like they thought the bombs would scatter us so they could pick up off individually. That's where we outmaneuvered them.

## STILL PITCHING

"After the bombs were dropped, some of the fighters attacked the formation in a line from the stern. They would fire on one element and dive under the fire at another, then zoom over and come in on another from the front. Others would ride alongside the formation, peel off and hit individually."

The colonel, who led his thirteenth mission, praised the deadly shooting of Sergeant Warmer who downed seven planes.

But, Upthegrove said, there were others who accomplished an even greater feat and whose names may never be known—the gunners on the three fortresses that were lost.

"Those boys were still firing away when their planes were burning all around them," he said. "I can't say enough for fellows who stay in there pitching like that. The ball turret gunner of one of the planes we lost got two fighters. The last the boys saw of him he was still firing away."

The crew of Warmer's fortress was credited with a total of 13 victories—seven for Warmer, three for Sgt. Emmett R. Worthey of Eldon, Mo., two for Sgt. Robert H. Croo of Pittsburgh, Pa., and one for Falvey G. Haynes, San Angelo, Texas.



We are unable to give proper thanks and credit to the member who sent this in, because in the typing process the editor somehow let this copy get separated from the original. Sorry. geo

U.S.S. Macomb (DMS 23) August 29, 1945

Anchored in Tokio Bay, Japan

Dear Mother;

In spite of all the other events that have occurred in the last few weeks pertaining to the end of the war, nothing has made it seem so real as the heading on this letter. The very fact that we are allowed to tell our whereabouts is somehow more concrete evidence that the war is over, than even the fact that at the present time we are anchored in Tokio Bay, just off the Yokosuki Naval Base, and in plain sight of the sacred volcano of Japan, Mt. Fujiyama.

It has been an unforgettable experience, witnessing the end of the war. We were underway from Okinawa for a combat sweep operation off the western coast of the Kyushis, a mission involving quite a bit of risk, when the first news of the surrender reached us. The ship nearly went crazy at first. The first reaction was one of disbelief, then of tremendous joy. It seemed imperative that we get topside, and when we did, we saw that for miles the beach of Okinawa was illuminated with thousands of tracer shells, as the soldiers cut loose with everything they had, sending the tracers in great victory Vs into the heavens.

It was a little premature, as it turned out. We soon discovered that the news was unsubstantiated as yet. Next morning we were ordered to return to Buckner Bay, in Okinawa, and we laid there overnight, awaiting orders. It was that night that one of our old battleships was hit as it lay at anchor by an aerial torpedo, and we realized that the war wasn't over yet. A couple of days later, on the 13th, we received our orders, and proceeded up the Japanese coast. We have been underway ever since, and most of the time was spent a few hundred miles off Japan, with the Third Fleet, just marking time. You can imagine the tension and suspense as we awaited the official end of the war. The dropping of the atomic bombs, the air raids, the official actions—we followed the news hour by hour—waiting and hoping for the end. And then when it did come, there were days and days of waiting—cruising about as arrangements were completed for the occupation of Japan.

We were glad indeed when the news came that we were to be sweeping the bay known as Sagami Wan on the 28th of August. We arrived there on the 27th, late in the afternoon, and stayed underway the entire night. At daylight on the 28th, we started sweeping. We swept quite a few mines, and that night started underway just as the previous night. This morning we started sweeping another area out in Sagami Wan, but instead were ordered to sweep ahead of the Missouri and Iowa as they entered the channel into Tokyo Bay. And so we did, and it was a tremendously moving experience.

As we rounded the harbor entrance, I thought of the men and ships that had gone forth from this place to cause such misery and destruction in the world. So I was glad, even exultant, as the ruins of Japan's great industrial center, Yokohama, came in sight. Here was destruction, pure and simple. The stacks of the factories were still standing, but from them no smoke came forth. The walls surrounding them were burnt and blasted away, leaving only tangled masses of steel silhouetted against the blue sky. Huge gas tanks were caved in, blackened by fire. Massive cranes were tossed on their sides, like playthings left carelessly by some giant's offspring. The destruction of Japan's ability to make war lay before us. It was terrible, just retribution.

We steamed slowly into the bay, to within perhaps a mile of the Yokohama shore, clearing a safe passage thru' the mines for the huge battleships following. Then we retraced our path, coming to anchor a few miles off the Yokosuki Naval Base, where a Jap battleship can be seen, burnt and blasted, resting on the bottom. Perhaps three hundred yards away are the mighty battlewagons, the Missouri, the Iowa, and the South Dakota. On them are the great admirals of the Navy, Nimitz and Halsey. Tonight they and their staffs are finishing plans for the occupation of Japan tomorrow.

more on p.40

Yes, tomorrow the troops go ashore to occupy Japan! Since we anchored this morning, we have watched the harbor slowly fill with ships of all types, some loaded with troops, ready to make what is probably the first bloodless invasion of the Pacific War. It is going to be a thrilling sight, as are all amphibious invasions. But this one especially, because it is the last.

From day to day I'll write and tell you as much as I can. Right now, I'm going to say goodnight, as we had a 0300 reveille this morning, and it has been a long, exciting day. I hope this letter finds everything as usual at home.

Love to all,

John Williams Sibole

# Naples Left in Ruins by 24-Hour Raid

ALLIED HEADQUARTERS IN NORTH AFRICA, July 16 (AP).—The great Italian mainland port of Naples lay in smoking ruins Friday, crushed Thursday under the same staggering Allied aerial assault that virtually wiped out Messina from the soil of Sicily the previous day.

Twenty-four solid hours of bombardment by the heaviest bomber formations from North Africa left Naples, fountainhead of enemy reinforcements and supplies for Sicily, an inferno, its arsenal all but demolished and smoke rising more than 20,000 feet.

The Allied aerial offensive was spreading deep into Italy. While Naples was bearing the brunt of Thursday's smashing attack, American Liberator bombers from the Middle East tore into two important enemy airdromes in Southern Italy by daylight and heavy RAF Lancasters swung down over the Alps from England to pulverize communications in Northern Italy.

## Rake Sicily's Communications.

Medium bombers and fighter-bombers scoured the enemy in Sicily by night and day, raking road and rail communications and giving tight overhead protection to Allied forces fighting in the south and east of the island. Sixteen enemy aircraft were destroyed during the day, an Allied announcement said, against the loss of seven Allied craft.

The Allies' famous one-two punch, delivered by four waves of American Flying Fortresses in daylight and by the RAF's sturdy Wellingtons at night, was employed to give Naples a tremendous battering.

The 24-hour bombardment was described here as comparable to the previous day's "annihilation" attack on Messina, gateway to the Italian mainland, which literally destroyed an area two miles long and one mile wide.

## Ammunition Train Blast.

Aerial photographs showed that an ammunition train had exploded in the Messina port area. Docks,

# 24-Hour Attack Leaves Smoking Ruins in Naples

(CONTINUED FROM PAGE 1)

warehouses and locomotive sheds still were seen burning furiously on the neck of land that sticks out nearly to the Italian peninsula.

"You get the impression that the whole of Sicily is slowly burning up," said a crewman of an American medium bomber, one of hundreds that swept the island from dawn to dusk. "Targets are becoming scarcer by the hour."

It was officially announced that enemy aerial resistance was decreasing by the hour. "Very few enemy aircraft were seen during the day and few attempted to fight, although our fighters and bombers flew back and forth at will, straffing transport and communications," an announcement said.

## Hit Nearly Everything.

Besides the Royal arsenal and torpedo factory at Naples, direct hits were reported on depots, storage buildings, a roundhouse and on a railroad overpass in an area mushrooming with fires and explosions. The last two waves of Fortresses were unable to observe results because of smoke. Four of 23 enemy interceptors were shot down by the unescorted Fortresses.

"We plunked our eggs in anyway," said Sgt. Morris Seiler of New York City. "I'm sure glad I

wasn't on the Naples platform waiting for a train."

SQUADRON COMM. LLEWELLYN T. BOATWRIGHT JR., BROWNWOOD, TEXAS, said his formation caught the Naples defenders "completely by surprise."

The demoralizing forays over Sicily caused damage to four enemy merchant ships at Termini, destroyed scores of railroad cars and trucks, and damaged stations, barracks and bridges.

American Mitchells in two strong waves dropped almost 100 tons of explosives on the city and port of Palermo. They reported that a blanket of fire spread over the city during the four hours the raids persisted.

Paterno, an eastern Sicilian town near Catania, which is the next objective of the British 8th Army, received a severe blasting by Mitchells.

Allied coastal aircraft sank or severely damaged at least 20,000 tons of enemy shipping within 24 hours. One large merchantman was torpedoed off the north coast of Sardinia.

The daylight Liberator attack from the Middle East struck the main airdrome and two satellite fields at Foggia in Southern Italy, causing many fires and explosions.

A communique said three enemy craft were left burning at one field and that bombs fell among 12 other craft. Hangars, workshops and administration buildings were heavily hit.

On the trip into Italy the Liberators strewed incendiaries over the countryside, and upon the return journey reported seeing forest fires at Metaponto on the Gulf of Taranto. Four oil fires also were started. One plane was missing from the Middle East raids.

A British communique offered scant details of the long flight made by its four-engined Lancasters to hit Northern Italy, saying merely that an electric transformer and switching stations were attacked. The purpose of the raid apparently was to upset communications between the Northern Italian industrial areas and the invaded southern region.

(An Italian communique reported that Naples, Foggia and Genoa were raided by Allied planes. As there was no mention of an attack on Genoa in Allied dispatches, it was possible that the Lancasters dropped their bombs on or near that northern city. The Italians said their fighters shot down four four-engined Allied planes over Naples).

# Nazi Air Force Shaky; Spaatz Says U.S. Did It

ALLIED HEADQUARTERS in North Africa, Aug. 18 (AP).—The German Air Force is staggering, Lt. Gen. Carl A. Spaatz declared in an address to American Flying Fortress crews returning from their bombings of French air fields Tuesday north of Marseille.

The commander of the Northwest African Air Forces credited American daylight precision bombing with part of the decline of the German Air Force. This, he said, has revolutionized warfare.

Spaatz, keenest exponent of daylight precision bombing in the Allied Air Forces of the world, had an electrifying effect on his audience of several thousand officers and men.

He was introduced by the group commander, LT. COL. LEROY A. RAINEY of San Antonio, Texas.

When Spaatz compared the once-fared German air force to a punch-drunk boxer his airmer grinned with satisfaction.

## MISSION SUCCESS

The battle over Gerbini lasted only 15 minutes, and the Fortresses' 30 victims all were registered within that time.

Their true mission, which was to cascade high explosive over the planes and installations at Gerbini, was accomplished with hardly less success. Bomb splinters tore through huddles of planes sitting on the ground, destroying and damaging many.

Hangars and administration buildings were hit and smoke was rising high when the big bombers left. Meanwhile other Allied units were sweeping out enemy air-nests on Sardinia and Sicily.

R. A. F. Wellingtons plastered Villacidro airfield in Sardinia and the city of Catania in Sicily, bombing enemy shipping in the harbor there.

At least three other major bases for Axis air defenses in the Mediterranean were attacked by South African and American airforces. Mitchell Bostons and Baltimore raiders several Sicilian airdromes.

## OTHER FOES DOWNED

Besides the 30 victories officially attributed to Fortress gunners and five scored by Lightning pilots also over Gerbini, Allied headquarters five planes had been destroyed by Malta aircraft and coastal squadrons had downed two more.

The 42 enemy aircraft lost in 24 hours included only those shot down by planes of the Northwest African air forces.

The swarms of enemy fighters met over Gerbini gave new indications the Axis has rushed aerial reinforcements to the Mediterranean.

At the eastern end of the Mediterranean, small bodies of British troops dashed on to the beaches of Axis-held Crete from shallow draft vessels Sunday night, raided airfields, destroyed grounded planes left a number of oil dumps afire, and withdrew safely. The raid was announced last night in a Cairo communique.

In a broadcast to the Greek patriots on Crete, the British ministry of information in London quickly pointed out that "this is not an invasion" and cautioned them not to betray themselves by premature resistance.

"The day is coming when the signal will be given for the warriors of Crete to fight side by side with the invasion forces to exact justice for your enemy's crimes," the broadcast added. "Until then stay in your places."

The Allied aerial offensive was spreading deep into Italy itself.

American Liberator bombers from the Middle East also tore into two important enemy airdromes in southern Italy by daylight and R. A. F. Lancasters swung down over the Alps from England to pulverize communications in northern Italy.

## FOUR WAVES OF FORTS.

Medium bombers and fighter-bombers scoured the enemy in Sicily by night and day, raking road and rail communications and giving tight overhead protection to Allied forces.

Sixteen enemy aircraft were destroyed during the day, an Allied announcement said, against the loss of seven Allied craft.

The Allies' famous one-two punch, delivered by four waves of American Flying Fortresses in daylight and by the R. A. F.'s Wellingtons at night, was employed to give Naples a tremendous battering.

The 24-hour bombardment was described here as comparable to the previous day's "annihilation" attack on Messina, gateway to the Italian mainland, which literally destroyed an area two miles long and one mile wide.

## SICILY BLAZES

Aerial photographs showed an ammunition train had exploded in the Messina port area. Docks, warehouses and locomotive sheds still were seen burning furiously on the neck of land that sticks out within three miles of the Italian peninsula.

"You get the impression that the whole of Sicily is slowly burning up," said a crewman of an American medium bomber, one of hundreds that swept the island from dawn to dusk. "Targets are becoming scarcer by the hour."

It was officially announced that enemy aerial resistance was decreasing by the hour. "Very few enemy aircraft were seen during the day and few attempted to fight, although our fighters and bombers flew back and forth at will, straffing transport and communications," an announcement said.

## PALERMO RAIDED

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## FIRES SPREAD

Besides the royal arsenal and torpedo factory at Naples, direct hits were reported on depots, storage buildings, a roundhouse and on a railroad overpass in an area mushrooming with fires and explosions. The last two waves of Fortresses were unable to observe results because of smoke. Four of 23 enemy interceptors were shot down by the unescorted Fortresses.

"We plunked in our eggs anyway," said Sgt. Morris Seiler of New York City. "I'm sure glad I wasn't on the Naples platform waiting for a train."

Squadron Commander Llewellyn T. Boatwright Jr., of Brownwood, Texas, said his formation caught the Naples defenders "completely by surprise."

"It's as quiet in Sicily as Sunday night in a small town," reported Lieut. Lester J. Rueggler of Salina, Kan., a Warhawk pilot participating in the continual sweeps behind the enemy lines. "I didn't see a single enemy plane and had only one burst of flak shot at me."

## INTERNAL SECURITY AND INTELLIGENCE OFFICE

Camp Bowie, Texas

Date March 10, 1943

Name Margaret W. Boatwright

Dependent, Relative or Representative of:

Major L. T. Boatwright, Jr., Air Corps

Sex INTERNAL SECURITY: ORANGE Height 65 inches Weight 118 lbs.

Eyes Blue Hair Brown

Has been MAR to enter 1044 Bowie from 8:00 A. M. to 10:30 P. M.

VOID AFTER September 1, 1943

Ray Bradley Major F.A.  
Internal Security Officer

*Margaret W. Boatwright*  
Signed of Person Whom Pass Was Issued

From the files of Gordon B. Olsen

RAYMOND CLAPPER - BROADCAST  
July 19, 1943

This is Raymond Clapper speaking from allied force headquarters in North Africa.

Most of today I have spent in the nose of a B-17 Flying Fortress which went to Rome and back.

This has been a rather long day, beginning out on the bomber station when we were called at five fifteen this morning. It was still dark--and quite chilly. We washed up in the colonel's tent and had a quick breakfast of wheat cakes and coffee. Then at six thirty, crews going on the bombing mission met in the briefing tent. That was when the crews were told they would go to Rome today. I wish you could have been there in that large tent full of American flyers. The group leader is Colonel Fay R. Upthegrove, whose wife now lives in Olean, New York. He was on the platform standing before an enormous blackboard on which had been chalked all data regarding the bombing mission to Rome. The colonel had a stick and he explained the flight data to the crews--the formations that would be flown, what each formation would do, the route, the points to mark the changes of course, the exact location of the San Lorenzo railroad marshalling yards which were to be the target of our group. The colonel particularly emphasized that every crew was to be on guard against any accidental bombing of churches or other nonmilitary targets--and he used some rough language to drive home his point. The Vatican is across the river, three to four miles from the railroad yards, but some other ancient churches are quite near the target. Each pilot, navigator, and bombardier was given large aerial photographs and maps on which the forbidden areas were clearly marked--with notations in large letters that these locations "must on no account be damaged." That notation was made for the Vatican, the St. Paolo Basilica, St. John Lateran, and Santa Maria Maggiore. Areas in which bombs were to be dropped were marked with precision. Crews were told that if smoke or clouds made it difficult to be certain what they were hitting, not to drop their bombs. I know from this briefing session and also from what high officers in the Air Force have told me, that the question of confining damage to military targets was given the most careful attention throughout the months in which the bombing of Rome was being arranged.

After all of the flight details had been checked over, the correct time was given. At the end of the time check, the colonel said: "Okay. That is all."

I met my pilot, Maj Warren B. Whitmore, of Jacksonville, Florida. This is his forty-first time out so you feel he knows what he is doing. Our copilot was Colonel R.H. Smith, of Nashville, who was on his thirtieth mission. Then I met the two young officers with whom I was to spend seven hours in the nose of our Fortress; the bombardier, Lt Charles P. Gough, of Denver, and Lt Bill Berube, the navigator--all of them young, friendly, clean-cut, matter-of-fact American youths. As the pilot said--"This is just another mission to us." Then we went out to the ship. They threw my parachute and Mae West and musette bag up into the compartment through a trip door. I went in through a rear door of the ship, squeezed in sideways through the narrow catwalk over the bomb bay, crowding in between bombs--500 pounders--stacked ready for Rome.

Then I crawled through a small hatch and finally wormed through to the plexiglass nose section. There you straighten up into a chamber about six by ten feet at its greatest dimensions. The bombardier has his bombsight and a little swivel chair. The navigator has a small ledge on the left-hand side. Leather flying jackets, fur-lined gloves, fur boots, life jackets, and parachutes are all thrown around carelessly in corners. There are cases of ammunition, cartridge belts which run up to the machine guns, and all kinds of gear around the place. On one side is the oxygen apparatus. There are the switch panels for the bombs. The gadgets seem endless. You wonder how a scientist after a life time could master all of this equipment. How a youngster does it in a few months is even more of a mystery. The navigator is humming as he puts his papers in order while we are waiting for the take off. At 8:05, we take off, with no more excitement than attends an eight a.m. plane's departure from LaGuardia airport. We circle around while other planes are taking off and as easily as birds do it, we suddenly are all in formation moving majestically over

the North African mountains out to the sea. One of the crew says: "They'll be surprised. They don't think we dare to bomb the Eternal City."

I went up into the control cabin and talked with the pilots. Our pilot, Maj Whitmore, has a snapshot of his wife and 2-year old baby pasted on the instrument panel. It was taken in Palm Beach, Florida. He says it helps a lot to have them smiling at him. Right now, everything is quiet. The automatic pilot does the work and there is little to do for the moment. You would be surprised how much dull time there is on a trip like this one to Rome. You just fly along mile after mile over water. You know this is an historic event, the first bombing of Rome--and that modern bombs make ruins in a flash where it takes nature centuries. We had been warned that we might run into considerable flak. But that is all some time off and you don't worry about it now. The run was six hundred miles to the target--a total trip of seven hours.

At 10:10, we put on our parachutes. Now the first feeling of excitement appears. We have just started the climb. We adjust our oxygen masks and will wear them for the next two hours, or until we are well out to sea again.

We should pick up our initial point--that is the beginning of the home stretch to the target--in about an hour, the navigator says. You sit down on the parachute and find it makes a good seat and you relax again. The weather is still perfect. Nobody can talk much now with the masks on, but the crewmembers talk with a throat microphone that fits around the neck.

The bombardier is studying his charts closely now. He must be able to recognize instantly the pinpoint aiming point as it comes up into his bombsight. All of the work that has been done; the building of the planes, the making of the bombs, the infinite planning of the mission, weeks and months of work and thousands of dollars of expenses, and the lives that have been risked, are all invested now upon the bombardier's accuracy. If he misses, then it has all been in vain. When the lead bombardier drops the other planes drop also. So this young man becomes intent now, and is bent over his work. By 10:45, the navigator and the bombardier are watching intently out of the windows searching the sky for enemy fighters. We have one hour to go now. Within a few minutes, the first wave will be over Rome. You wonder what a shock that will be--in broad daylight--just before noon. It is warm in our nose compartment, in spite of the altitude. I wore the light tropical suntan army shirt and trousers and was warm, without any jacket at all. You think how wonderful these boys are--doing this job the way they do, and good natured; not surly, not militarists--most of them don't think of themselves as military men and are waiting to get back to civilian life--yet they love this being around airplanes. At 11:05, our bombardier begins adjusting his bombsight in earnest. He is notified what his ground speed over the target will be. We are still climbing hard to get up around 25,000 feet. The coast of Italy shows up very clearly now. We see Lake Bracciano. We reached the coast of Italy at the appointed time and place. We went in so as to come down on Rome from the north. The bombardier turned around and held up his thumb and forefinger in a circle to indicate a perfect landfall. At 11:15, the navigator swings the machine gun loose. We can see smoke over Rome--far off to the south--out of the right-hand window of the nose compartment. At 11:20, we turn in and cross to land. The wing was blowing large clouds eastward in the vicinity of Rome. Formations had been over ahead of us--we were the second wave. They dropped their bombs a few minutes ago. At 11:30, we see some flak off to the left. The puffs are small land black. Not very near to us, yet I find my mouth becoming quite dry. The bomb doors were opened and you could hear the rush of air which that caused. The bombardier was now shouting to the interphone guiding the pilot over the target. Out through the right window I could see the Vatican and St. Peters clearly--and very wide of our path--we could not have hit them except by turning and going over that way. The railroad yards of San Lorenzo were coming up fast now. At 11:39, we dropped our bombs and the bombardier gave the traditional call--"Bombs away." He then turned to the nose machine gun and began watching with the navigator for enemy fighters. We could see flak ahead--a barrage of it. But it was breaking well ahead of us. The ship rocked slightly, but nothing hit us. Part of the flak was breaking below us. But two enemy fighters roared past us--and all of our Fortress guns threw a barrage of 50-calibre machine gun fire after the fighters, but they got away. They made no effort to attack. Those are the only two fighters we saw from our compartment in the nose of the Fortress. None of the flak hit. By 11:45, we were heading out to sea. The whole thing lasted only about 15 minutes and the critical part of it only 5 minutes.

At the height of the commotion, when two of our machine guns in our small compartment were going, one of our gadgets, an astro compass, fell off of its bracket in the dome hatch and hit the floor near me with a crash. The navigator heard it above his machine gun fire and turned around quickly--he thought flak had knocked in the dome. That was the peak of the excitement in our part of the ship.

Within 5 minutes more, we were out to sea--and in a few minutes, safely clear of enemy fighter range. We folded up our maps. The crew was checked by interphone and all reported okay. At 12:20, we took off the oxygen and ate our K-rations and settled down for the run back home. We arrived over our home field 15 minutes ahead of the time estimated before we left this morning.

The mission itself was successful in that bombs hit their targets, no ships were lost, no men injured, and only weak enemy opposition was encountered. That was the way it seemed out there in the nose of our B-17 too.

And now we go back to New York for a brief message from the makers of White Owls.



5-23-87

Mr. George Coen (Historian & Editor) 99th BG  
2908 Aliso Dr. NE  
Albuquerque, NM 87110

George:

In going through some of my belongings, I ran across a clipping from the "Austin American," our local paper, dated October 11, 1944. It had yellowed with time and the copy is not too clear.

If you can use it fine, and if not, disregard.

Best regards

Art White  
347th S-2

**Austin Fort Navigator Returns to Base  
After Watching Armistice in Bulgaria**

From the "Austin American, Wednesday, October 11, 1944

First Lt James W. Knox, 21, of Austin, navigator on a 15th air force Flying Fortress, has returned to his base in Italy from a Bulgarian prison camp.

Lt Knox, son of Capt and Mrs. Warren P. Knox of 506 East 16th, was on a mission to Sofia Jan 10, when his airplane was hit by flak over the target and two engines were knocked out.

The story of this mission and his experiences that followed comes from his Italian base.

**Ship Attacked**

Immediately after leaving the target, his ship was attacked by 12 enemy fighters. Another engine was set on fire by 20mm cannon shells from the fighters. Unable to cove (sic) over the mountains on one engine, he and the rest of the crew parachuted to the ground and were immediately picked up by the Bulgarian troops.

"The food and medical aid was very poor and several men had to undergo amputations without the aid of anesthetic as there was none to be had," Lt Knox related. "The living conditions weren't any better either. We were introduced to countless species of bugs, insects, and lice. During the course of our interrogation, the Bulgarian officers were very harsh and tried to force us to submit to their questioning."

**Armistice Signed**

Recalling the day armistice was signed, he told of how the Bulgarians thought they were Russians and for that reason everything was decked out in red. The Bulgarian women wore red dresses. Peasants in the fields wore red sashes around the waists. When the Americans were being evacuated from Bulgaria by train, people would cut a watermelon in half and hold up the red pieces to show them they were friendly. All nazi insignia was removed from trains, buses, and buildings and red flags replaced them.

Reported missing in action Jan. 10, Lt Knox was listed with this casualty status until July 14, when his wife, Mrs Margaret R. Knox, 2818 Guadalupe, learned that he was a prisoner of war. The navigator went overseas in September, 1943.

Lt Knox is a graduate of Austin high school and attended the University of Texas until his enlistment in March, 1942.

*Thank you, Art.*

Dec 22, 1954

FROM A 15TH AIR FORCE BOMBER BASE--Staff Sergeant Thomas T. Brown, 22-year old AAF Flying Fortress tail gunner of 40 Ferry St., Beacon, N.Y., has been credited officially with shooting down a Messerschmitt 109 fighter plane--one of eight destroyed by his fortress group, in the December 10th raid on Innsbruck, Austria.

Brown's victory--his first in aerial combat--was verified by another member of his crew who saw the Jerry crash into a mountain.

"The enemy plane swept up from below and to my left," Brown said in describing the battle. "I fired about 200 rounds. When the Jerry was 400 yards out he peeled off, burst into flames and went down."

The gunner is married to Estella A. Brown of the Ferry St. address.

FROM A 15 AIR FORCE BOMBER BASE--Technical Sergeant Joseph J. Macchiaverna, 22-year-old AAF Flying Fortress gunner of 4 Raymond Place, Danbury, Conn., is on his way back to the States for a rest after completing 50 combat missions with the 15th U.S. Air Force.

The gunner, a former Danbury High School sports star, began combat flying June 5, 1943, and has been credited with one enemy aircraft destroyed in aerial battle. He has been awarded the Air Medal.

Macchiaverna was graduated in 1940 from Danbury High, where he earned 12 letters in sports, including boxing, basketball and football. He also won a football scholarship to providence College and attended the school from 1940 to 1941. Unmarried, he entered the army Jan 6, 1942.

FROM A 15TH AIR FORCE BOMBER BASE--Technical Sergeant John E. Briggs, 29-year-old AAF Flying Fortress engineer-gunner of 165 Wayside Dr., Nogales, Ariz., has been credited officially with shooting down a Messerschmitt 109 fighter plane--his fifth victory in aerial combat--during the Fortress raid on Athena-Eleusis airdrome in Greece December 20.

Brigg's victory was verified by other members of his crew who saw the enemy plane crash on the ground.

"The enemy plane approached to the right of our tail and his 20 mm. shells were bursting all around," Briggs said in describing the battle. I opened fire at 1000 yards and pumped 250 rounds in short bursts. The engine burst into flames and the propeller stopped. It went down."

Briggs, who received the Purple Heart when he was shot out of his top turret on his first mission, once put out a fire in his plane over the target and has crash landed twice, is a former Nogales High School and University of Mexico City football star. His wife, Irene Briggs, resides at 1712 Vista Ave., Boise, Ida.

FROM A 15TH AIR FORCE BOMBER BASE--On his way back to the States for a rest is Technical Sergeant Patrick H. Barron, 36-year-old AAF Flying Fortress engineer-gunner of 5232 Terry Ave., Dallas, Tex., who has completed 50 bombing missions with the 15th U.S. Air Force.

Barron began combat flying May 24, 1943, and recalls best a mission to Foggia Airdrome in Italy September 7 when the flak was thick and 35 enemy fighters attacked.

"We picked up 31 holes in our ship that day," he said. "It looked pretty rough for us for a while, but we did a good job of bombing and got back home safely."

The gunner has been awarded the Air Medal with 10 Oak Leaf Clusters. A native of Ardmore, Okla., Barron was employed as a mechanic for United Motor Service of Dallas until entering the army March 1, 1942. He is married to Grace Barron of the Terry Ave. address.

FROM A 15TH AIR FORCE BOMBER BASE--Veteran of the historic Rome raid, Staff Sergeant Rudolph Seidl, 27-year-old AAF Flying Fortress tail gunner of 134-21 99th St., Long Island, N.Y., is on his way back to the States for a rest after completing 50 bombing missions with the 15th U.S. Air Force.

Seidl began combat flying June 25, 1943, with a raid on Messina, Sicily, but recalls best a mission to Gerbini Airdrome in Sicily July 5 when more than 100 fighters attacked his Fortress formation.

"The flak and fighters were terrific," he said. "We virtually had to fight our way to the target and back. I was glad to reach our home field safely. Our ship picked up a lot of holes."

The gunner has been awarded the Air Medal with nine Oak Leaf Clusters. A native of New York City, he was employed as an automobile mechanic in Long Island until entering the army June 23, 1943. He is married to Anne Seidl of Long Island (same address.)

FROM A 15TH AIR FORCE BOMBER BASE--Credited with two enemy aircraft destroyed in aerial combat, Staff Sergeant Frank P. Lemino, 23-year-old AAF Flying Fortress tail gunner of 1442 Fishrapp Ave., Whiting, Ind., is on his way back to the States for a rest after completing 50 bombing missions with the 15th U.S. Air Force.

Lemini began combat flying June 22, 1943, with a mission to Leghorn, Italy, and finished up December 15 with a raid on Padua in northern Italy. He has been awarded the Air Medal with 11 oak Leaf Clusters.

A native of Whiting, the gunner was employed as a machinist for Inland Steel Corp. of Indiana Harbor, Ind., until entering the army July 28, 1942. He is unmarried.

FROM A 15TH AIR FORCE BOMBER BASE--Veteran of the historic Rome raid, Technical Sergeant Floyd A. Dunow, 28-year-old AAF Flying Fortress radio operator, of 1054 Helen Ave., Council Bluffs, Ia., is on his way back to the States after completing 50 bombing missions with the 15th U.S. Air Force.

Dunow began combat flying June 26, 1943, with a raid on Leghorn, Italy, and participated in missions to targets in Sicily, Sardinia, France, Greece, and Germany. He has been awarded the Air Medal.

A native of Council Bluffs, Dunow was graduated from Thomas Jefferson High School in 1932, and worked on railroads in his home town and in Omaha until entering the army May 28, 1942. He is unmarried.

FROM A 15TH AIR FORCE BOMBER BASE--Credited with destroying an enemy fighter in aerial combat, Technical Sergeant George H. Diethorn, 24-year-old AAF Flying Fortress engineer-gunner of 203 N. 8th St., Jeannette, Pa., is on his way back to the States for a rest after completing 50 bombing missions with the 15th U.S. Air Force.

Diethorn bagged the fighter--a Messerschmit 109--in a raid on Wiener Neustadt, Austria, November. He also participated in the historic raid on Rome and has been awarded the Air Medal with 10 oak Leaf Clusters.

A native of Jeannette, Diethorn was graduated from his home town high school in 1937, and was employed as a rubber worker with the Pennsylvania Rubber Co., of Jeannette until entering the army Jan. 13, 1942. He is unmarried.

## HISTORY

## NINETY-NINTH BOMBARDMENT GROUP (H)

Plans were underway in June, 1942, for a new heavy bombardment group which would be called the 99th and for which equipment was assigned at Orlando, Fla. But it wasn't until 25 September that orders were cut at Gowen Field, Boise, Ida., activating the personnel for the unit. The cadre came from the 6th, 43rd, 52nd, and 411th Squadrons at Gowen and became the nucleus of the 346th, 347th, 348th, and 416th Squadrons of the 99th Flying Fortress Group. Col. Fay R. Upthegrove was designated group commander and Lt. Col. Leroy A. Rainey was appointed deputy commander.

The group began training at Walla Walla, Wash., moving thence to Sioux City, Ia. While the flight echelon received final check-out at Salina, Kans., the ground echelon occupied satellite fields at Watertown and Mitchell, S.D. In January, 1943, the flight echelon took off for overseas duty and arrived in North Africa via the southern route through South America. Groundmen, meanwhile, were processed at Tinker Field, Oklahoma City, and then proceeded to embarkation point at Camp Kilmer, N.J. On 29 April 1943, the ground echelon embarked on the U.S.S. Edmund B. Alexander, which was forced to drop out of convoy because of faulty engines, but reached Oran on 12 May 1943 without incident.

From a base at Navarin, near Constantine, Algeria, the air echelon had flown its first mission 28 March 1943, against Villacidro airdrome in Sardinia. Crews were operating without groundmen until the ground echelon arrived in May. On 5 July 1943, the group battled off 100 enemy fighters to cover Gervini airdrome in Sicily with frag bombs and earned a Presidential Citation. Later the 99th moved to a base at Oudna, Tunisia, near Tunis, where on Thanksgiving Day, 25 Nov. 1943, Lt. Col. Wayne Thurman succeeded Col. Upthegrove as commanding officer. The group helped blast Sicily, Sardinia, Italy, Southern France, Germany and Greece, before moving to Tortorella airdrome near Foggia, Italy, in mid-December, 1943.

Col. Charles W. Lawrence (now Brig. Gen.) took over the 99th reins in 19 December, and Col. Thurman became CO on 26 January when Col. Lawrence became 5th Wing commander. With the new-born 15th AAF the 99th helped blast Ploesti's oil and the aircraft and synthetic oil plants of Germany and Austria. On 23 April 1944 the group covered an aircraft plant at Wiener Neustadt so well despite enemy opposition that a cluster to the Presidential Citation was awarded. Col. Ford J. Lauer, CO since 15 February, led the first shuttle to Russia. While in the Z.I. he was replaced by Col. T.J. Meyer and Lt. Col. James A. Barnett, but returned 22 September to again head the group.

As of 29 Dec. 1944, the 99th has flown 324 missions and 8,711 sorties while dropping 20,078 tons of bombs. Its members have earned 8 Distinguished Service Crosses, 8 legion of Merits, 29 Silver Stars, 260 Distinguished Flying Crosses, 45 Soldiers Medals, 30 Bronze Stars, 349 Purple Hearts and 2,870 Air Medals.



FROM A 15TH AIR FORCE BOMBER BASE--Credited officially with destroying an enemy fighter plane in aerial combat, Staff Sergeant Andrew Clem, Jr., 34-year-old AAF Flying Fortress tail gunner of 70 oak St., New Britain, Conn., has completed 50 bombing missions with the 15th U.S. Air Force.

Clem bagged the fighter--a Messerschmitt 109--over Naples, Italy, on the Fortress raid of Aug. 1, 1943. He has been decorated with the Air Medal with nine Oak Leaf Clusters.

A native of Winnersville, Pa., the gunner is the son of Mr. and Mrs. Andrew Clem, Sr., of New Britain. Unmarried, he was employed as a machinist's helper M.H. Rhodes, Inc., of Hartford until entering the army April 23, 1942.

## KEEPING A LEGEND ALIVE

Boonton memorial to honor the Doolittle who did a lot

By DORY DEVLIN

Gen. Jimmy Doolittle broke flying records throughout North America, led the first U.S. air attack on Japan during World War II and charmed watchers throughout the world with his aerobatic moves.

But it is the work he did in Boonton Township in the late 1920s that cements his legendary place in aviation history.

Doolittle, working with the likes of Elmer Ambrose Sperry, helped design the first electronic instruments allowing pilots to 'fly blind' in bad weather. The engineering and production of the equipment was done at the Aircraft Radio Corp. in Boonton Township, and Doolittle completed many test flights above the township at night and in fog before his historic blind flight on Sept. 23, 1929, at Mitchell Field on Long Island.

For the short time he spent in Morris County, Doolittle left an indelible mark and made many friends, according to the township historian.

To honor his time there, Boonton Township officials and the Yankee Air Force northeast division, a group dedicated to preserving U.S. aviation history, are planning to erect a memorial to the 91-year-old ace near an old hangar named for him on the former Aircraft Radio Corp. property off Rockaway Valley Road.

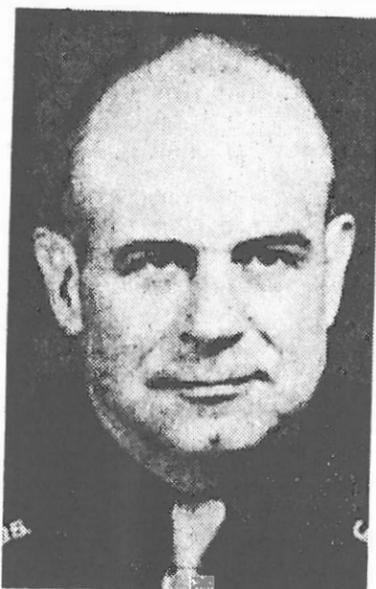
The invention at Aircraft Radio of the altimeter and directional gyro paved the way for scheduled air flight

and safer flying, and added one more achievement to Doolittle's long list of accomplishments.

"That was the whole key to instrument flight," said Richard D. Foster, former general manager of Aircraft Radio Corp.

"A lot of aviators flying today in bad weather owe a lot to his efforts," said Otto Mueller, chairman of the Doolittle memorial committee for the Yankee Air Force. Mueller approached the township a few months ago with the

idea for the memorial and was struck by the enthusiasm he received.



Gen. Jimmy Doolittle  
No mere '30 second' hero

A committee of Yankee Air Force members, Boonton Township committee members and the township historian is working on the memorial, but fund raising has not begun, Mueller said. Because of the township's warm reception, the plans have been upgraded from a small plaque to a sculpted bust that could cost nearly \$20,000, he said.

But, most agree, Doolittle is worth it. Those who know him and those who only know of him use words like legend and hero to describe the decorated pilot.

"Jimmy Doolittle was always my idol, not only for what he did for civil aviation, but what he did during the war and before the war," Mueller said. "He flew racing planes and was the lead in many record-breaking events."

"When we lose him, we have lost the leading aviation legend in the United States," added Herbert Fisher, a long-time friend of Doolittle's and the former chief test pilot at Curtiss-Wright Corp. "There just isn't anything in aviation that he hasn't done."

The three-star U.S. Air Force general is most widely known for his role in the famous April 18, 1942, Tokyo Raid—the first U.S. air attack on Japan.

The attack did more to boost U.S. morale than it did damage to Japan, and it lifted Doolittle to the rank of brigadier general and earned him the Congressional Medal of Honor. The general was played by Spencer Tracy in

the movie "Thirty Seconds Over Tokyo" that depicted the attack.

Through the remainder of the war, the general commanded the 12th Air Force in North Africa, the 15th Air Force in Italy and the 8th Air Force in England and in the Pacific Theater.

Doolittle, who is in failing health, lives in Carmel, Calif. He also is credited with the first coast-to-coast flight in less than 24 hours in 1922 from Pablo Beach, Fla., to San Antonio, Texas, to San Diego.

In the years following his work at Aircraft Radio, Boonton Township residents followed Doolittle's career through the newspapers and remembered the days he walked through the streets wearing his flight gear with a pair of goggles pulled over his forehead, said Jean Ricker, the township historian.

"I was just a little girl, but in those days, we always looked up in the air when there was an airplane going by, and we always knew when it was Jimmy Doolittle," Ricker said. He always ended his flights with a loop-the-loop maneuver.

"He was a real daredevil," Ricker said.

The last time Doolittle came to Boonton Township was in 1979 for a 50th anniversary celebration of the pilot's blind flight on the Aircraft Radio property.

Since then, Aircraft Radio Corp. has dissolved and the Breed Corp. now occupies its buildings. But the hangar named after Jimmy Doolittle still stands. — Dick Hyle files —

## Village erects monument to B-17 crew that 'tried to save Poland'

By The Associated Press

LOMIANKI, Poland — Villagers who witnessed the crash of an American warplane shot down by German artillery during World War II have fulfilled what they felt was an obligation and erected a monument to honor the crew.

The 9-foot-tall stone memorial, believed to be the first in Poland for American soldiers, was erected after a five-year campaign.

"They were young Americans trying to save our Poland," said Stanislaw Niegodziszcz who lives in a farmhouse about 200 yards from the crash site in Lomianki, six miles north of Warsaw.

"We want all of America to know what they did," he said.

The B-17, nicknamed "Til We Meet Again," was shot down Sept. 18, 1944, with a crew of 10 aboard. Two of them survived.

The plane was one of 107 American aircraft dropping supplies that day for Polish partisans fighting the Nazis in the Warsaw uprising. About 220,000 Poles were killed during the 63-day battle.

Standing outside the farmhouse recently, Niegodziszcz's wife, Janina, reminisced about the day the plane was shot down.

"We thought it was the day of the liberation," she said. "There was a whole cloud of planes. It blocked out the sun."

The planes dropped arms, food and clothing for partisans in the nearby Kampinos forest. The Americans were unaware at the time that most of the partisans had

already left the area. Most of the supplies fell into German hands.

Mrs. Niegodziszcz, 76, said she saw thousands of parachutes carrying metal cylindrical supply containers floating to the ground. She said she noticed one of the planes

losing altitude.

"I was standing there with my father," she said. "It was coming from the northeast, burning, losing parts that were falling to the ground."

She said she saw one airman floating to the ground with his parachute, waving a white handkerchief at approaching German soldiers.

"A German went up to him and shot him with a pistol," Mrs. Niegodziszcz said, pausing to brush

back tears from the corners of her eyes. "I will never forget, to the day I die, the face of that young man, alive, so close to the ground, waving his handkerchief."

Two survivors — Sgt. Marcus L. Shook of Missouri and Sgt. James

D. Christy — were taken captive by the Germans and returned to the United States after the war.

Mrs. Niegodziszcz and other village residents buried the eight others in a common grave 50 yards from her house. In 1946, the bodies were transferred to the military cemetery in Warsaw and a year later returned to the United States.

On Sept. 21, the monument was unveiled in a ceremony attended by villagers and veterans group. The monument is located in a small military-civilian cemetery about a mile from the crash site. Polish soldiers killed during the 1939 Nazi invasion also are buried there.

The names of all 10 crew members were inscribed on a brass plaque.

Killed in the crash were Lt. Francis Akins of Derry, Pa. (the pilot); 1st Lt. Forrest D. Shaw of Exeter, N.H. (the co-pilot); 1st Lt. Ely Berenson of New Jersey (the navigator); and 1st Lt. Myron S. Merrill of New Jersey (the bombardier).

Also, gunmen Sgt. Frank de Cillis of New Jersey; Sgt. George A. MacPhee of Massachusetts; Sgt. Walter P. Shimshock of Minneapolis, Minn.; and Sgt. Paul F. Haney of West Virginia.

At the top of the monument, the villagers wrote: "To the memory of the heroic crew that brought help to the Warsaw uprising in the plane of U.S.A. Air Force B-17, 'til we meet again.' Shot down Sept. 18, 1944, by German artillery."

## NEWS, DUES &amp; VIEWS

First - I wish to thank every one of you for the lovely plaque which the outfit gave me at Fort Lauderdale. It was a complete surprise, and since I had never in my life received anything like that, I was indeed at a loss for words. Again, many heartfelt thanks.

George



Folks, the Plane List has been compiled with prospective authors in view. I must have assumed that all of the 99ers could read my mind. The right-hand column has now been labelled SOURCES to make plain that any author may get valuable information, sometimes in the form of pictures, from the persons named. The column is not intended to be a historical record but it is intended to promote the flow of information.

We have received a lovely printout of the Plane list from Dick Drain. We have not read it critically yet, it seems that we must now revise our thinking and go to a higher standard of accuracy. Thank you, Dick.  
geo.

**COMBAT LOSS ANALYSIS  
TWELFTH AIR FORCE  
September 1943**

Type Aircraft	Sorties Flown	Number Lost	No. Lost Per 100 Sorties	Number Missing	No. Lost & Missing Per 100 Sorties	Number Damaged
B-17	1,764	12	.68	8	1.13	1
B-24	105	2	1.90	-	1.90	2
B-25	3,394	17	.50	2	.56	61
B-26	1,718	9	.52	2	.64	1
A-36	2,289	11	.48	-	.48	12
P-38	3,393	31	.91	1	.94	1
P-40	1,785	4	.22	-	.22	2
P-51	198	1	.51	-	.51	-
Spit	2,408	1	.04	-	.04	-
<b>Total</b>	<b>17,054</b>	<b>88</b>		<b>13</b>		<b>80</b>
<b>Total Losses, 8 Nov 1942 -- 30 Sep 1943</b>		<b>925</b>		<b>13</b>		<b>1,136</b>

Your editor has long been puzzled by one decision of the High Command. In September, 1943 the 44th Bomb Group, a B-24 outfit, was based at the 99th's field in Tunisia for two missions on their way back to England. The 44th and the 99th flew on the same days to targets in the same area, but the B-17s were sent to hit the seaports while the B-24s were sent to inland targets. Now since the 44th had been on the low-level raid on Ploesti in August, with abundant casualties, and since both planes had the range to reach the targets easily, why in the world did not the brass send the B-17s inland and maybe have the Liberators simultaneously massage the harbors? This would have more equalized the risks. I did not like it then, and I do not like it now!  
george

This Editorial Office has to work with a lead of about five months, which makes it difficult to be timely. For instance, even though it is now barefoot weather, we are preparing our Sadie Hawkins Day copy. Does anybody out there remember when Hub Zemke's fighter group undertook to rack up 100 Krauts by Sadie Hawkins Day?  
A

We found the following information about computers in Edward Teller's BETTER A SHIELD THAN A SWORD page 189.

## QUOTES

### CHAPTER 24

#### MACHINES AND ELEPHANTS NEVER FORGET

Author's note. The following essay was first presented as a speech at the Science and Information Onslaught Symposium, which was held at the Los Alamos National Laboratory on June 4, 1981.

I am indebted to Dorothy Parker for having written, and to Mary Argo for having found, the following poem:

#### Ballade of Unfortunate Mammals

Love is sharper than stones or sticks  
Lone as the sea and deeper blue;  
Loud in the night as a clock that ticks;  
Longer-lived than the Wandering Jew.  
Show me a love was done and through,  
Tell me a kiss escaped its debt!  
Son, to your death you will pay your due-  
Women and elephants never forget.

Ever a man, alas, would mix;  
Ever a man, heigh-ho, must woo;  
So he's left in the world-old fix;  
Thus is furthered the sale of rue.  
Son, your chances are thin and few-  
Won't you ponder before you're set?  
Shoot if you must, but hold in view  
women and elephants never forget.

Down from Caesar past Joynson-Hicks  
Echoes the warning ever new;  
Though they're trained to amusing tricks,  
Gentler, they, than the pigeon's coo,  
Careful, son, of the cursed two-  
Either one is a dangerous pet;  
Natural history proves it's true-  
Women and elephants never forget.

#### L'ENVOI

Prince, a precept I'd leave for you, coined in Eden, existing yet:  
Skirt the parlor and shun the zoo-  
Women and elephants never forget.

Now that I have your full attention let me heartily recommend Doctor Teller's book to all. Why only last week I found myself listening to an account of how the USSR had only reacted to the actions of big bad Amerika, whereupon I recalled Dr. Teller's thesis that what is at issue is the capability to make a first strike. Dr. Teller says that heavy warheads are needed for first strike capability, while lighter more mobile weapons are needed for defence. Of course the US is accused of having more warheads, a natural result of our opting for the defensive strategy. We have here an excellent chance to monitor the long-range intentions of the aforesaid Soviet Union, which has specialized in very large warheads.

Doctor Teller's book is a collection of essays previously published elsewhere. As you may guess from the lyrics filched from its pages, the Doctor has a sense of humor. geo.

While it made good sense in wartime to fly over enemy cities and bomb them, that was not the purpose of strategic bombardment. Targets, and especially populated areas, were not bombed at random; there was careful selection of targets and the mission of the heavy bombers was to destroy the enemy's facilities for making war, to make it impossible for him to fight by denying him weapons, machines, and fuel.

This concept has been called by one German writer "wasteful, inhumane, and ineffective." The implication is that a war waged otherwise would be humane and not wasteful. . . . Another (fact) is that the high command of the U. S. Air Force, in wartime, was not dedicated to saving the lives of enemy civilians but to keeping its own losses down while doing its job. In modern war the innocent suffer with the guilty; there is no sharp distinction between soldier and civilian. The latter supplies the former with the means. p. xii

General Curtis E. LeMay, Chief of Staff of the Air Force and an outstanding air leader during the Second World War, told me that "the Air Force kind of grew up with the B-17. It was as tough an airplane as was ever built. It was a good honest plane to fly - a pilot's airplane. It did everything we asked it to do and did it well." p. xiv

One leading British writer on aviation, Peter Masefield, went so far as to suggest that the B-17 was not suited to European combat and that the American aircraft industry would do better to drop it and turn to building the new Lancaster for night bombardment. p. 31

He (Major General George C. Kenney) quickly antagonized a number of his peers by going to bat for his "kids", the youngsters who flew the planes that fought the battles. He tangled with the Services of Supply when he discovered a colonel "whose passion for paper work effectually stopped the issuing of supplies" and who firmly believed that "it was about time these combat units learned how to do their paper work properly." Much needed supplies, therefore, were not sent to combat zones because a requisition was not made out properly. Kenney decided then and there that the pompous little colonel was obviously suffering from "overwork and fatigue through tropical service" and shipped him home. His successor was informed that he would fill the needs of the kids whatever the state of the forms, p. 72

McLoughlin observed the effects of the bombing (at Marienburg) firsthand when he and other prisoners were set to work clearing out the wreckage and pulling out dead Germans.

"It was every bit as bloody good fun as opening Christmas parcels," he said later after he had arrived back in England as a repatriated prisoner. p. 137

One by one the men in the distressed plane jumped. As he floated down Egan became the target of three FW-190s firing at him, helpless in his parachute. "They came in, and did you know what? - they started shooting at Mrs. Egan's little boy Johnny, who told himself that this was a situation he couldn't talk himself out of. My chute was now full of holes, and so was Mrs. Egan's little boy.

"They came back for another pass at me, and I took a very dim view of the whole thing. They finally left, probably thinking that I am very dead, not knowing that I am Irish." p. 200

The unadvertised tragedy in the loss of Tobruk was the innocent help given Rommel by the U.S. Military Attache in Cairo, Colonel Bonner Fellers. Every detail of British operations had been radioed by Fellers to the Military Intelligence in Washington - and, because they had broken the State Department's Black code, which he was using, to the Germans as well. Every morning at breakfast, General Rommel had been presented with a concise appreciation of his opponent's plans, location of units, strength, and morale. Since January 1942, Rommel had been receiving the very information needed to reverse his fortunes. p. 420

When security was finally lifted in 1974, he (Miles Copeland) wrote in the Spectator: "We Americans bumbled about Britain launching out on what we thought were new tactics, only to have it brought home to us that the British had been there first and we were muddying the waters. . . . There was our gaming by which carefully briefed American officers imagined themselves in the shoes of the German General Staff and gamed out how they would react to the various alternative moves (the British) General Staff were contemplating. For not always acting on the results, we thought our commanders fools and incompetents. Eventually we were told that they knew exactly what intelligence the Germans were acting upon - for the simple reason that it was they who furnished it through the 'double X' operation which John Masterman revealed thirty years later. We were not told that (the British) General Staff also knew what counter-moves the Germans were about to make, because they were reading the Germans' topsecret orders - often before (German) commanders in the field were receiving them. p. 436

On Wednesday, September 23rd, (1942) ULTRA picked up German signals disclosing that Rommel had quit the desert to be treated for nasal diphtheria, chronic stomach ailments, and poor blood circulation. Mussolini saw him in Rome the next day and expressed the view that Rommel's ailments were psychological. ULTRA took note. All was reported through Stephenson to Roosevelt. The President commented that Rommel must have suffered a demoralization more severe because he had been accustomed to a diet of victories "based on intelligence from inside the British camp which, thank God, we have now terminated." p. 444

Murphy had pretty well pinpointed the enemy's agents. A flood of "security leaks" and gossip was directed toward them. The Nazi command headquarters at Weisbaden, analyzing the false reports, concluded that the Allied armada was heading for Dakar, some 2,000 miles from the impending action. The German Mediterranean Fleet, long-range aircraft, U-boat wolf-packs and raiders were thus misdirected away from the scene of action. Even the passage of 151 Allied ships through the narrow Gibraltar strait was misinterpreted with the help of planted reports; double agents told their German contacts that the ships were rushing aid to starving Malta. p/446

German "flying bombs" finally did strike southern England, but the enemy could calculate precisely only the arrival time, not the place for each missile. The deception plan was to report west of London at the time when others struck inside the city or to the east and send these reports to Germany through double agents. The Germans kept correcting their aim. The mean point of impact was thus moved eastward about two miles a week, redirecting the rockets beyond the London region to less densely populated areas.

Morrison, a socialist member of the British War Cabinet, protested against secret-warfare experts deciding that citizens of Kent or Essex should be killed instead of Londoners.

"War is an evil thing," Churchill said in a secret War Cabinet session. "Do you wish us to surrender, Mr. Morrison?"

Morrison shook his head angrily.

"Then I greatly fear, sir," that in order to live," replied Churchill, lowering his head, "we must play God." p. 456

THE DESTRUCTION OF DRESDEN

Irving

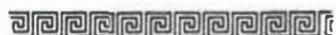
Also, vital enemy targets were often located in and near centers of population. It was clear to all of us that many civilians would be killed or rendered homeless when such targets were attacked. We never permitted this factor to spare a vital target. I did not believe then, and I do not believe now, that a factory turning out planes, bombs, tanks, submarines, or guns should be spared to prevent hazards to enemy civil populations, particularly civilians working in those plants turning out munitions later to be hurled at our gallant soldiers, sailors and airmen. A skilled worker in a German munitions factory was contributing to our casualties just as certainly as enemies in uniform.

Lt. General Ira C. Eaker, in the foreword, p. 6

Professor S. Zuckerman as leader of the Oxford Extramural Unit . . . was able to deduce that 'the lethal pressure for man was between 400 and 500 pounds per square inch'; cross-checks with air raids on British cities showed this estimate to be of the right order. Previously the lethal pressure had been placed at around 5 pounds per square inch.

. . . Curiously . . . no Government scientist investigated the lethality of bombs from the standpoint of smoke and gas-poisoning which, . . . resulted in at least seventy percent of all fatalities. p. 37

Sir Arthur Harris has observed that the only international restriction which he considered to be binding upon him and his command during the war was an agreement dating back to the Franco-Prussian War, which prohibited the release of explosive objects from gas-filled dirigibles; this restriction, as he points out, was rigidly complied with throughout the Second World War by Bomber Command. p. 83



The natives of New Guinea went back to their settled life as gardeners, fishermen, itinerant laborers and servants. The war had made an enormous impact on their lives and remote villages had been visited by white men for the first time. What had impressed them most was the amount of goods that the Allies could call up from Australia where an all-powerful white god taught them the secret techniques of manufacture. In the Madang area this fetish for European goods became part of a new social system inspired by an ex-police boy, Yali. He had been acclaimed for heroic deeds performed while a member of a coast-watching unit in Dutch New Guinea, and after the war he was taken on a tour of some Queensland towns by Angau officials. He returned to the Madang district where he introduced his new system, based on a 'cargo cult'. Its object was to secure for its devotees, by sympathetic magic, the material blessings they had acquired a taste for during the battle for the island. It was quasi-military in that village huts were aligned in rows, the paths between were kept clean, whistles blew for getting up and for getting breakfast, women were to be free to all men as they were in soldiers' brothels and, because he thought tables with bowls of flowers in Queensland houses were set there to invoke the gods, Yali advised villagers to place cloths over tables and gather flowers for bowls. In June, 1947, Yali went to Moresby to collect the hoped-for trucks, machinery, electric light plant, tools and other goods while his followers maintained lookouts along the coast for the cargo ships. Some villagers cleared strips in the jungle and formed poles and branches in the shape of airplanes to entice cargo-laden Dakotas down to earth. Because too many people were refusing to work, waiting for cargoes which never came, Yali was arrested and sentenced to a few years in prison; when he was released he gave up his cargo cult, threw away his neatly pressed shorts and vest and returned to more rational, time-tested tribal customs. p. 159

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