



99th BG

346 th

347 th

348 th

416 th

B-17 FLYING FORTRESS
THE

99th Bomb Group Historical Society

NEWSLETTER

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May 1 1990

SOCIETY OFFICERS, 1989-1990

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THE PRESIDENT'S MESSAGE

Air Power History

Spring 1990

Volume 37, No. 1

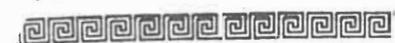
George Bush, Naval Aviator

Clipping Axis Wings

American POWs in Romania

Wartime News in a POW Camp

by John W. Smallwood, Jr.



Compadres, this is how a REAL historian spends his time!
george



I became a prisoner of war on February 25, 1944, when our crew, the Dale E. Tomlin crew was shot down in a B-17 over Regensburg, Germany. Our unit, the 99th Bomb Group, part of the 5th Wing, U.S. 15th Air Force was based in Tortorella, near Foggia, Italy. The pilot, Lt. Tomlin, engineer, Robert Humbel and I, bombardier, were wounded. Tomlin died of his wounds and Humbel was repatriated for his serious arm wound.

The end of my 14 month stay as an "uninvited guest" of the German Reich came about in early May 1945, when a unit of the Russian army arrived at our prison camp, Stalag Luft 1, in Barth, Germany. By that time the number of captured Allied airmen in the camp had swelled to 9,000. Since our German guards had taken off, and our Soviet liberators had demonstrated a generally friendly attitude toward us, many Kriegies (a self imposed nickname for captured Allied prisoners-taken from the German, *kriegsgefangener*, or prisoner of war) decided to simply walk out through the gates, the same ones which had denied us freedom for so long.

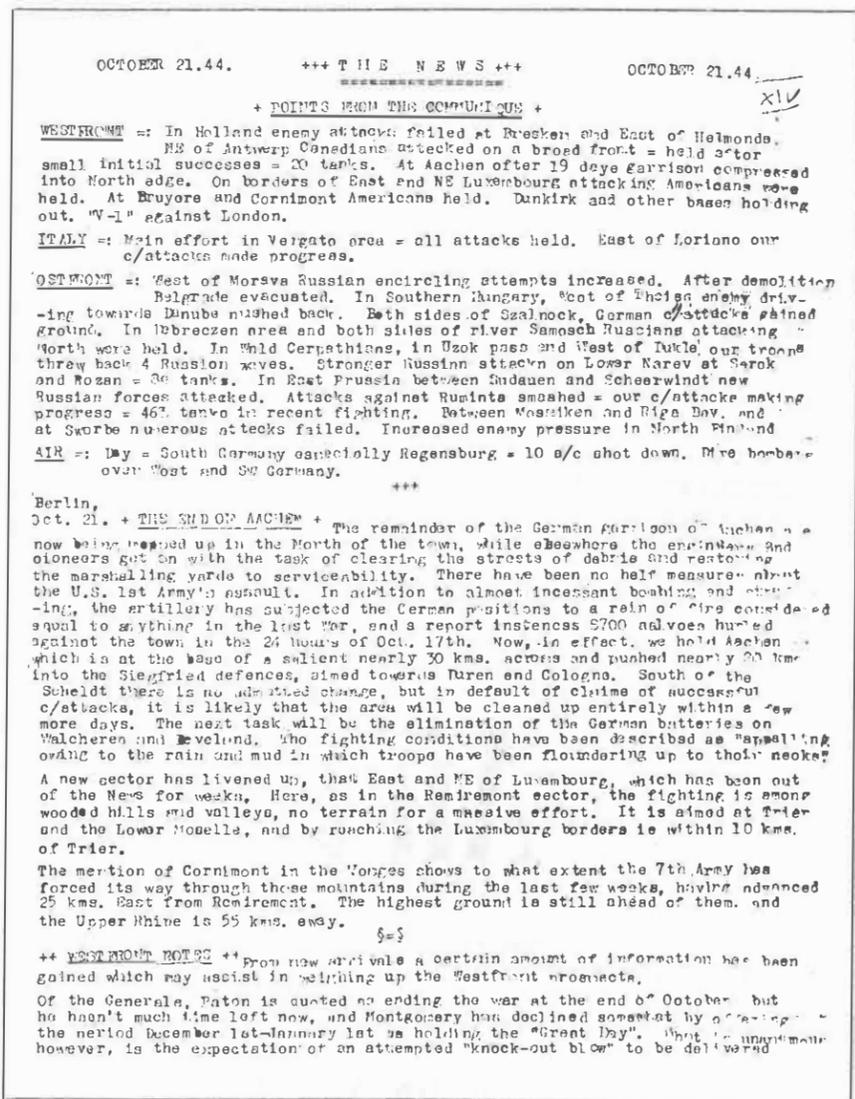
Outside there was a sort of controlled pandemonium in progress, with Allied airmen, mostly U.S. and RAF people, mixing with Russian soldiers in a large meadow, sharing alternate gulps from vodka bottles. Some of our number wandered off intent on visiting nearby farms, hopeful about trading American cigarettes for eggs and onions.

Our Barracks, number XIV, in South Compound, had suffered a sort of pandemonium of its own. The hallway outside our room, number 10 was strewn with a mass of scattered clothing, papers and empty American Red Cross food parcels. The latter had been

uncovered in the basement of the nearby Flak School by some Kriegies. These parcels were some of the very ones which German authorities had assured us no longer existed. As the war continued our prison camp fare had deteriorated below the subsistence

level. Yet, our captors asserted, "Your planes have destroyed all means of German transportation.

So, no more parcels." Sifting through this debris in the hallway I came upon an issue of *The News*, dated October 21, 1944. Typed



The News kept a few lucky Allied prisoners informed about the war and other news.

on durable brown paper, and marked for our Barracks, it contained the latest news about the war of the Western and Eastern Fronts, as well as other international news. At the bottom of the reverse side there were details on American baseball and football games.

I recall that *The News* was always in the hands of the same person, a member of the Escape Committee. In the evening, after we had been shut in our barracks, it was this man's job to enter each room, occupied by 10 to 12 men, and to announce he would read to us the

latest war news. Once he had our attention he would read the news, a practice performed several times a week. Afterward, it was the reader's responsibility to destroy his paper forthwith. It was my good fortune to come upon an undestroyed copy.

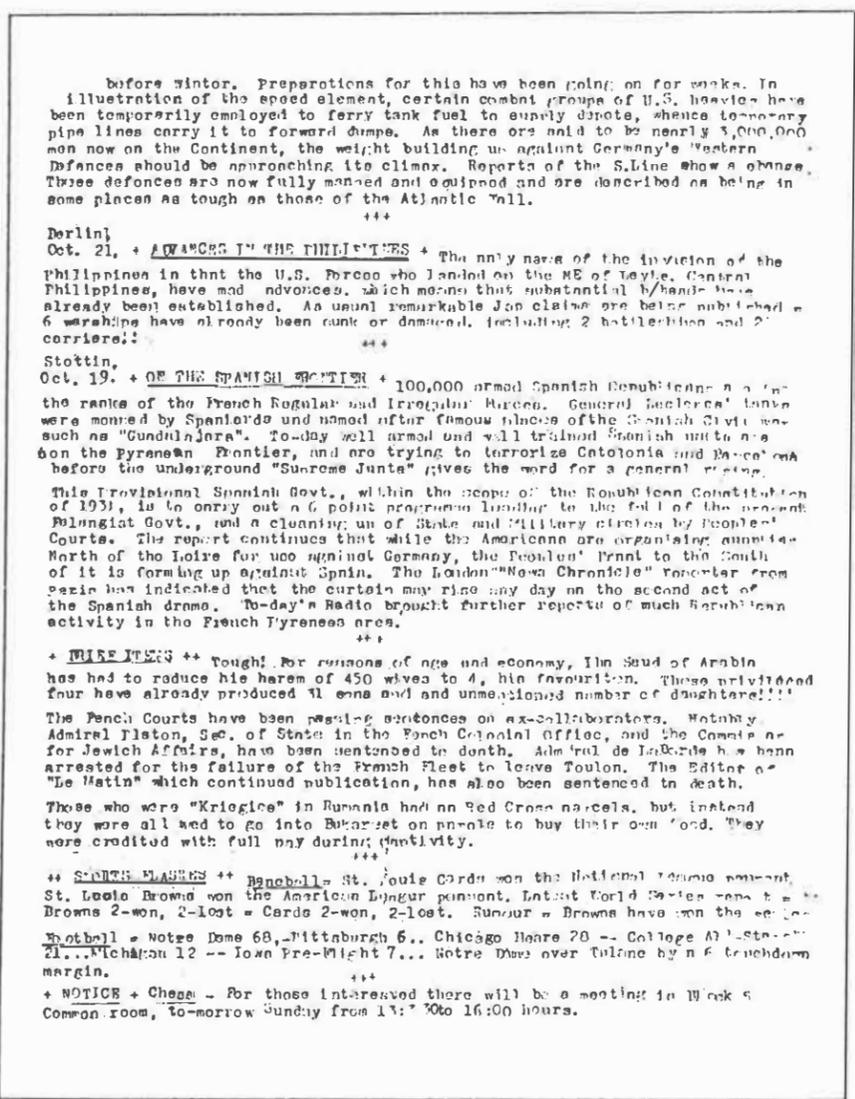
A friend of mine, also an ex-Kriegie from Barracks XIV, with whom I have remained in close touch, believes the source of the news was a radio, a crystal set hidden in a certain barracks. The radio had been assembled by captured British airmen, some of whom had

smuggled portions (bits of coil, wire and crystal) into camp concealed in their clothing. I understand that when not in use the final product was disassembled and the parts hidden inside a bed post. Radios were strictly forbidden.

The set was tuned to BBC and picked up a broadcast the station aired at a very early morning hour from London. Once received and prepared for distribution the RAF men made it available under controlled circumstances. The fact that American sports news was included at the end suggests that American prisoners had a hand in the final product. Our German captors would never know how comforting it was for Kriegies to learn of favorable developments in the war, one they kept assuring us the Allies were losing.

Again, ex-Kriegies have told me the Germans maintained a map in the *Vorlager*, a place available to prisoners on official business. The map included both the Western and Eastern front sectors, and strings attached to it marked lines of movement by the Allied armies, as well as Hitler's forces. A story is told that at one point a German guard noticed the string on the Western front had been moved a certain distance toward the east, further into Germany. He wondered how this latest bit of information had become available. Once the Commandant was informed our entire Compound was subjected to intensive search. Fortunately the radio remained safe.

Thanks, Bill.



The back page of The News kept the Kriegies up on American sports news.

CHAPLAIN'S CORNER

GREETINGS:



Consider the high success achieved by the Bulletin we receive every second month from and through our own Historian and Editor, George Coen. Recently I've had the good experience of reading several bulletins from the 322nd Sqdn of the 14th Troop Carrier Command. Well written and certainly interesting. Along exactly the same lines I recently read a Bulletin of the 505th Bomb Group, a B-29 Group off Tinian. Theirs was a unique experience with large aircraft in a new concept. They suffered many losses from equipment failure for a time with combat familiar to what we experienced except for their low level night operations. Both bulletins were well done, carefully edited and neatly printed, examples of good editorial control. But something is really lacking in these accounts and it has to be through the loss of "first person accounts" which we have enjoyed so much in our own Bulletins. When an account is presented by an individual, it has to come from his own experience as he recalls and has that unique flavor, that very real authority that takes a real nose dive when that account is re-written by somebody else. George never cuts anything, some of my letters have gone through with glaring errors associated with my meager typing experience, but good old George prints them, errors and all. When an individual's own personal account is printed, unedited, it has that flare, that charm, that authority that each of us enjoy. We can thank George Coen for this unique and most effective format as we look forward to his continuing editorial expertise. We all love you George!

In Proverbs Chapter 20, verse 29 it says; "The glory of young men is their strength, Gray hair is the splendor of the old." Be kind to one another and think about that gray headed splendor, most of us are there already.

Letters

99th. Bomb Group Historical Society

Mr. George F. Coen
2908 Aliso Drive, N.E.
Albuquerque, N.M. (87110)

Joe C. Kenney, Chaplain

Herman G. Swain
534 Claremont Road,
Springfield, Pa. (19064)

July 10, 1989

Dear George:

Many thanks for your letter of June 23, 1989, explaining about my name on a current membership list.

Many years ago, I accured a Norden Bombsight. Several years ago, a friend of mine Col. Richard Wolf (former 8th A.F. pilot on B-17) arranged to have it shipped to the Gus Griscom Air Base at Kokomo Ind., to be on display at the Heritage Museum. It is now in the nose of the "Miss Liberty Belle", B-17.

Also I am including article you may be interested in.

Sincerely your,

LETTERS

John F. O'Connell
321 Lindsey Drive
Berwyn, PA. 19312
215-644-9182

31 January 1990

Dear George:

Most of the members of the 99th. BGHS I talk to are unaware of the facilities and material which are available for personal research of our Group and Squadron records. I thought all of our members might be interested in learning what I know in this area and seeing copies (attached) of some of the things I have found.

Military Field Branch of the National Archives

This location has only operational records--that is, combat missions--of the 99th. There is a list of all the 99th. missions from #1 through #395 showing the number of each mission, its target, and its date. Each mission has its own folder, and the folders run from mission #101 on 10/31/43 through mission #395 on 4/26/45. Unfortunately, missions #1 through #100 (10/30/43) are missing, and no one has yet been able to tell me where they might be.

Each mission folder has essentially the following pages:

- "Operation Orders" which gives the details of the mission such as the number of aircraft participating, the target, rendezvous point, route out, I.P., bombing altitude and formation, bomb load, time of H-Hour, takeoff, attack, etc.--all those things most of us cannot remember!
- briefing notes for the day's mission
- a sketch of the target and the axis of attack
- the formation of the Group by squadron, showing each aircraft number, its position, and the name of its pilot
- bomb strike photos, flash bombing report, interpretation of photos, and an analysis of the mission
- a statistical report summarizing the details of the mission
- individual claims of enemy planes shot down

The condition of the folders varies; some are complete, some are not; some pages are in good condition, some are hard to read--but they are all fascinating! In the last box of the folders there are approximately 250 pages of "operation reports" which cover the period 3/31/43-1/31/44. They summarize missions in a page or two but do not have the detail of the folders.

In addition to the Group records, the Archives has four cartons filled with loose pages on the Fifth Wing filed rather haphazardly, and which include, among other things, a record of planes assigned to the 99th. and what happened to them.

The mechanics of visiting the Archives are simple (there is free parking available). You sign in and get an I.D. card, order the material you want to examine, and then wait for them to bring it to you. There are now two photocopy machines for which you can sign on for thirty-minute increments of use; and you can insert a plastic card in the machine which automatically pays for each copy which costs 10 cents--no more having to take rolls of dimes with you. Material taken in and out must be cleared through Security. All this takes time--especially if there are a lot of people using the room--so plan on several visits for a complete search of the records.

The Military Archives are located at:

Washington National Records Center Building
4205 Suitland Road
Suitland, MD. 20023 (1 mile from the D.C. line--So. Ave.)
Tel: 301-763-3978 (Research Room)

Hours are 8:00 A.M. to 4:15 P.M. Mon.-Sat.. If you plan to go on Saturday, you have to call 301-763-7412 no later than 2:00 P.M. on Friday to order the material you want.

Maxwell AFB Research Center

This is the repository for Air Force historical records; but, specifically, it has the following micro-films on the 99th. and its squadrons:

--Roll	B0199	covers	Group	activities	from	9/43	to	4/44
-- "	B0200	"	"	"	"	10/43	to	10/45
-- "	A0585	"	Squadrons	346-347-348				
-- "	A0609	"	Squadron	416				

These films contain historical records, war diaries, unit histories, special narrative reports, press releases, photos on the Base and planes in the air--essentially non-mission-material--and are, of course, the source of much of the material you have been printing in the Newsletter for several years now. Each roll of films includes other Groups and Squadrons as well.

These films can be ordered from;
HQUSAF Historical Research Center
Maxwell AFB, AL. 36112-6678

The films cost \$20 each. They are negative 16mm. film and copy white on black unless you can find a viewing machine which reverses, or can view the films at Maxwell.

It takes 6-8 weeks to get your order filled.

continued on page 25

Dear George:

Feb 20 1990

Here a couple of does anybody remember?

It was the Twenty-second of November, mission was Munich, Germany.

I was awoken to fly as a Toggler it seem that a Bombardier was sick and seeing I was a replacement and my turno be awoken . There were three replacement and two camera men in my tent, so we took turns as far as flying when we weren't schedule to fly. When we turned on the I.P. I open the Bomb Bay doors, then I watch the led plane when I saw his bombs, I hit the switch to release the bombs. Just as I hit the switch a piece of flack came through the nose crease my helmet cut through the oxygen lines and slam into the instrument panel. The flack drove me to my knees and left me with my eyes full of fragment of plexiglass . There I was yelling for the navigator to help remove the plexiglass and he was looking for a walk around bottle. Well I finally clean enough glass out to see through my watery eyes to head back to the rear of the plane for oxygen, as I crawl through the cockpit area I notice the copilot Lt. Moyer slump to one side, his was the only name I had put down in a little book I keep. I remember stepping through the bulk head to the bomb bay the next thing I remember was the radio operator with his arm around me plugging me into a walk around bottle and there I was staring into space as I didn't have time to close the bomb bay and to put my parachute on. The radio operator said that he look out into the bomb bay and saw me weave then fall forward he quick grab me walk around bottle crawl out to me. I sure wish I could remember the name of the radio operator and the rest of the crew. to thanks him again and sure glad that bolt was sticking out of the bomb rack to catch my parachute harness. BOB

I wonder if anyone remember the mission to Bleckhammer , Germany that was an all out mission of the Fifteen Air Force command. It was December Second Nineteen Forty Four each group was suppose to come in at different altitude and from different direction to confuse the enemy gunners . I think the spacing of five minute over target for each group. Well somebody didn't figure in the head winds or human errors because when we left our I.P. all you could see was planes flying every which way, I was flying as a tail gunner on this mission. I looked out at twenty o'clock high and there was a group of B-17, flew right over us at about five hundred feet some one said it was the 97th Bomb Group it had its bomb bay door open and those five hundred pounders sure may your hair stand on end. I watch them fly over us but at two thousand feet at two o'clock low was another group of B-17 flying parallel with us, as the upper flight cross over the lower flight they release their bombs. From my view it look like they drop their bombs into the lower flight, but just the outer box of the lower group was hit the leader and the two wing plane blew in a big ball of flame they just disintegrated the trailing plane flew into the explosion and seem to tear apart I didn't see any chutes come out the mess. I wonder if any body remember? I also remember looking back the way we flew the flack was really heavy on each side of our formation, but our air lane seem clean of flack almost a milk run.

Health To You

Bob

Robert J. Bacher

Feb 20 1990

Dear George:

I was reading the events of the 347 War Diary for the months of Sept. to December of 1943. I am not sure the 416 was in the same Bomb Group as the 347th, the mud and the shooting also the missions are the same, but the food that's a different story. I don't remember fresh meat fresh eggs, cream chicken and biscuits, steak, hamburger, turkey and plain chicken. They also had a PX where they got candy bars and cigarettes.

Now in the 416 squadron from March 1944 to February 1945 here what we got the first three months for our tobacco ration was two pack of Mail pouch and one sack of Bull Durham for a month. The ration increase later on and we got one can of British Gold Flake cigarettes which tasted like straw and to draw smoke in was like sucking mud up thru a straw. Now toward the end of my tour they did have American cigarette Wings.

Now for the food, we had Powder Eggs, Powder potato "C" ration "K" ration also five in one ration. Later on we got the famous S O S but our breakfast was mostly french toast that's slice bread drip in that green slime called powder eggs and fried. That's one thing I couldn't understand how come powder eggs had that greenish hue? We did have fresh eggs we would buy them from the farmer around the base. When I first arrived we paid twelve liras or twelve cents a dozen, when I left we were paying a one hundred twenty liras or one dollar twenty cent a dozen. We cooked in our tent. The fellows and I we had chicken every once in a while we would go out for a little C & W that is chicken & wine hunt. What we would do is sneak over to Capt. O'Rourke living quarters and push his Jeep away so we could jump start it, now Capt. O'Rourke didn't like fly boy. I think the reason he didn't us was because the officers would come into the squadron 1st or 2nd Lieutenants and leave as Capt. or Major after a few months oversea, and he was pass over for a promotion while I was there and that didn't help anything. Lets get back to the C&W what we would do is make a hook out of tubeing that we got at the planes graveyards ours or the British that were on our field, it would be about seven feet long. We would take the Jeep along the road and snag any chicken along the road and put it in a barrack bag. One day we were on our little tour when we spotted a pig, well ole Tex as we called him said let me bull dog him. Well Tex was from Beaumont, Texas he was about five feet six tall and weight between hundred fifteen to twenty pound, he stood up on the back wheel well. Were rolling along at twenty miles and hour, now this pig weight about a hundred and fifty pounds. Well he leap off and hit that pig like a flat rock hitting water flew about six feet in the air lost air speed hit the ground twice like some pilots I flew with & his nose dug into the ground. Why I seen B-17 belly land tear up less truf then he did any way he ended up with his heels ahead of his head. When we got to him he keep saying it didn't have horns! We headed back to the base left the Jeep at the flight line got a lift in a truck to the doctor, we told him Tex fell off a truck, thats the way his report read. You see Sugar Foot from Harlan, KY. and the Doc were drinking buddy Sugar Foot had a still behind our tent and when he has the fixing he could make a quart a day. It was the god awful tasteing stuff I ever drank, but the Doc and Sugar Foot thought it was top shelve. You see our tent was locate way back by the tracks where the double story yellow stucco house was, so not to many people walk around our tent. Notice I used nickname in case those in this story became men of the cloth or a politician. By Batman X 416er

Regards

Bob

 ROBERT J BACHER
692 N ABBE RD
ELYRIA, OH 44035

Dear George ---

I just finished counting up all the 99th losses, both operational and non-operational. I believe there are 105 planes on the list. A list is enclosed.

A couple of letters ago I asked you if you knew a Patrick Train in the 416th. He crashed 230449 at Massicault on 15 Sep 43 after a mission. Well, he was assigned to the 2nd BG. Apparently the plane went from the 99th to the 2nd sometime after it was assigned on 17 Jul 43. It flew 9 missions with the 2nd so it couldn't have been in the 99th more than a week or two. If it had stayed in the 99th, it would probably have gone to the 97th when the swap of Tokios for non-Tokios took place in Nov. 43.

There is also a change in the number of missions that Never Satisfied flew. Jake Grimm informs me that when the plane reached the 483rd it had 90 bomb tallies painted on it. Supposedly, it flew 28 more missions with the 483rd but Jake informs me that most of these were double missions. Therefore, it appears 388 flew only about 14 missions with the 483rd. After checking what data I have, 90 missions seems about the right number that 388 would have flown with the 99th. Add the 14 and that makes 104 missions. This seems very reasonable for the period of time that it flew.

On the 99th plane list, I have changed the two pages concerning 230449 and 25388 and am sending them to you. They are pages 4 and 12. Notice there is a name for 230449. I got that from the 2nd BG records. I don't know if it was named by the 99th or the 2nd. Pat Train crashed landed Julie A at Massicault after having received severe battle damage. He totalled the plane and no one on the crew was injured. I wonder how the 2nd managed to get a Tokio equipped plane away from the 99th without a fight?

On the losses list, there are two planes that were written off as being lost twice. 25786 was declared a loss by the 99th because of a fire on 16 Sep 43. It was apparently repaired and went to the 483rd. It was shot down over Nis on 15 Apr 44, the first loss for the 483rd.

The other plane was 230416. It suffered severe battle damage at Mestre on 6 Oct 43 and was declared a 99th loss. It was repaired and ended up with the 97th BG. It was shot down at Padua on 11 Mar 44.

Was at the newstand the other day and found a new magazine on the rack. It is the first issue and published by Collectors Gallery of Canoga Park, CA. The entire issue is about the B-17, from the E model through the G. It is worth buying. It has a short biography of Bert Stiles who wrote "Serenade to the Big Bird". It also has a feature about the Confederate AF B-17 and one about Shoo Shoo Baby. There is even a reprint of the B-17 flight manual at the end of the magazine.


Dick Drain
6 Feb 1990

18 December 1989

10

Dear George,

For quite some time now, I've been meaning to lay a war story on you. It's one I've thought about hundreds of times, usually leaving me at some odds with my conscience, and also with the feeling that no one (me, in this case) should be heard from so much that others with better tales are not. This one, however, happened not only to me, but also involved many other people, and some of the important ones aren't here anymore to tell it, so I'll get on with it for them too. Maybe it's just therapeutic:

At the 99th BG briefing for the mission of 16 April 1944, an unusual mix up of the assigned positions in the group formation put one of my (346th) airplane commanders and his crew in a squadron lead position for which he had not yet been checked out. His name was Corley, a very solid and dependable element leader, and I've never been able to come up with his first name or the identity of the rest of his crew. I was scheduled on this mission to check out in the group lead, flying with Lt. Col. Bill Headrick.

You know how import we felt the individual check out was to our successful operation. The obvious, quick, and easy answer was for Corley and me to swap positions. He could fly co-pilot for Headrick and I could take his plane and crew in the squadron that I was familiar with, waiting for the next mission to get my group lead check. Headrick agreed at once, and we made the switch without further ado. There was no time nor need to advise anyone else. The full implications of what seemed a logical fix were still some four hours away.

Enroute weather made the primary target unreachable, and the group diverted to Belgrade, and a secondary target. On a very long and steady bomb run with accurate tracking flak, the group lead ship was hit, losing a large portion of its left wing tip. I was leading the low left squadron, so it was my primary visual referemce, and I clearly saw the flak impact and his diving turn become a spin as I pulled my squadron up to evade the crippled lead plane. Ball turret and tail gunners later reported its explosion and two chutes.

After de-briefing on return, I headed back to my squadron, where Ed Kusterer, the adjutant, was gathering up my personal belongings and looking up my next of kin. He turned white as a sheet. Small wonder since the ops loading list, and eyewitness accounts seemed completely conclusive.

Two men from the crew survived when it exploded, tail gunner Francis Presser, and bombardier Chuck Neri, blown free, and parachuting to become POW's. Ironically, Neri was on his 50th mission and his birthday as well, and his story is very well told in a couple of letters in the September, 1986 newsletter.

There was a point to make when I started this, and I hope it hasn't since evaded me. It must be that some of the really BIG corners, the decisions that determine one's life story, and, indeed, sometimes its length, may not appear all that significant at first. What made it possible for me to tell this story, 45 years after being scheduled for that final fall, was as simple and unlikely as a botched formation plan. And I still don't know the rest of Corley's name, or anything about his crew---mine for one critical, and in this case, fatal mission.

My best wishes for a Merry Christmas and many Happy New Years,

Bill Headrick

11

War Diary

THREE HUNDRED FORTY EIGHTH BOMBARDMENT SQUADRON
NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of the Intelligence Officer

31 December 1944

SUBJECT: Historical Events
TO: Group S-2, Attention Historian

1. Staff Officers:
 - a. Capt Raymond J. Kane, Operations Officer promoted to Major, 15 December 1944.
 - b. Herbert A. Rooney, Jr., 1st Lt., became Engineering Officer vice Langdon F. Ayers, Capt., 15 December 1944.
2. Awards and decorations:
 - a. Distinguished Flying Cross:
Donald L. Blanchard, 1st Lt., O-759560
Ernest K. Gentit, 1st Lt., O-756969
John R. Lewis, Capt., O-755583
Frank B. Knepper, Jr., Maj. O-412507
Hayden A. Mitchell, 1st Lt., O-723142
 - b. Oak Leaf Cluster to Distinguished Flying Cross:
James W. Crow, 1st Lt., O-765572
3. Losses in Action:
 - a. S/Sgt Frank E. Kaufman wounded in action on 11 December 1944, by exploding shrapnel on mission over Noosbierbaum, Austria.
4. Personnel who have completed their missions:
 - a. The following members of this squadron completed their missions during the past month:

1st Lt James L. Smith, 1st Lt Nick G. Pappas, I/Sgt Edward L. Clower, 1st Lt S.W. Gergman, 2nd Lt Gerhard Nellhaus, I/Sgt Seymour Diamond, 1st Lt Charles W. Cadwallader, I/Sgt Floyd A. Ricahrds, S/Sgt Russell N. Brink, 1st Lt Gerald R. Sprankel, I/Sgt Donald R. Gilmore, 1st Lt William H. Billingsley, S/Sgt R.L. Cillabaugh, Capt Johnr. Lewis, I/Sgt Vincent F. Verre, I/Sgt Lotis A. Liddy, S/Sgt Hugo A. Sbordone, S/Sgt Hershel D. Bode, 1st Lt Edward I. Lanigan, 1st Lt Herman G. Hamilton, S/Sgt Charles L. Mayer, S/Sgt J.H. Carmichale, I/Sgt H.E. Weil, 1st Lt Wallace M. Lott, 1st Lt Luther A. Mayer, S/Sgt O.L. Brower, 1st Lt L.R. Fouts, I/Sgt R.L. Haggard, I/Sgt W. Goldstein, S/Sgt A.D. Poliquin, S/Sgt J. Rolka, S/Sgt R.F. Ebbert, S/sgt D.E. Pius, S/Sgt B.A. Innes, S/Sgt W.F. Fuller, S/Sgt W.N. Cornett, I/Sgt T.L. Campbell, S/Sgt G.A. Rowland, S/Sgt A.I. Kosloski, S/Sgt J.P. Campbell, S/Sgt E.E. May, S/Sgt R.R. Hinkle, Lt R.J. Miller, and I/Sgt J.A. Atwood.
5. Important Events:

During the month of December, the 346th Sq, joined in with the rest of the group in the 300th mission celebration. The officers in conjunction with the other officers of the group held a party at the 368th Service Sq. Auditorium on 16 December 1944. The enlisted personnel held their party the same evening in the day room. A G.I. Stage Show was the feature of the evening. There was open house at the bar with a G.I. Orchestra furnishing the music.

There were several Christmas parties around the Squadron. On the 23rd of December 1944, the officers held a stag party in the day room. On Christmas Day a group of enlisted men celebrated at a party held in Manfredonia. A good time was had by all.

THREE HUNDRED FORTY EIGHTH BOMBARDMENT SQUADRON
 NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
 Office of the Intelligence Officer

On the 27th of December 1944, a serious line disaster was averted by the heroism shown by some of our ground personnel. T/Sgt Bradford Benton, crew chief and Cpl Albert Keskee were changing a booster pump on a gas tank on A/C 048 when the tank caught fire and exploded. Only a few men were on the line at the time. At the sound of the explosion they raced to the aircraft with fire extinguishers and turned them on the fire which was burning fiercely. They had to work fast, for the A/C was loaded with bombs for the next day's mission, and a loaded refueling unit without a tractor was standing nearby. M/Sgt Vincent R. Fornias, line Inspector, went into the aircraft, grabbed an ax, climbed up on the wing, and chopped a hole in it. The opening in the wing was necessary in order to extinguish the flames in the burning tank, with the contents of all available fire extinguishers. While Sgt Fornias was actually extinguishing the flames, Sgt Charles Nunnley ran for a tractor and hitched it to the refueling unit. Pfc John Linna drove the unit to a safe distance from the fire. Other line men, including M/Sgt Ralph Ocheltree, M/Sgt James Buchanan, M/Sgt Angelo Retalis, M/Sgt Robert Schroeder, searched the area for all available extinguishers to fight the flames. By the time the fire department arrived, the fire was out and the aircraft safe except for a badly damaged wing. Thanks for the quick thinking and acting on the part of the line men mentioned. The group was saved from a major tragedy.

31 January 1945

SUBJECT: Historical Records

TO: Group S-2, Attention Historian

1. Staff officers

a. Capt James S. Hemphill became Operations Officer vice Maj Raymond J. Kane, 2 January 1945.

2. Awards and decorations.

a. Distinguished Flying Cross.

James L. Smith, 1st Lt., O-818238
 Lane R. Fouts, 1st Lt., O-763989
 Ludovic S. Fligas, 1st Lt. O-761006
 Robert P. Gilroy, Capt., O-817423
 Thomas F. Rawlinson, Capt., O-765070
 William C. Whelchel, Capt., O-754782
 Edward L. Lanigan, 1st Lt., O-712110
 Lyle L. Link, 1st Lt., O-821170
 Robert J. Mack, 1st Lt., O-1692887
 Ira H. Shick, Capt., O-813597

3. Important Events.

Capt James S. Hemphill the new Operations Officer became the first man in the Squadron's history to start another tour of duty.

On the 8th of January 1945, Lt Howard E. Ramey returned from a five weeks tour of England. He visited the various bomb groups of the 8th Air Force giving lectures on the night missions conducted by the 15th Air Force.

KERMIT J. MACK
 Captain, Air Corps
 Squadron S-2 Officer

Sheet No. 13 War Diary. 99th Bombardment Sqdn. Foggia #2, Italy *416th Squadron*

Month of January, 1944. Prepared by George E. Hutchison, Capt, S-2

DAY	EVENTS
1	We started off the new year with a holiday. It being a nonoperational day. There was a cold rain and windstorm practically throughout the day. Quite a number of tents were blown down by the storm. Late in the afternoon, despite the rain, we celebrated the New Year with a turkey dinner.
2.	Scheduled mission cancelled. it was a much needed holiday, as it gave everyone a chance to repair damages to tents caused by rainstorm yesterday.
3	It was an operational day and we sent nine A/C on a successful mission over the Villar Perosa Ball Bearing Factory, Italy. A/C 388 and 527 returned early due to minor engine trouble. S/Sgt B.M. Vaagen, S/Sgt M.W. Cruggs, S/Sgt A.L. Shorten, and S/Sgt L.D. Wittern completed 50th mission.
4	We sent eight A/C on a mission over Sofia, Bulgaria. A/C 346 returned early due to engine trouble. All of our A/C returned safely with their bombs. They could not locate target due to the weather. During the evening at 1930 hours we had a yellow air raid alert.
5	Scheduled mission cancelled. The weather was cold and it rained throughout the day. Capt E.P. McLaughlin, formerly with our squadron, was awarded the Distinguished Flying Cross.
6	Nonoperational. In the evening a movie was shown on the base entitled "Hit the Spot."
7	It was an operational day and we sent eight A/C on a mission over Wiener Neudstat, Austria. Due to heavy overcast, target could not be found. The secondary target was hit. The target was the Maribor A/C Factory, Yugoslavia. Target was well covered. Our squadron was the only one out of the whole group that dropped their bombs. A/C 817 returned early due to engine trouble. This mission marked our first venture into Yugoslavia.
8	We sent nine A/C on a successful mission over the Reggio Emilia M/Y and A/C Factory, Italy. A/C 135 returned early because of engine trouble. All our A/C returned safely to base. It was an easy mission as no flak or E/AC were encountered. T/Sgt Gregory Brothers, Sgt Robert Calkins, and Sgt Charles Barnes were presented Soldiers Medals by Maj Gen Nathan Twining, new Commanding General of the 15th Air Force. Lt J.B. Fowler and Lt K.B. Finney completed 50th missions.
9	It was an operational day and we sent seven A/C on a successful mission over the Pola Harbor, Italy. All our A/C returned safely to the base.
10	Eight A/C took off on a successful mission over Sofia, Bulgaria. S/Sgt Jack Gettheid and S/Sgt Chester Kissinger made claims for shooting down one E/AC each.

- 11 We sent 6 A/C on a successful mission over Piraeus Harbor, Greece. Our A/C encountered approximately 30 E/AC. S/Sgt F.L. Messel and T/Sgt R.N. Hyle made claims for destroying one E/AC each. All our planes returned safely.

Sheet No. 14

Month of January, 1944

- 12 Scheduled mission cancelled. Today was PX day and all we received was seven packages of cigarettes. In the evening fresh meat was served at chow.
- 13 It was an operational day and we sent 9 A/C over Guidonia A/D, Italy. The mission was successful and all our A/C returned safely. Capt G.E. Bransom completed 50th mission.
- 14 Eight A/C took off on a successful mission over Mostar A/D, Yugoslavia. It was an easy mission as slight flak and no E/AC were encountered. This was our shortest mission to date. The chow line formed early this evening because we were served chicken.
- 15 We sent 10 A/C on a successful mission over Arezzo M/Y, Italy. A/C 981 returned early due to engine trouble. All our A/C returned safely to base as slight flak and no E/AC were encountered. In the evening a movie was shown on the base entitled "Coney Island" starring Betty Grable and it was well attended as there was standing room only.
- 16 Seven of our A/C took off on mission #133 for the group. The target was Villaorba L/G, Italy. Target hit. No flak over target or E/AC encountered. Light flak over coast. A B-24 was shot down by one of the squadrons in our group. All our A/C returned safely to base. Capt G.E. Bransom and his crew took off on a trip to England. The two new crews that joined our organization several days ago were given a lecture by Lt K.J. Mack, Ass't S-2 officer. S/Sgt Chester Kissinger completed 50th mission.
- 17 Eight of our A/C took off on mission #134. The target was Pratt M/Y, Italy. Our A/C traveled practically all the way over enemy territory and did not encounter a single E/AC or any flak. As the crew returned they were wondering what had happened to the Luftwaffe. T/Sgt R.A. Mannie, S/Sgt A.L. Macswicz, and T/Sgt C.O. Zigler completed their 50th mission. During the evening at 2000 we had a red air raid alert which lasted about 20 minutes.
- 18 Nine of our A/C took off on mission #135. The target was Peggibonsi M/Y, Italy. The target was well covered. No flak or E/AC was encountered. T/Sgt P.B. Malaker, T/Sgt J.T. Hammett, S/Sgt L. Werderitsh, and Capt C.E. Erikson completed 50th mission. Brig Gen Atkinson, Commanding General of the 5th Wing, attended the briefing and made a short talk.
- 19 Ten A/C took off on a successful mission over Centocelle A/D, Italy. There was no flak or E/AC encountered. A/C 058 was hit by 8 frag bombs on the bomb run from an A/C of the 346th Squadron. The frags punched a few holes through the wing and the pilot was forced to leave the formation. The pilot tried to bring the A/C back to the base but made a crash landing near Naples. Seven parachutes were seen to open

before the A/C landed. According to the last reports, all personnel were reported safe. T/Sgt R. Slater, S/Sgt C. Neiman, S/Sgt D.R. Young, and S/Sgt G. Lloyd completed 50th mission. S/Sgt J.A. Bartlett was slightly injured when a frag bomb glanced off the glass of his turret in A/C 981. He received pieces of glass in his eyes.

Sheet No. 15

Month of January, 1944 Prepared by A.F. Sentous, 1st Lt, S-2

- 20 It was an operational day and we sent 10 A/C on a mission over Giampino A/D, Rome, Italy. A/C 842 returned early due to engine trouble. No flak or fighters encountered. Target area well covered. Chaplain H.T. Whitlock and Major Keehne, the Group Surgeon, lectured to the enlisted personnel on Sex Morality. Lt W.W. White read the Articles of War at the same lecture. Lt C.C. DeCuir completed 50th mission.
- 21 Ten A/C took off on mission #138. Primary target was not bombed due to heavy overcast. The secondary target, Rimini M/Y, Italy was hit. The mission was very successful. Our A/C encountered 6 E/AC firing rocket shells. S/Sgt T.W. Hill claimed shooting down an FW-190. All our A/C returned safely to base. Lt J.S. Connolly completed 50th mission.
- 22 Nine A/C took off on mission #139. The target was the Pontedera A/D, Italy. A/C 527 returned early due to oxygen trouble. The target was well covered. No flak or fighters were encountered. Capt G.E. Hutchison left this morning for Bari to enter the 26th Station Hospital.
- 23 Ten A/C took off on mission #140. The target was the Poggibonsi M/Y, Italy. A/C 135 and 467 returned early due to engine trouble. All A/C returned to base with their bombs due to heavy overcast over target area. Lt E.W. Cork completed 50th mission.
- 24 Ten A/C took off on a mission over Sofia M/Y, Bulgaria. Bombs were not dropped due to heavy overcast of target area. Most of the A/C jettisoned their bombs in the Adriatic Sea on the way home. Lt B.F. Thomas completed 50th mission. A/C 842 landed at Bari. Most of the crew as they returned commented that "they would prefer to fight the Nazis than fight the weather."
- 25 It was a nonoperational day and it was a most welcome holiday after completing 12 consecutive mission in a row.
- 26 Scheduled mission cancelled after briefing. Major Max E. Davis, former CO paid a visit to the squadron.
- 27 Ten A/C took off on a mission over Salon De Provence A/D, France. A.C 842 returned early. Our A/C were jumped by about 15 E/AC. Flak was heavy and intense. Lt W.H. Gerland and Pfc C.O. Harris claimed of shooting down one E/AC each. S/Sgt C.C. Kaschinaka completed 50th mission.

- 28 Nine A/C took off on a successful mission over Aviano A/D, Italy. A/C 467 returned early due to minor trouble. From 10 to 15 E/AC were encountered over target area. Flak was heavy and intense. S/Sgt G.H. Webb, S/Sgt M.E. Lloyd, S/Sgt W.W. Winebrenner, and S/Sgt P.L. Beard made claims for destroying one E/AC each. T/Sgt R.R. Van Horn completed 50th mission.
- 29 Ten A/C took off on mission #144. Due to heavy overcast at primary target, bombs were dropped on the Fabriano M/Y, Italy. The target was missed as the bombs landed in hills southeast of Fabriano. Flak was slight and no E/AC were encountered. Lt G.W. Brandt completed 50th mission and made a perfect landing on [one wheel]. On the take off one tire blew out. Lt J.B. Tschirgi completed 50th mission. Capt G.E. Bransom and crew returned from England.

Sheet No. 16

Month of January, 1944

- 30 Ten A/C took off on a successful mission over Maniage A/D, Italy. Target area was well covered. About 5 E/AC were encountered over target area. No flak. All our A/C returned safely to base. S/Sgt E.J. Petrach claimed shooting down one E/AC.
- 31 Nine A/C took off on a successful mission over Udine A/D, Italy. Target area well covered. Heavy flak and about 10 to 15 E/AC were encountered over target area. S/Sgt D.B. Fisher claimed destroying an E/AC. With today's mission, we closed out the month with the biggest operational month in the history of this theater of operations. Twenty-four missions were accomplished during the past month. It was pay day today and there were quite a number of poker games in session far into the night.

Combat History of the 348th Squadron

Leaving the States on April 29, 1943, the now famed 348th "Diamondback" Squadron of the veteran 99th Bombardment Group, little realized what outstanding records would be accomplished during the next two years of combat and almost 400 bombing missions over vital and heavily defended enemy targets in 13 Hitler controlled, European countries. Beginning its combat career from Africa with a raid on the airdrome at Villacidio, Corsica, the "Diamondbacks" bombed strategic targets in Sicily and southern Italy to pave the way for the coming invasion. Moving to Italy in early 1944, it continued its relentless crusade to cripple Hitler's oil and manufacturing industries by knocking out such vital targets at Vienna, Polesti, Regensburg, Rhuland, Wiener Neustadt, Munich, and Berlin. It participated in the famous first shuttle bombing run from Italian bases to Russia and back. Early in 1945, it went on the first Berlin raid by heavy bombers from Italy. During these two years, the "Diamondbacks" piled up an outstanding record of targets bombed, enemy aircraft destroyed, and awards presented to its air and ground personnel. The men in the squadron have earned 1 Distinguished Service Cross, 8 Silver Stars, 19 Bronze Stars, 96 Distinguished Flying Crosses, 1118 Air Medals, and 4,320 Oak Leaf Clusters to the Air Medal. It has destroyed more than 150 enemy aircraft from Bizerte to Berlin. The group as a whole has destroyed more enemy aircraft than any other heavy bombardment group in the Mediterranean Theater.

THREE HUNDRED FORTY SEVENTH BOMBARDMENT SQUADRON
NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of the Intelligence Officer

5 January 1944

SUBJECT: Historical Records

TO: Major Philip M. Philips, 99th Bomb Gp (H) Hq, S-2

1. There was no change in the Commanding Officer during December 1944.

2. The month of december started off with a war bond drive in the squadron and the 347th swept way out in the lead from the very beginning. Our total sales were boosted when Cpl Chester J. Stachowisk purchased a one thousand dollar (\$1000) bond. Only one other squadron in the wing topped our mark.

Our ping pong tournament did not go off so well for us but our checker players made a good showing in the group.

Shortly after the month began, we hit a streak of bad luck for the first time in many months. One of our planes crashed shortly after taking off on mission, and two others since have failed to return from missions.

For the first time during our extended stay overseas, the squadron Post Exchange received a shipment of wrist watches. Only twenty eight came in and our P.X. officer, Lt James Seecord, let each man who wanted one drop his name in a box and then hold a drawing. P.X. rations as a whole have been very good this month, with a fair ration of candy, cigarettes, coca-cola and beer. Beer was given out free to the men on x-mas day and the meal was excellent.

Rotation (unfamiliar term) hit us this month but very casually. One officer and two enlisted men were the sum total and they were not with the original ninety ninth. Quite a large number of our combat officers and enlisted men finished their tour of duty, however, and returned to the States. Weekly meetings each Friday with all combat personnel were carried on this month as usually by the two S-2 officers, Capt Monroe B. Gross and Lt William B. Murphy, and the operations officer, Lt J.A. Plummer. The men are taking a definite interest in these meetings and a maximum attendance is always present.

Two of our combat men returned to the squadron after roaming around in enemy territory for several weeks. They had both been with the squadron for several weeks and everyone was very glad to see them.

A new Day Room Committee was organized for the squadron among the enlisted men to get improvements underway. The first thing done was to install a much needed stove and get a few additional chairs. Now under construction is an addition to the building to house the new bar which we hope to have opened soon.

There was one Distinguished Service Cross submitted from this squadron during December 1944, and thirteen Distinguished Flying Crosses. There were three Distinguished Service Crosses awarded posthumously to members of this organization during December 1944 and eight Distinguished Flying Crosses.

MONROE B. GROSS
Captain, Air Corps
347th Sq, S-2

TARGET

416th Bomb Sq.

99th Bomb Gp.

Vol I, No. 12

ALL SECTIONS WELL COVERED
ITALY

Monday, July 24, 1944

Lt. Col. Bernice S. Barr Editor Sgt. William J. Burns, Jr. News Editor
 T/Sgt. Joseph H. Warmer Exec Ed. Sgt. William J. McCarley Asst Sports Ed.
 1st Lt. Harold J. Blum Sports Editor Sgt. Joe Martorano Asst Sports Ed.
 Capt. Edward O'Rourke Officer in Chg Pvt. Frank J. Rivers Art Editor
 S/Sgt. John M. Grant Typist

BINGO PARTY

It has been definitely established that the weekly Bingo Games are above reproach. Quite a few persons were dubious as to the fairness of these games and it was even whispered in certain circles that they were "fixed." But such accusations have ceased; and we feel sure that the two con-men, Lts. Blum and Cahill are the ones to be thanked for clearing up the controversy. They permitted the News Editor of the TARGET to enrich himself to the tune of ten bucks at last week's party. But the sword still hangs over the fair head of Andy Anderson, who relinquished his position of barker on Sunday to participate in the contests. By an odd coincidence, it was the first time Tommy O'Shea hasn't won at least one game.

At the horse racing party on Thursday, Capt. Hattonbach was the heavy loser. Bruno Eury won fifteen berries and added his lusty lungs to the cheering section. The highest odds paid were 10-1 on number six in the last race; but to the chagrin of those unfortunate enough to have their dough on his nose, he was left at the proverbial post.

THREE HUNDRED FORTY SEVENTH BOMBARDMENT SQUADRON
 NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
 Office of the Intelligence Officer

5 February 1945

SUBJECT: Historical Records
 TO: Major Philip M. Philips, 99th Bomb Gp (H) Hq
 S-2

1. Major John W. Hutton assumed command of the squadron succeeding Major Allen W. Schroeder, new Deputy Commander of the 99th Bomb Gp (H). Captain John A. Plummer succeeded Major Charles B. Katsenmeyer as squadron Operations officer.

2. The month of January was off to a very ugly month from the beginning with rain and snow all day and with very few exceptions continued through the entire month. New Years was observed in a very quiet way with our mess sergeant, S/Sgt Harry Horner, really doing justice to himself in the fine meal that he produced. Six members of the group band, who are in this squadron, furnished us with dinner music and Lt James Seacord, our Post Exchange officer, passed out free beer. Early in the month, eight enlisted men took the preliminary examination for a Warrant Officer appointment and by the end of the month only three of them are still on the road to success.

Various forms of entertainment and meetings were given during the month. One U.S.O. show came our way and as usual was given the whole-hearted support of the squadron. The Articles of War were read by the Adjutant, Captain Larry Stusser, to all of the enlisted men and two "Escape and Evasion" lectures were given to both combat officers and enlisted men by Captain Monroe B. Gross and Lt William B. Murphy, S-2 and Ass't S-2 Officers.

VIC CIRELLA, the Neapolitan Gargantuan, has taken to daily exercise to work off some of the excess avoirdupois accumulated over the winter months. Did we hear someone say that a good day's work would do more good in that respect? We hope we didn't.....Anyone who has attempted to make a "long green" shot on the dayroom pool table can easily imagine the difficulties encountered by Hannibal in his crossing of the ALPS.....Speaking of the Alps brings to mind that M/Sgt FRANK (SACKY) BACCHI was born and went to school in these very Alps, just a bit above the Italian border, and knows quite a bit about the terrain of that particular country.....Will someone please tell TOM _____ the correct pronunciation of La Jolla, that ILLEGIBLE and he is tired spelling out the name every time he tries to explain what a nice time she is having. And to make it worse, the name of the hotel at which she is staying is also known as, you guessed it, the La Jolla. It would be easier on TOM if she spent her summers at Skunk Hollow, Missouri.....ODD SIGHTS ABOUT THE CAMPUS: "SPEED EBHER washing his necktie in muddy water and rinsing it out under the Listor Bag; LT BLUM playing second base for the Diamondbacks; SAM TAORMINA trying to put out the recent fire in the trash truck with an empty CO2 extinguisher.....WE CAN'T IMAGINE: "CHIEF" ROBERTSON filling the water bags for the tent; "SMILEY" BAILEY not spending his spare time building a radio; ROGER BICKER worrying about anything; ARTHUR "SASSIN" BASSIN acting shy and reserved; "HOAGY" CARMICHAEL waiting on a customer without first giving out with a joke.....FREDDIE RIPP has displayed such energetic and unflinching devotion to duty that his erstwhile boss, A/SGT. DELMAR "LONGHORN" BLACK, found it safe to seek rest and solace in the secluded Enlisted

DIAMONDBACKS LUCKY

Overcoming a first inning lead of three runs, the "Diamondbacks" came through to win 6 to 3 over the "Bombinos," a local independent team, in a game played on the Diamondback field Monday afternoon. Charley Cohen and LeRoy Stevens shared the spotlight on the mound for the newly formed team and did a nice job of holding the fighting Diamondbacks to five hits, but were a bit too liberal in issuing free passes.

Lt. Harold Blum broke into the Diamondback lineup again, with slightly better results this time; maybe that's because he doesn't have Carmon Roose around to heckle him any more. Our highly esteemed news editor, Willie Burns, made his debut into the local baseball circuit by doing a magnificent job of whiffing at the plate. Will R. Black was the winning pitcher, allowing five hits and five walks, and striking out four.

BOX SCORE

BOMBINOS	POS	AB	R	H	E	DIAMONDBACKS	POS	AB	R	H	E
Jennings	2B-SS	3	1	1	0	Johnson	CF	2	1	1	1
Stevens	SS-P	3	0	2	0	Thorsson	3B	2	0	0	2
Pollotior	CF	2	1	0	1	Bragiol	SS	3	1	1	0
Esposito	3B	3	0	1	1	Black	P	3	1	2	0
Taormina	C	1	1	0	0	Smicchowski	C	0	0	0	0
Isakson	1B	1	0	1	0	Tressler	LF	3	1	0	0
Baskin	LF	2	0	1	0	Cavaloro	RF	2	0	0	0
Burns	RF	1	0	0	0	Wollis	1B	1	2	0	0
Cohon	P-2B	1	0	0	0	Watlington	2B	1	0	0	0
						Blum	3B	1	0	1	0

HEADQUARTERS 416TH BOMBARDMENT SQUADRON (H)
APO 520 U.S. ARMY
1 November 1944

SUBJECT: Historical Records

TO; Commanding General, Fifteenth Air Force. Attention: Historian
(Through Channels)

1. Unit History of the 416th Bombardment Squadron (H), for the period October 1, 1944 to October 31, 1944.

a. The present designation of the unit is the 416th Bombardment Squadron (H), 99th Bombardment Group (H), 5th Wing, 15th Air Force, Army Air Forces.

b. Change in organization:

(1) No changes in designation of the unit.

(2) No transfer of unit as a whole.

(3) 1st Lt. Cecil M. Buffalo, O-705306, designated Flight Commander, Flight "B", vice Capt. Donald O. Thorssen, O-755949, relieved 15 Oct.

1st Lt. Clarence W. Baringhaus, O-706113, designated Flight Commander, Flight "C", vice 1st Lt. Kenneth L. Allen, O-755493, relieved 18 Oct.

1st Lt. Jack E. Popham, O-764437, designated Flight Commander, Flight "D", vice 1st Lt. Cecil M. Buffalo, O-705306, relieved 18 October.

c. Strength, Commissioned and Enlisted

(1) Month of October, 1944.

(a) October 1, 1944, Officers - 87, Enlisted - 408

(b) Net Increases, Officers - 9, Enlisted - 14

(c) Net Decreases, Officers - 0, Enlisted - 0

(d) October 31, 1944, Officers - 96, Enlisted - 422

d. The unit has been stationed at Tortorella Airdrome, Italy, during the month of October, 1944.

e. No movements were made during the month.

f. Campaigns:

(1) The squadron has been engaged in the Italian Campaign.

(2) Duration: From 10 August 1943, and still in progress.

Men's Rest Camp. As a result, the early show line was minus a very conspicuous figure for a spell....While en route overseas, in the distant past, one of our cagiest and prolific agitators approached A.P. WILSON on the aft deck and in a very serious and convincing manner, beseeched him to corner our late F/SGT PETER B. HUREY and got his name on top of the list for three-day passes to be issued as soon as we docked. WILSON ran down to the boiler room and saw PETE and nearly wound up swimming to Gibraltar after he made his request. What gullibility. But he was just as gullible at the French Stage Show the other night, but who wouldn't have been?.....ARRIVIDERCI

g. Operations:

(1) The squadron participated in 14 operational missions during 12 operational days in the month of October, 1944. Targets for the month included marshalling yards, bridges, oil refineries, armament factory, and troop concentration. No enemy aircraft were encountered during the month, and consequently no victories were scored in aerial combat. The squadron lost no aircraft. The squadron suffered one casualty: S/Sgt. Carl A. Pereson, 37707387, aerial gunner, died of unknown causes while on a combat mission to Blechhammer, Germany, 13 October.

(2) Summary of the month's missions:

4 Oct. 1944 - Target: Marshalling Yards, Munich, Germany. Lt. Col. Barr led the squadron and the group on this mission. 6 of our aircraft completed the mission. The target was smoke covered, and bombing results were unobtainable. No enemy aircraft were seen; flak was heavy, intense, and accurate, and 5 of our planes were slightly damaged. No casualties.

4 Oct. 1944 - Target: Railroad and Highway Bridges, Pordenone, Italy. On this second mission of the day, Captain Thorssen led the squadron, with 4 of our planes completing the mission. The primary target was overcast, and this target of opportunity was hit with fairly good results. Opposition, damages, casualties: Nil.

7 Oct. 1944 - Target: Marshalling Yards, Nove Zasky, Hungary. Capt. McKnight led the squadron, and 10 of our planes bombed this target, including 6 of our planes that had been dispatched to Vienna, but which were unable to reach that target due to weather conditions. Although a large percentage of the bombs were wide of the assigned area, the marshalling yard was fairly well hit, with direct hits being scored on the roundhouse. Opposition, damage, and casualties: Nil.

10 Oct. 1944 - Target: Marshalling Yards, Mestro, Italy. With Maj. Seward leading the Group and Squadron, 7 of our aircraft completed the mission. The bombs hit over and to the right of the assigned target area. No enemy aircraft encountered; flak was heavy, intense and accurate, and 6 of our planes suffered damage. There were no casualties.

12 Oct. 1944 - Target: Bivouac Area, Bologna, Italy. Capt. Blackmon led the Squadron. 11 aircraft took off, 1 returned early, and 10 completed the mission. The bombs fell in a good pattern, but were over the assigned area. No enemy aircraft; flak was heavy, moderate and accurate, with several of our planes being damaged. There were no casualties.

13 Oct. 1944 - Target: Blechhammer South Oil Refinery, Germany. With Lt. Col. Barr leading the Group and Squadron, 6 of our planes completed the mission. The target was obscured by clouds and smoke, and no results were obtainable. No enemy aircraft; flak was heavy, intense, accurate, with all 6 of our planes being damaged. S/Sgt Carl A. Pereson, 37707387, died of unknown causes while on the mission.

13 Oct. 1944 - Target: Florisdorf Oil Refinery, Vienna, Austria. Capt. McKnight led the Squadron on this second mission of the day. 4 of our aircraft completed the mission. The target was smoke covered, and no results were obtained. No enemy aircraft; flak was heavy, intense, accurate, and all 4 of our planes were damaged. There were no casualties.

14 Oct. 1944 - Target: Blechhammer North Oil Refinery, Germany. Capt. Thorssen led the Squadron. 9 of our planes took off, 1 returned early, 8 dropped on the target, and 7 returned to the base. 1 aircraft landed at a friendly field, low on gasoline. The target was well hit with excellent coverage of the assigned area. No enemy aircraft; flak was heavy, intense, and inaccurate, with only 2 of our planes being slightly damaged. There were no casualties.

WAR DIARY OF THE 416TH BOMBARDMENT SQUADRON (H)
MONTH OF OCTOBER, 1944

22

28 Oct. 1944 - Target: Marshalling Yards, Munich, Germany. One aircraft, piloted by Lt. Buffalo, was dispatched to the target. The bombs were dropped through an overcast, with unobserved results. This mission was flown at night, and was the first operational, night combat mission flown by the Squadron. One unidentified enemy aircraft was seen in the target area, but was not encountered. Flak was heavy, moderate, and inaccurate - there were no damage and no casualties.

h. Important Missions of the Squadron Commander, Major Wayne J. Seward:
Squadron Mission #261, 10 October 1944, to Marshalling Yards, Mestre, Italy.
Squadron Mission #269, 23 October 1944, to Skoda Works, Pilsen, Czechoslovakia.

i. Losses in Action. . . . Officers and Enlisted Men:
S/Sgt. Carl A. Pereson, 37707385, died of unknown causes while on a combat mission over Blechhammer, Germany, 13 October 1944.

16 Oct. 1944 - Target: Marshalling yards, Salzburg, Germany. Lt. Col. Barr led the Group and Squadron, with 9 of our planes completing the mission. The primary target was overcast, and Salzburg, the 7th alternate, was bombed. Results were poor, but a few hits were scored on the roundhouse. No enemy aircraft; flak was moderate and inaccurate. We suffered no damage and no casualties.

17 Oct. 1944 - Target: Blechhammer South Oil Refinery, Germany. With Capt. Blackmon leading, 7 planes took off, 1 returned early, and 6 completed the mission. Bombing was by PFF through an overcast, with unobserved results. No enemy aircraft, and only slight flak. No damage, and no casualties.

20 Oct. 1944 - Target: Oil Storage Depot, Regensburg, Germany. With Capt. Thorssen leading, 9 of our planes took off, 2 returned early, and 7 completed the mission. Bombing was by PFF with unobserved results. No enemy aircraft; flak was slight and inaccurate. We suffered no damage and no casualties.

23 Oct. 1944 - Target: Skoda Works, Pilsen, Czechoslovakia. Major Seward led the Group and Squadron. 10 of our aircraft completed the mission. The target was completely overcast, and results were unobtainable. Opposition, damage, and casualties Nil.

26 Oct. 1944 - Target: Marshalling Yards, Innsbruck, Austria. One aircraft, piloted by Lt. Col. Barr, dropped on the target. The bombs hit slightly short of the assigned area. Several enemy aircraft were seen in the target area, but none were encountered. Flak was heavy and intense, but no damage was suffered. There were no casualties.

- Oct 1 The weather is a bit rough - it rained all day, and was non op. So, the day was spent rather quietly writing letters, or engaging in the usual games of chance.
- Oct 2 The weather has cleared up a bit, but the day was non op. - still a bit too bad for flying. Lt. Elliott flew to Naples today with another bunch of ex-combat men who are now on their way back to the U.S.
- Oct 3 The old place is still very dull - another day with no mission. We received two new crews in today.
- Oct 4 After a long dull period, we again got into the swing of things today, putting in two operational missions. The Medics moved into their new dispensary today - their old place is to be taken over by the barber and tailor. 'Twas a very nice fall day.
- Oct 5 Today's scheduled mission was scrubbed, and it turned out to be a dull day with plenty of mud and rain around the place. Most of the fellows are spending the evenings this week listening to the World Series ball games.
- Oct 6 Today was non op and very quiet around the base, with only routine duties to keep us busy.
- Oct 7 Again our Forts flew, getting in two missions today. Nothing new around the camp.
- j. Members of the Squadron who have distinguished themselves:
Capt. Walter R. Kinyon - Distinguished Flying Cross
1st Lt. Martin (NMI) Stransky - Distinguished Flying Cross
1st Lt. Kenneth L. Allen - Distinguished Flying Cross
1st Lt. Harry J. Grove - Distinguished Flying Cross
1st Lt. Clifford Brown - Distinguished Flying Cross
Capt. Clarence S. Bowland - Soldier's Medal
Sgt. William R. Metcalf - Soldier's Medal
Sgt. Arnold F. Lydenberg - Soldier's Medal
Sgt. Earl A. Silvis - Soldier's Medal
Pfc. Joseph K. Alemillo - Soldier's Medal
Pfc. William H. Penzerella - Soldier's Medal
Pvt. Edwin J. Morrison - Soldier's Medal
S/Sgt. James A. Kish - 1st Oak Leaf Cluster to Soldier's Medal
2. Enclosed is the war diary of this unit for the period October 1, 1944 to October 31, 1944.

For the Commanding Officer

ERNEST F. BALDWIN JR.,
Captain, Air Corps
Squadron Historian

Incl:

WAR DIARY

Oct 8 Today's mission was canceled, and it was the usual dull day. We are wondering just what has happened to the mail - we just "ain't getting none at all" these days.

Oct 9 Another dull, non op day.

Oct 10 Today was operational. We enjoyed a very good show at the open air theater this evening - Benny Meroff and his "Tunzafire." Maj Sarosy, Group Executive Officer, is inspecting the Squadron's books today - everything seems to be in good order.

Oct 11 The day was non op - the planes were recalled after take-off. "Marriage is a Private Affair," with Lana Turner, highlighted the cinema program for the evening.

Oct 12 Today was operational, and the new radio bomb release was tested for first time on today's mission. The operations officer has traded his "railroad tracks" in for a gold leaf, and it's now Major Hutton over at S-5. Construction is nearing completion on the C.O.'s new house.

Oct 13 The day was operational, with two missions being flown. The Italian labor squad is busy building a sidewalk in front of the administrative buildings. The guys in Medics are having lots of fun sticking all the boys with their little needles - seems to be that time of year again.

Oct 14 Today was operational. This being Saturday, lots of the fellows are placing their bets on the days football games - Capt. Hattenbach is laying 2 to 1 on Ohio State to take Wisconsin. The situation looks good on all fronts, and Sgt Wilson, chief prognosticator, predicts an early cessation of hostilities. Rather quiet and not much happening around the base today.

Oct 15 Non op, and a very quiet Sunday here in the area. The boys on the line put in a hard day at "maximum maintenance" to get the Forts in tip top shape for future operations.

Oct 16 The day was operational. There was a bit of excitement this afternoon when a P-38 went into a power dive and crashed near here. Luckily the pilot bailed out, and suffered only slight bruises.

Oct 17 Today was operational. Bingo was revived this evening, with 4 cases of beer being put up as additional prizes. After several unsuccessful tries, Tommy O'Shea managed to get in the win column and left the game lugging a case of suds.

Oct 18 Today's mission was canceled due to weather conditions. The ground crewmen were issued the new type field jackets and sweaters today.

Oct 19 Today was non op. Our C.O., Major Seward returned to the Squadron today after a short stay in the hospital.

Oct 20 Today was a very nice day, and we managed to get in another operational mission. The boys in operations spent most of the day getting their new stove rigged up, but 'twas all in vain, because they slipped up somewhere and the result was a rather large conflagration. The building burned to the ground, but most of their records were salvaged. S-5 is now being set up in the mail room until another building can be erected.

Oct 21 Today was non op. The combat crews flew a practice mission during the day and another one at night.

Oct 22 Today was non op, and the usual dull day.

Oct 23 Today was operational. The mail situation is still very bad - there just isn't any.

Oct 24 The day was non op, and nothing of interest happened.

Oct 25 The Squadron participated on a special mission today - one aircraft, flown by Col Barr, bombed Flagenfurt. The drinks were free over at the Officer's Club this evening, by courtesy of the 7 new 1st Lieutenants.

Oct 26 Another one-plane mission was flown today, with Col Barr piloting. Bej brought coffee and doughnuts out to the Squadron this afternoon.

Oct 27 Today's mission was canceled, and it was a quiet, routine day here.

Oct 28 Lt. Buffalo and crew flew a night mission, which was the first night operational mission flown by this Squadron. The regular mission for the day was canceled.

Oct 29 Today was non op, the planes having turned back due to bad weather conditions. There was a bingo game at the mess hall in the evening, and Cpl O'Shea won the beer again - it seems to be a habit for O'Shea to win at every session.

Oct 30 The weather is still unsatisfactory for flying, and today's mission was canceled. The crews flew a practice mission.

Oct 31 The day was non op. Today being pay-day, the usual poker and crap games were in full sway.

continued from page 6

There is additional Air Force material available at the Military Archives, the Smithsonian Air and Space Museum Library in Washington, and Bolling Air Force Library in Washington but none of it has the detail on the 99th. as the sources I mention above.

I apologize for the length of this letter but I wanted to include as much information and sample material as I could to give our members a good idea of some of the things that are available. I hope you can sometime find the time and space to
the Newsletter.

Sincerely



Address Reply to
HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
WASHINGTON, D.C.

26

(AFDOP-4)

Prepared by: E.H. Baldwin, Jr.
1st Lt., Air Corps
Historian

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

AAF 421 (416th Bomb. Sqdn.)

SUBJECT: Aircraft Marking for the 416th Bombardment Squadron (H)
TO: Commanding Officer, 99th Bombardment Group (H), Army Air
Base, Salina, Kansas

By authority contained in AG letter 400.161 (12-7-42) OB-S-A,
dated December 19, 1942, subject: "Army Air Forces Organizational Designs," the following
insignia for the marking of aircraft of the 416th Bombardment Squadron (H), Army Air Forces,
is approved:

AIRCRAFT MARKING: On a black disc, border orange, a white skeleton
holding an orange bow, discharging a white aerial
bomb shaded blue, with white speed lines, as per
record drawing.

The insignia will face toward the front of the
aircraft.

SIGNIFICANCE: The skeleton symbolizes the deadly effectiveness
of the squadron and points to the accuracy of its
bombing tactics.

HISTORY: The 416th Bombardment Squadron (H) was
originally organized as the 26th Reconnaissance
Squadron (H), by AG 320.2 (1-19-42) MR-M-
AAF/A-1, dated January 28, 1942; redesignated
the 416th Bombardment Squadron (H), by AG
320.2 (4-21-42) MR-M-AAF, dated April 22,
1942. The Squadron was made active June 1,
1942. It has no other history and is not entitled
to Battle Honors.

By command of Lieutenant General ARNOLD:

J.M. BEVANS,
Colonel, Air Corps
Director of Personnel

/a/ C.R. FREDERICK
C.R. FREDERICK
Lieut. Colonel, Air Corps
Exec., Special Services Div.

PRESS RELEASES

27

THE KANSAS

VOL. 70, NO. 152.



KANSAS CITY, FEBRUARY 16, 1950

CITY STAR

-THURSDAY-28 PAGES.

Al Henke's files

SEEK SIX ON ISLE Who Jumped From Flaming Bomber.

Landing Party Fighting Through
Brush to Reach the Last
B-36 Crewmen.

TEN TO M'CHORD HOSPITAL

Condition of the Other Airman,
Who Dangled From Tree,
Called Favorable.

FIERY ORDEAL IN AIR

Pilot Says Three Engines Envel-
oped in Flames Before Jump
Order Was Given.

BY HENRY E. MINARD.

Seattle, Wash., Feb. 16.
(UP)—A 25-man landing
party waded through
snow-covered underbrush
of a craggy British Co-
lumbia island today seek-
ing six remaining survi-
vors of seventeen crew-
men who bailed out of a
crippled B-36.

Ten of the seventeen airmen
were rescued by fishing boat and
brought to McChord, Wash., air
force base last night.

Hope for Recovery.

Another, Staff Sergt. Vitale
Trippodi, 23, Brooklyn, N. Y.,
was rescued last night after he
had dangled by an ankle for
nearly 12 hours in a tree on the



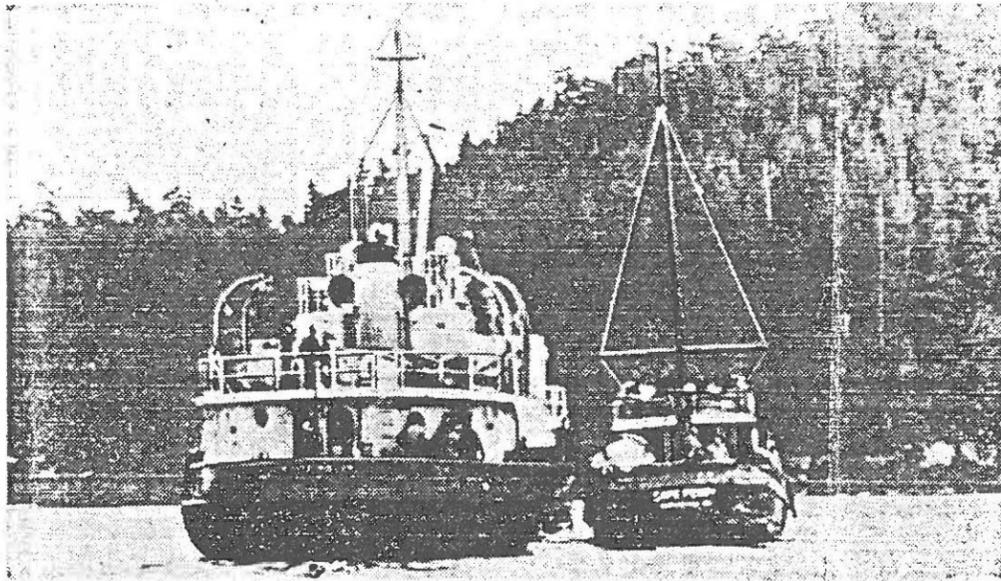
RESCUE OF SIX MORE AIRMEN WAS BEING PLANNED when this conference was
held yesterday. Three survivors of the "ditching" of the B-36 are shown telling search officers
about their six comrades still on one of the islands of the Queen Charlotte group. The man in
the left foreground is an unidentified search officer. Others (left to right) are Lieut. W. E.
Sale, a navy search officer, and three survivors, Cpl. Richard Schuler of Miami, Fla.; Lieut.
Paul E. Gerhart of Lancaster, Pa. (hand upraised in a gesture), and Lieut. Col. Daniel V. Mac-
Donald of Los Angeles. Sergt. Vitale Trippodi, a survivor who was critically injured in his
parachute landing, is reported to be receiving treatment aboard a Canadian destroyer.

Almost everybody in the 99th must have known Daniel V. McDonald, better known from Oran to Cairo as "Swiftly". Swiftly was a member of the original 99th at Boise and was still in the outfit when I left in October, 1943.

In 1950 I was roaming the USA studying construction equipment when I read of the fall of a flaming B-36 piloted by Swiftly. Shortly thereafter I was sent to Washington D.C., and I called Swiftly. He graciously invited me to an evening at the Museum of Modern Art. The MacDonalDs were expecting the arrival of their first child at that time. We all had a memorable evening watching silent comedies at the Museum.

I have been told that Swiftly died at Spokane a few years later of a rare blood disease. We would appreciate any further details. geo.

Scenes After Rescue of B-36 Crewmen



A RESCUE SHIP FOR TEN AIRMEN who jumped from a flaming B-36 bomber over Quebec (Charlotte sound) was the fishing boat Cape Perry, the smaller of the two shown in this picture. Seven of the ten men had assembled on a rugged island of the Queen Charlotte group off the Pacific Canadian coast after they had landed there by parachute. The fishing boat took them off the island. Previously crewmen of the Cape Perry had pulled three of the fliers out of the water near the beach of the same island. This picture was made when the ten survivors were being transferred from the fishing boat to the larger ship, the coast guard vessel White Holly—(Wirephotos).

01' Memphis Belle to Keep Her First Name
City raises \$500,000 to hand on to bomber
FROM STAFF AND WIRE REPORTS

Fri., Aug 1, 1986
DAYTON DAILY NEWS

The Memphis Belle, a World War II bomber the US Air Force Museum had threatened to take from Memphis because of neglect, apparently will stay in the Tennessee town, an Air Force Museum spokesman said.

The official announcement will be made today by Memphis Mayor Richard Hackett, said museum spokesman Richard E. Baughman.

"I think it's going to have a good ending and we're going to let them announce the good news," Baughman said.

The museum holds title to the Belle and had given Memphis-area officials until Thursday to raise \$500,000 to build a shelter for the plane.

The bomber was ravaged by vandals and the weather during the almost 30 years it has stood outside a National Guard Armory in Memphis.

Thomas H. Todd, Hackett's executive assistant, said nearly \$500,000 had been raised and said the shelter will be a 22,500-square-foot pavillion and aviation museum on Mud Island, which is an historical theme park on a peninsula in the Mississippi River just west of downtown.

The plane, a Boeing B-17, was the first American bomber to complete 25 missions over German-occupied Europe during 1942 and 1943.

If the plane had been brought to the Dayton area for restoration, it would have been displayed here, Baughman said.

"We did not particularly want to do that," he said. "Our position right along is the airplane should have stayed in Memphis."

He said the plane should stay in the Memphis because of its connection with the city. He said, too, the Air Force Museum has a B-17 on display and another one being restored in Dover, Del.

"The big project is to get a building to house the airplane so when it is restored it will stay in good condition," Baughman said.

The money raised in Memphis included \$100,000 each from Boeing and Federal Express and \$150,000 from the city, Todd said. But, he said, he was astounded at the number of \$5 and \$10 contributions that were pledged.

"I guess it's a sense of pride," Todd said. "It's an airplane that's kind of languished here and everyone had taken it for granted. Then when it looked like we were going to lose it, everyone got fighting mad."

The Belle was named after a Memphis woman who was the girlfriend of then-Capt. Robert Morgan of Asheville, N.C., the plane's pilot, Todd said.

Part of the bomber was restored by Air National Guard mechanics and students at an aviation technical school in 1980, Todd said.

However, they had been reluctant to restore the interior until they knew it would have a permanent home, he said.

6A FORT WAYNE NEWS-SENTINEL Fri., July 20, 1984

The News-Sentinel AFTERWORDS

THE LONG-AWAITED raising of the New York Central Railroad overhead structure at Sherman Blvd. to permit routing of all heavy trucks over that street would soon be effected, according to the State Highway Commission. At present there was an 11.5-foot clearance to motor vehicles passing underneath, but many trucks had been damaged at the overhead barrier.

40 years ago

By BETTY STEIN

2ND LT. DALE E. SHUPE, pilot of a Flying Fortress, who had been listed as missing in action since Jan. 10 when he failed to return from a raid over Sofia, was reported a prisoner of war of the Bulgarian government, according to word received here. He was a graduate of South Side High School and an employee of General Electric before entering service in June 1942.

SIX AMERICAN destroyers were lost in landing operations in France, the U.S. Navy Department and the British Admiralty announced. The former Grace Liner Santa Clara, renamed the Susan B. Anthony, also was lost by American naval forces along with the minesweeper Tide, the destroyer escort Rich and fleet tug Partridge.



Sortie¹⁷

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geo.

With thanks to
Bill Baird

VOLUME III NO. 5 17th BOMB GROUP REUNION ASSOCIATION SEPTEMBER-OCTOBER 1980

What do you do with a warmed over War?

Folks have a habit of coming home from a war and doing their best to forget it. It's an unpleasant business.

Then, after the implements are destroyed and the records get burned — and the warriors grow old — historians begin to ask what happened.

The Generals understand the campaigns and the Colonels understand the battles. The soldiers understand the fighting and the support units understand the dilemmas. The folks back home understand the production and design problems. Somebody probably understands transportation and material. Everybody did his own thing. Nobody knows what the other guy was doing.

Consider the airplane. Magruder was a genius. He designed an airplane specifically to do one job. The thing was far ahead of its time and was even farther ahead of the AirCorps' training program. There was no intermediate trainer between the old comfortable twin engined trainers and the high speed cantankerous Marauder. There was no time to test it under simulated conditions. It got a lot of bad publicity before it proved to be the best bomber we had — after the war was over and the statistics were analyzed. They sent it first to the South Pacific where it proved to be battle-worthy but incompatible with the circumstances. Some say its range was inadequate. Another version has it that the nine inch clearance of the prop tips made it incompatible with the rocky airstrips. Anyway, it saw limited service in the South Pacific, and attention was turned to its usefulness in EAME. So we took it to Africa. As much as anything else, the task of our early guys was to ascertain what this weapon was best suited for. Our early missions reflect this experimentation as well as its price. So we have the story of the airplane, its accommodation and modification to the circumstances. That's one story.

Apparently, getting it and its crews to the battlefield was another story. The first echelon went by the Southern Route, across the Atlantic to Ascension Island, where the engineers had carved a landing strip where a mountain formerly stood. The trip was costly. Men and airplanes were lost. The Northern Route through England was tried. Undoubtedly, weather conditions and the progress of the war had an influence on who went when and how, but to our knowledge, the story has never been told.

Closer to home, there was the relationship of the men and equipment that made up the units. We had aircrews that faced the fighters and flak. We had ground crews that went about their greasy jobs twenty miles from the nearest bath with a ration of one helmet full of water a day. Sometimes, the air crew took their concern out on the relatively safe ground guys. Sometimes, the ground guys took their resentment out on the aircrew. Sometimes, each of us had a bad day and took it out on the nearest guy. Some pilots had a love-hate relationship with the airplane. Some loved it. Others, it terrified. Most crewchiefs were maternal and possessive. It was their airplane. And then there were the clerks and cooks, medics and chaplains and all those other guys who supported the effort without contact with the implements of war. Their war was wasted time, frustration and tedium.

The theme of the story is war and its effects. The variations on the theme encompass all aspects of human behavior, and are endless in variety.

And through it all is the crazy Catch 22 attitude — the unquenchable spirit of youth caught in an uncompromising set of circumstances.

It's impossible to write a book about war. If it catches the heroics, it ignores the boredom. If it catches the humor it leaves out the pathos. If it deals with the tactics, it leaves out the people. Something is always missing.

For four years, now, we have been messing around with this Reunion Association. Each of us is learning a little bit about what the other guy was doing. The revelation is interesting and educational. From the vantage point of years and maturity, we begin to comprehend that there was a lot more going on than we realized, at the time. From the response to the SORTIE, more than a few of you are fascinated by the story as it appeared from the viewpoint of another guy.

Many of you kept diaries. Others recollect vividly some small anecdote, some gem that enhances the tale. Collectively, we possess the entire symphony. To tell the story, everyone has to get into the act. The problems becomes method. How do we go about reconstructing three years' existence and not get covered up with miscellany?

Starting next year, we would like to try a method. We have accumulated a great many official records to use for the cloth. Let's see if we can weave the patterns into it by progressing in a systematic manner from point to point. We shall start with the air echelon that left Florida in November, 1942. We know who they were and what planes they flew. We have the story as told by one of the crewchiefs. We have other information dealing with the fate of some of the planes that did not make it. We will print what we know and ask the rest of you to fill in the gaps. In subsequent issues, we will tell you what we learned from the last episode, and take another step.

We may not be up to the task. You may not cooperate, and if you do, we may not have the ability to follow through.

One thing's for sure. It's our story. No one else knows it. If we don't try to tell it, it won't be told.

Toujours,
Bill Baird,
Editor.

Thanks,
Bill.
geo.

NEWS, DUES & VIEWS



AMELIA EARHART, THE FINAL STORY BY VINCENT Loomis with Jeffrey Ethell Random House 7/85

The authors have succeeded in locating eyewitnesses to the imprisonment and death of Amelia Earheart and Fred Noonan. We heartily recommend this book. geo

NOW HEAR THIS!

The deadline for material for the July Newsletter will be the Fifth of the month previous. That is June 5th. The Editor serves notice that he may take to the trail any time after the 6th of June. I plan to hike up to the melting snowdrifts where the avalanche lilies are blooming at the very edge of the aforesaid snowdrifts.. Further, the deadline is always the Fifth of the month previous. READ AND HEED

Your Editor recently spent two nights in the Albuquerque Veterans' Hospital for minor surgery. Richard Bradfute was there at the same time on another floor, but only later did we find this out.

Rich had pneumonia but is now back at Moriarty (home).

I must commend the staff of the Hospital. The care and attention at the VA is superlative.

I regret that I could not go to the Huntsville reunion, but I will see you all in Albuquerque in 1991.

The Aforesaid Coen

We note that real historians such as Bill Smallwood, John O'Connell and Wally Bushare doing a first-rate job of digging out the official facts.

It seems that the 99th should appoint them as Historians in recognition of their knowledge and ability.

When I attended the Jake Lingle School of Applied Journalism in Cicero, Illinois they didn't have no degrees in History. I just took English. gfc

So long until July. We will be busy typing up all of the items that the Services would just as soon were never put into print.

The Aforesaid Coen



As an indication of the attitude of the Russian population, I should like to quote a remark that was made to me by an old Czarist general whom I met in Orel at this time (1941). He said; "If only you had come twenty years ago, we should have welcomed you with open arms. But now it's too late. We were just beginning to get on our feet, and now you arrive and throw us back twenty years so that we will have to start from the beginning all over again. Now we are fighting for Russia and in that cause we are all united."

... the most important result of this conference (Casablanca) was the insistence that the Axis Powers surrender unconditionally. The effect of this brutal formula on the German nation, and, above all on the Army was great.... For some time the architects of the destructive dogma of Casablanca boasted of what they had done.

My condition improved slowly. The heavier enemy air-raids on Berlin, which began in August 1943, did not, however, permit the rest that a convalescent requires.

But if Hitler heard the word "operational" he lost his temper. He believed that whenever his generals spoke of operations they meant withdrawals; and consequently Hitler insisted with fanatical obstinacy that ground must be held, all ground, even when it was to our disadvantage to do so.

Of course one question will always be asked: what would have happened had the assassination (of Hitler) succeeded? Nobody can answer this. Only one fact seems beyond dispute: at that time the great proportion of the German people still believed in Adolf Hitler . . .

The Great Powers had deliberately called out the partisans, who fought without regard for international law. . . .

p.306

The Allied air offensive had brought ever-increasing devastation to Germany during the last few months (written in March, 1945). The armament industry had suffered heavily. The destruction of the synthetic-oil plants was a particularly severe blow, since our fuel supplies were mainly based on these installations. On January 13th the synthetic-oil plant at Politz, near Stettin, was bombed. On the next day the oil installations at Magdeburg, Derben, Esmen, and Brunswick were bombed, together with the Leuna works and the fuel plant at Mannheim, and on the 15th the benzol works at Bochum and Recklinghausen. Also on the 14th the Heide oil plant in Schleswig-Holstein was destroyed. According to German figures this cost the Allies fifty-seven aircraft, but at the same time the Germans lost two hundred and thirty-six. The destruction of the greater part of our synthetic-fuel industry meant that the German Command now had to make do with such supplies as came from the wells at Zisterdorf in Austria, and from around Lake Balaton in Hungary. This fact partially explains Hitler's otherwise incomprehensible decision to send the mass of the freed in the West to Hungary; he wanted to keep control of the remaining oil wells and refineries which were of vital importance both to the armored force and to the air force.

p. 345

I agreed to do so (to protest) on March 6th, since I wished at least to try to ameliorate the sufferings of the German people by means of an appeal to the chivalry of our adversaries. In the course of this appeal I referred to the Anglo-American air terror. I regret to say that this desperate appeal of mine was without success. Humanity and chivalry had both disappeared during these months.

p. 346

As a check, a man was sent through the German lines to photograph a 323 on the ground. (photo, page 321)

But there was one region where (Ultra's) impact continued and even increased - the air. . . Ultra was a constant value in the identification of targets for what had become a flexible and efficient strike-force. Nowhere was this more evident than over the seaward approaches, where with Ultra aiding airmen (and the submarine and surface craft), Axis convoys and their escorts were so precisely eliminated that when the end came a quarter of a million men had to face a Dunkirk without any ships. The paralysis can be illustrated by a single example. In desperation efforts were made by the Luftwaffe to ferry over fuel in the huge, slow, six-engined Messerschmitt 323 transports, each of which could haul twenty tons of freight. One member of Hut 3 at Bletchley recalled how, as the news came through on Ultra, her sympathy went out instinctively to these doomed and lumbering giants. When the Germans' intention to use the 323s came through on Ultra to the Tactical Air Force in Tunisia the senior intelligence officer, Squadron Leader Tony Allen, could not believe that they would be so foolish. The Axis bridgehead was now small, so he was able to arrange for someone to penetrate the enemy lines and photograph a possible 323 on an enemy airfield. Tiny though the resulting photograph was, the evidence was conclusive: the characteristic tail, the six engines, the high wing, the bulky body. Of the twenty-one dispatched on 22 April, sixteen were shot down.

p. 330

An Episode on a POW work detail.

The German bellowed an order to the driver standing by his machine at the gate. The truck backed around and pulled up under the chute. Coward thought, and hoped, that he could detect a smell of petrol other than that from the machine; by now Jack Barney should have liberally doused the wood piles in petrol, in particular soaking the timber stacked alongside the German. Coward held his breath, waiting for the next and final phase. Then, true to form, as he did twenty times a day, the Unteroffizier produced a matchbox, contentedly puffed at his pipe, and tossed away the match. As he did so Jack also struck a match and plunged it into the pool of petrol.

It happened. With a roar a sheet of flame shot up the stacks of timber, showering sparks. Coward cannoned into the astounded Unteroffizier sending him reeling.

"Quick," he shouted, "the wood's alight."

The remark was somewhat obvious; in a matter of seconds the store was ablaze from end to end. The Germans ran frantically around it, bellowing. Most unaccountably, the petrol tank of the truck had also burst into flame before the driver could move the truck to a place of safety. The Unteroffizier sprinted to a telephone, knowing in his despair that the nearest fire brigade was over ten miles away and not very good at that. . . . Alas, the fire buckets were empty.

from "The Password Is Courage.", by John Castle, Bantam Books

Coward then used the incident to blackmail the Unteroffizier, who had no desire to be sent to the Russian Front. He then - but read it yourself.

gfc

The first American photographic mission flown over the North African battlefield was made by Lieutenant Colonel James Anderson of the USAAF in a modified Flying Fortress. . . .

He took off early on the morning of the nineteenth (Nov. '42) with Major Wayne Thurman as co-pilot. Heading for Kasserine Pass, Anderson maintained a high enough altitude to avoid much of the antiaircraft fire that was directed at him by the Germans. Once he reached the pass, however, he nosed the B-17 down to a mere 6,000 feet, turned on the cameras, and made several long runs back and forth between the hills. After completing his photo work at the Kasserine Pass, the lieutenant colonel calmly flew to Gabes and made three photographic runs over the city before returning to Algiers. All together he was in the air seven and a half hours and miraculously not a single German fighter had challenged him.

. . . Within hours American and British planes were attacking . . . with great success.

from UNARMED AND UNAFRAID by Glenn Infield, p. 68

B RADLEY, BALLANTINE BOOKS

Whiting

He (Eisenhower) then went on to explain that this thrust was now being made in the direction of Dresden and not Berlin because the former contained 'The greater part of the remaining German industrial capacity' and was the area 'to which the German Ministries are believed to be moving'.

p. 109

HOMAGE TO CATALONIA George Orwell,

Sometimes it is a comfort to me to think that the aeroplane is altering the conditions of war. Perhaps when the next great war comes we may see that sight unprecedented in all history, a jingo with a bullet-hole in him. (Written in 1938 in Spain.)

p. 66

REUNIONS

REUNIONS FOR May Newsletter

16 May 1990 Bombardiers, Inc., Houston TX

Bigfoot Brown, 9002 Cliffwood Dr., Houston TX 77096

1 May 1990 Stalag XVII-B, Albuquerque NM

Leo L. Gallegos, Sr., 11005 Haines Ave. NE, Albuquerque NM 87112
Phone (505) 299-5213

24 May 1990 Air Forces Escape and Evasion Society Memphis TN

2210 Donegal Ct., Deer Park TX 77536

23 sep 1990 Ass'n of Former POWs in Romania Cherry Hill NJ

Phyllis Scott 265 Salem Ave., Bellmawr NJ 08031-1654

ph. 609/933-1152

Fall 1990 416 Bomb Squadron, Seattle WA

Charles Boggs, E. 250 Woodland Dr., Shelton WA 98584

30 Apr 1991 99th Bomb Group, Albuquerque NM

Bernice Barr, 7413 Vista del Arroyo, Albuquerque NM 87109

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We do not stop the subscriptions of deceased members; we extend the subscription gratis for an extra year, but please remember to send us any change of address.

* * * * *



TAPS

r

Dr. Irving Newman

Dr. Irving Newman passed away on Feb. 1, 1990 from cancer in the Los Angeles area. He was the father of two sons, Dr. Alan and Randy Newman (the well-known artist and composer). There were no services.

Doctor Newman was the Flight Surgeon of the 347th Bomb Squadron.
by Frank English

Joseph C. McGuire

Now we are 7! A letter from Mrs. McGuire, received today, brought me the bad news about our comrade -- JOE.

Former Houghton [MI] police chief dies. Joseph C. McGuire, 73, former City of Houghton police chief, died Jan. 10, 1990, following a lengthy illness.

During WW II he completed 50 missions with the Army Air Force in MTO.

How thankful I am that we were able to spend time with Joe last July when, for a short time, he rallied. His smile, his laugh, his sense of humor will always be in our memory. C.D. Boggs



CHANGES OF ADDRESS

Fred Z. Harris	841-3 East Peoria	Phoenix	AZ 85020
Joseph D. Greeley	77 South St.	Somersworth	NH 03878-2233
Bernard C. Kyrouac	944 Dartmouth Dr.	Wheaton	IL 60187-6126
Walter F. O'Neill	3852 Castelar St.	Omaha NE	68105
Russ Traunstein	1 Randolph St.,	Plymouth	NH 03264

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 Walter H. Butler - Treasurer
 8608 Bellehaven Pl. N.E.
 Albuquerque, New Mexico 87112

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1990 ***** 347
 J.O. Grizzell
 Rt.4 Box 270 A
 Paris, TN 38242

May 1990



FOUND

933 Leonard F. Dyer	142 Sheila	San Antonio	TX 78209	416
934 Claude R. Scott	1612 Roma NE	Albuquerque	NM 87106	416
935 Elbert W. Morton	# 21 Kathryn Dr.	St. James	MO 65559	347
936 Mike Johns Jr.	342 Woodview Dr.	Noblesville	IN 46060	347
937 William E. Winter	Rt.2, Box 125-129	Micanopy	FL 32667	346
938 D.C.Thompson	Box 4271	Meridian	MS 39304	
939 Charles F. Downey	4107 West 92nd Terr.	Prairie Village	KS 66207	348
940 Robert B. Heller	1518 W. Charles	Champaign	IL 61821	346
941 Ernest R. Winter	Rt. 2, Box 125-25	Micanopy	FL 32667	346
942 William T. Donahue	12 Hilltop Rd.	Feasterville	PA 19047	347
943 Irving Cohen	P.O.Box 354	Jackson mHeights	NY 11373	348
944 Paul W. Wiseman	621 Padre Dr.	Oxford	MS 38655	