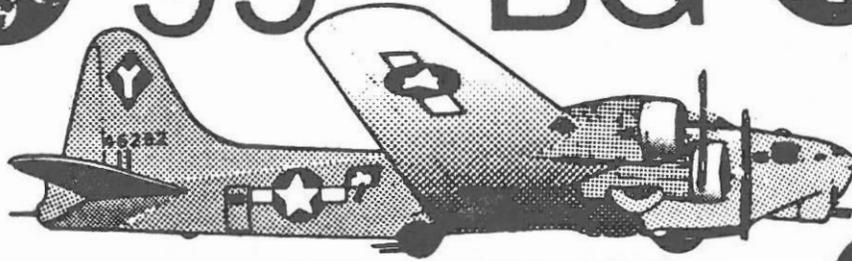




99th BG



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



THE 99th Bomb Group Historical Society Newsletter

Vol. . 10 , No. 5

Sep 1 1990

SOCIETY OFFICERS, 1990-1991
Same as for 1989-1990

PRESIDENT - BILL SMALLWOOD
TREASURER - WALTER BUTLER
SECRETARY - H.E. CHRISTIANSEN

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



THE PRESIDENT'S MESSAGE

Dear *GEORGE*

By now you will have received your copy of the minutes of our Board of Director's meetings held in Huntsville in April. I think our Secretary, Chris Christiansen has done a fine job of covering a number of subjects.

It seems to me that we accomplished quite a bit in Huntsville, including enlargement of our Board to its present size of thirteen members, of setting up a mechanism for screening future reunion sites and also of coming to grips with the hospitality room situation, and giving proper recognition to Harvey, Bob and Rex.

Our Society's financial situation remains o.k. in the able hands of Treasurer, Walter Butler. I do wonder, though, should the authorities consider the Northwest Chapter to be part of our Society, whether its finances will have to be combined into a general financial statement.

Two projects requiring financial support were presented to us: The Air Force Academy's Doolittle Building; and the Fifteenth Air Force March Field Hall of Fame Tile Program. In the case of the Doolittle Project I have written to the AFA explaining that the 99th feels contributions should be made on an individual basis. As far as the March Field project is concerned I have just received a message from Frank English and learn he has stolen the March on us (pun intended). Frank decided to take on the funding of this project himself-to bear the cost of the tiles for a 99th Memorial, one which should be attractive, especially with Frank's wide border arrangement. It is hard to know how to thank Frank for such generosity-above and beyond, really. Perhaps one of you will have some special reaction.

And I want to add something that should have been covered at the banquet, when Bernie Barr received his plaque. The matter of arranging for the making of this plaque was the work of Julie Horowitz, and we owe him our thanks.

Hope everyone is having a good summer. My wife, Nancy, who had to be hospitalized while I was attending the reunion, continues to improve, and her recovery is making our summer a better one.

Don't hesitate to get in touch if the spirit moves you.

Best Regards to all

B. C. S.



GREETINGS!

Think of the many experiences we have shared through the faithful efforts of our Historian and Editor, George Coen. When we read in our Bulletins articles such as that of our own Cyril Stidd as he survived going all the way down, pinned to the floor of the cockpit of what was the meager remainder of his B-17, and the thought provoking experience of Irving John Kosharek who survived going all the way down in the tail section of the B-17 he was in. (Kosharek shared that experience with us just months before he passed away, a well documented report we were fortunate to gain before it might have been lost forever.) We had a second tail gunner who went down much in the same manner in which Kosharek did. But all three of these men were incredible survivors.

We've all had experiences where we were directly involved and indirectly, like seeing the right wing man slide from formation, no communication, all four engines turning, drifting further and further behind, losing altitude. Still others where we saw terrible things happening from a distance where we were merely observers.

An experience remembered by many of us occurred on July 21, 1944 on a fiasco to Brux Czechoslovakia. Our Initial Point placed us on a fairly long bomb run. Roy Buckmeier, a Bombardier/Navigator in the 459th Bomb Group relates that their Initial Point apparently intersected our Bomb run at the same altitude. As the 459th B.G. and the 99th B.G. converged it suddenly became a situation where the two Groups literally flew through each other. Most of the 99th salvoed their bombs, the evasive action was quite heavy and how 55 heavy bombers avoided collisions can only be attributed to our excellent pilots. The 459th went on over the target where, as Roy remembers, they lost three B-24s. We bypassed because most of us had no bombs. Our Squadron retained theirs and we hit a target of opportunity but that's another story. Roy recalls highly elevated blood pressures which we all attained during those few seconds when the two Groups flew through each other. Roy and I share an experience where our paths crossed in a most unusual manner those forty-six years ago.

We recall the times when our plane was in trouble and speculate just how much more it would take to have put us down, times when, but for the Grace of God, you too, might have gone down. We wonder why we were placed in situations like these, why some of us went down without a chance, why Cy Stidd and the others made it against all odds, why some of us came through without a scratch, and then the BIG why, WHY WERE WE THERE IN THE FIRST PLACE? One thing certain about every man who served with the 99th Bomb Group is that every one of us had answered that "Call to the Colors" issued by the authority of the Government of the United States of America. The question is, were we correct when we answered that call? YOU CAN BET YOUR LIFE THAT WE WERE! We did it because it was right to come to the defense of our country after the Japs attacked Pearl Harbor and Hitler's declaration of War against us a few days later. It was right ethically, it was right morally, it was our duty to uphold the integrity of this Nation and it is also Biblically correct. Next time you are confronted with one of these people (I get them more often than I thought possible) who persist in implying that "somehow we were wrong back then and that we should feel guilty about the part we played," you tell 'em how it really was and is, even Biblically, tell 'em to read in the Book of Romans Chapter 13, verses 1 and 2; "Let every person be in subjection to the governing authorities. For there is no authority except from God. Therefore he who resists authority has opposed the ordinance of God; and they who have opposed will receive condemnation upon themselves."

These are the Inspired Words of God!

Sincerely;

Joe C. Kenney
Joe C. Kenney, Chaplain



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 99TH STRATEGIC WEAPONS WING (SAC)
ELLSWORTH AIR FORCE BASE, SOUTH DAKOTA 57706-5000



George F. Coen, Editor
99 BMG Historical Society
8608 Bellehaven Pl. N.E.
Albuquerque, New Mexico 87112

20 JUL 1990

Dear Mr. Coen

The purpose of this letter is to inform the membership of the 99th BMG Historical Society that the 99th has been reactivated at Ellsworth AFB, South Dakota, as the 99th Strategic Weapons Wing (SWW). Our primary mission is to provide combat training to all Strategic Air Command (SAC) aircrews. To this end, SAC built the Curtis E. LeMay Strategic Training Center (STC) located at Ellsworth AFB.

I am the project officer assigned to develop historical displays for the five buildings which make up the STC. My plan is to have several displays dedicated to the men of the 99 BMG who served in World War II. I have made trips to the USAF Museum, Smithsonian, and the Pentagon attempting to locate suitable photographs or artifacts from the 99 BMG. Some materials have been located but little is suitable for display.

I contacted one of your members, Mr. Marion Larkin, and he recommended that I call on the members of the 99 BMG Historical Society to send in photographs or artifacts to be put on permanent display in the STC. All photographs should be accompanied by a citation describing who, what, when, and where of the photo subject. I know that all of this information may be unknown to you but please let us know what you can. Artifacts are any item which you feel represent some aspect of the 99 BMG--a squadron patch, scarf, helmet, jacket, compass, printed material, etc. If you are unsure about sending an item or photo please call me and I'll try and help. Any photos or artifacts not used in the final displays will be turned over to the Ellsworth AFB Air and Space Museum to add to their collection.

You can reach me (Capt Ed O'Neal) at (605) 385-4273 during normal duty hours (0730-1630) or at my home at (605) 348-5051. Photos or artifacts should be sent to Capt Ed O'Neal P.O. Box 1366, Box Elder, SD 57719-1366. Please don't hesitate to call--I'll be glad to answer any questions you might have or help in any way possible. I have an answering machine at home--please leave a message and I'll promptly return your call. Also, if you are ever in the area we would be happy to provide you a tour of our facilities. Base tours are also available daily through the Air and Space Museum and are open to anyone who wishes to go. Our goal is to build historical displays that let SAC aircrews know of the proud heritage of the 99th and the importance of our role in the defense of this country.

Sincerely



EDWARD J. O'NEAL, JR., Capt, USAF
99 SWW Historical Displays Project Officer



DEPARTMENT OF THE AIR FORCE
99TH STRATEGIC WEAPONS WING (SAC)
ELLSWORTH AIR FORCE BASE, SOUTH DAKOTA 57706-3000



99th Bomb Wing Historical Society
Mr. Bill Smallwood, President

20 April 1990

Dear Mr. Smallwood:

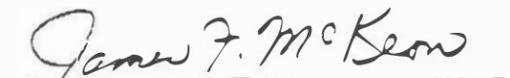
I was pleased to receive an invitation to attend your conference in Huntsville, unfortunately, I am unable to attend due to prior commitments. Please pass along the following comments to your membership:

I am honored to be a member and proud to be commander of the 99th Strategic Weapons Wing. The heritage we, as members of today's 99th, "inherited" is largely due to the achievements of its former members--you. In the 47+ Years the 99th has existed, its missions have been diverse and challenging: Bombardment, reconnaissance, refueling, and now training.

This unit has always secured distinctive assignments--it was one of only two Strategic Air Command wings to participate in the Fighter Interceptor Carrier, Reconnaissance (FICON) program, flying RB-36Ds and RF84-Ks which conferred a whole new meaning to the word "Trapeze." Our mission is as unique today as it was when members of the 99th flew their first combat mission on 31 March 1943 or when the unit won its second Distinguished Unit Citation on 23 April 1944 (46 years ago this Monday) while bombing the Weiner Neustadt aircraft facilities; now it is Strategic Air Command's sole Strategic Warfare training unit--home of the Curtis E. LeMay Strategic Warfare Center.

The 99th has always been in the forefront of excellence, General Carl A. Spatz in a letter to General Ira C. Eaker on 9 April 1943 wrote "The 99th broke in nicely with extremely accurate bombing on two of its first missions." Today our mission is to prepare today's bomber crews for combat in a dynamic, realistic electronic environment; maximizing their combat readiness, capability, and survivability. Strategic Air Command bomber crews fly over the Strategic Training Range Complex routes spread out 250,000 square miles over parts of North and South Dakota, Wyoming and Montana at altitudes as low as 400 feet.

In closing, let me extend a welcome for all of you to visit the 99th at its new home--Ellsworth Air Force Base, South Dakota. Nearby Rapid City is the second largest city in South Dakota with a population of 51,334. Rapid City is also a center of education, tourism, and trade for western South Dakota. The city lies on the eastern edge of the scenic Black Hills, about twenty-five miles from Mount Rushmore National Memorial. If I or my staff can be of any assistance in the future, please feel free to call or write. Congratulations on your success as an organization and have a memorable conference.



JAMES F. MCKEON, Colonel, USAF
Commander



Our course is clear. We should offer our throat mikes and blouses first to the 99th Bomb Wing. Our second choice might be 15th AF at March Field. Each of us might inventory the contents of our foot lockers and let Captain O'Neal know what we can contribute. I have a steel helmet to offer, but it got a big old E-flat dent in it over Messina, so maybe the 99SSW will not accept it.

The Aforesaid (over)

Lieutenant General E. G. Shuler, Jr. is commander of Strategic Air Command's 8th Air Force, Barksdale Air Force Base, La. Eighth Air Force is responsible for Strategic Air Command operations in the eastern half of the United States, Europe and the Middle East. It comprises about half of SAC's long-range force of manned bombers, tankers and intercontinental ballistic missiles.

General Shuler was born Dec. 6, 1936 in Raleigh, N.C. He was educated in the city schools of Caracas, Venezuela, and Orangeburg, S.C., graduating from Orangeburg High School in 1955. The general earned a bachelor of science degree in civil engineering from the Citadel Military College of South Carolina in 1959 and a master of science degree in management from Rensselaer Polytechnic Institute in 1967. He completed Squadron Officer School in 1964, Command and Staff Course of the Naval War College in 1972, and the National War College in 1976.

The general, a distinguished graduate of the Reserve Officer Training Corps program, was commissioned as a second lieutenant in July 1959 and entered active duty. He completed preflight training at Lackland Air Force Base, Texas, and primary flight training at Moore Air Base, Texas as a B-52F pilot. From September 1963 until June 1966 he served with the 337th Bombardment Squadron, Dyess Air Force Base, Texas as a B-52E pilot and aircraft commander of a lead crew.

After completing his master's degree in June 1967, General Shuler was assigned to the 68th Tactical Fighter Squadron, George Air Force Base, Calif., as a replacement training unit fighter pilot. In March 1968 he transferred to the 558th Tactical Fighter Squadron, Cam Ranh Bay Air Base, Republic of Vietnam, as an F-4C commander. He served as an assistant flight commander and flew 107 combat missions over North Vietnam, the Republic of Vietnam and Laos. He also participated in the 558th Tactical Fighter Squadron's operational deployment to South Korea following the USS Pueblo crisis, flying 15 combat support missions along the Korean demilitarized zone.

Upon returning to the United States in March, 1969, General Shuler was assigned to Headquarters 2nd Air Force, Barksdale Air Force Base, as an industrial engineer and subsequently served as deputy chief of the Engineering Management Division. The general completed the Base Civil Engineer Course at Wright-Patterson Air Force Base, Ohio, as a distinguished graduate in November 1969. After completing the Central Flight Instructor Course at Castle Air Force Base, Calif. in April 1970, he returned to Barksdale with additional duties as a T-39 instructor pilot with the 2nd Bombardment Wing standardization board. He ended his tour of duty at Barksdale in July 1971 as the assistant deputy chief of staff for civil engineering.

General Shuler graduated from the Command and Staff Course of the Naval War College in June 1972 and was assigned as assistant executive officer to the commander in chief, United States Air Forces in Europe, Lindsey Air Station, West Germany. From July 1973 to July 1975 he served as base civil engineer and commander, 86th Civil Engineering Squadron, Ramstein Air Base, West Germany. The general completed the National War College in June 1976 and then was assigned to Offutt Air Force Base, Neb., where he served as director of operations, 3902nd Air Base Wing, and as commander of the 3902nd Operations Squadron.

The 99th Bombardment Group was activated on 1 June 1942, at Orlando, Florida. After training with B.17's in the United States, the group embarked for North Africa on 3 January 1943. Assigned to the 12th Air Force, the 99th operated out of Algeria and Tunisia throughout 1943. The group bombed airfields, harbors, railroads, viaducts and bridges in North Africa, Sicily, and Italy until moving forward to Italy in December 1943. On 5 July 1943, the 99th Bomb Group earned its first Distinguished Unit Citation for penetrating heavy defenses over Sicily to bomb planes, hangars, fuel supplies, and ammunition dumps, neutralizing German fighter opposition and facilitating the invasion of Sicily. The 99th then transferred to 15th Air Force and advanced to Italy in December 1943. The 99th went on to fly long-range missions throughout occupied Europe against strategic targets including oil refineries, aircraft factories, railroad marshalling yards and steel plants. On 23 April 1944 the 99th received its second DUC for withstanding severe fighter assaults while bombing the vital German aircraft factory at Wiener-Neustadt. The 99th also flew missions in direct support of Allied ground forces at Anzio, Monte Cassino, the invasion of southern France, and the final Allied offensive in the Po Valley, April 1945. After a few months of occupation duty, the 99th Bombardment Group was inactivated at Marcanise, Italy on 8 November 1945.

The 99th was reactivated on 1 January 1953, at Fairchild AFB, Washington as the 99th Strategic Reconnaissance Wing. Equipped with the Convair RB-36 Peacemaker heavy bomber, the wing flew operational strategic reconnaissance and bombardment training missions throughout the globe. For about one year, the wing was operational with B-36's specially equipped to carry RF-84K Thunderflash reconnaissance fighters under the bombers' fuselage to extend the range and capability of the RB-36 as a reconnaissance platform. On 1 October 1955, the wing was designated 99th Bombardment Wing, Heavy. On 4 September 1956, the wing moved to Westover AFB, Massachusetts, taking delivery of 45 factory-fresh Boeing B-52C and D Stratofortress bombers. On 1 January 1966, the 99th Air Refueling Squadron joined the wing, adding tanker and airborne command post capability. In 1967, the 99th began a series of major deployments to Guam and Thailand for combat and combat support operations. From October 1967 to April 1968; from September 1968 to March 1969; from March to June 1970; and from April 1972, until the wing's inactivation on 31 March 1974, virtually all the wing's B-52D and KC-135 aircraft were deployed to Southeast Asia and committed to SAC combat operations. On 31 March 1974, the 99th Bombardment Wing was inactivated, concurrent with the transfer of Westover AFB from active to Air Force Reserve status.

On 23 June 1989, the 99th was redesignated the 99th Strategic Weapons Wing, and activates at Ellsworth AFB today. The subordinate units of the 99th are: the 1st Electronic Range Group, the Strategic Weapons School; the 25th Strategic Training Squadron, the Directorate of Intelligence, the Directorate of Tactics, and Detachment 1, 99SWW (SAC LO) at Nellis AFB, Nevada.

Dear George and Bernice-

30 November 1983

I have written up the night mission of 9 July 43. My memory is lacking about some of the details but the main story is correct.

I wrote to Wayne Thurman to see if he remembered the wingmen and his memory was as hazy as mine so I decided to skip that part and maybe some participants will furnish the answers. (Like Jack Abrams)

Also, I don't remember the four planes used, whether they were all 99th or part from Air Force. I believe the pilots chosen used their own crews or parts of same. I remember ~~Bob~~ Schauer was my RO.

I had so many worries connected with the safety of our 4 planes in the path of dozens of C-47's, British Glider tows and Naval ships below that each crew had to be responsible for their plane and crew.

All turns were to be gentle and made to the left to keep our flight as simple as possible I just had to trust the Troop Carrier and Glider people to keep the 500' and 1500' altitudes assigned and agreed to (Burrell saw a Glider tow pass close to him but that was all)

I don't remember the number of C-47's lost and men killed by our Navy nor the number of Gliders and men lost but they were considerable.

I had a large scale map of Sicily with all the Zones and approaches laid out but I can't find it and perhaps it was thrown out as no longer of interest.

I was so tired from loss of sleep and the running around that the mission was about the worst that I flew in the entire time- much more nerve wracking than Gerbind or Palermo

I hope some of the guys who flew ~~that~~ that night can fill in the gaps that I don't have as regards planes and people etc.

Hope this is some help,

Fay R. Upthegrove

STATEMENT

On 27 February 1946, I was flying as pilot on aircraft #431. About thirty (30) seconds after bombs away, I saw a flak burst under Aircraft #628 and on the right wing between number three and four engines. Gas flowed from the wing of the plane and was burning at the trailing edge.

The crippled plane stayed in good formation for about thirty (30) seconds and then went down in front of us, as if both engines on the right side were out. I was forced to drop back slightly, as aircraft #698 dropped down directly in front of our nose. It was then that I lost sight of the plane. The tail gunner on my plane saw the rest. Aircraft #698 was in number three position and we were in number six.

A TRUE COPY

WILLIAM H. BLYNN
2nd Lt, Air Corps
Pilot

PAUL H. FRANKLIN, JR.
Captain, Air Corps
Asst Operations Officer

Sunday Dec 4th AM

Dear George and Bernie-

After I recd the last newsletter I made a list of several things that I wanted to comment about. I wrote Cortisi in detail about the Kilo-Trapini raid, to @George about the LaSpesia raid and lastly an account of the Night Mission on 9 July and I wanted to make some additional remarks about the German Prisoners at Oudna. Before I got to that My Appendix flared up and I spent some 20 or so days in and out of the hospital with some minor troubles such as infections etc. After I came home I got the Night Jamming mission completed and it should be in your hands. By the way this could be the first Jamming mission tried in the ETO.

When the three Germans were picked up on the line the first thing that crossed my mind was if they had sabotaged any of the planes on their way into our perimeter. I was notified and we in turn notified Gen Atkinson at wing and he came out with an interpreter to the Germans who were held in a tent near the end of the runway. The prisoners consisted of a Sergeant and two others who had hid out in the hills when the main force surrendered, and finally used up the supply of food they had hidden, decided to come in and get a square meal.

Anyway Gen Atkinson listened to their story and they swore the planes hadn't been harmed with thermite being dropped in the cowlings etc. As our planes were about to take off on the daily Mission Gen A told the Sgt that we would line up and watch the planes becoming airborne and if any one had trouble He would shoot the Sgt on the spot. He meant it too and the poor Sgt, trembling in his boots, had to watch ~~to watch~~ the take off one by one until he was in the clear. After the takeoff the prisoners were taken off for further interrogation and shipped to the soft life of a prisoner in the USA.

I sent a few things to Frank English to be given to the 15th AF if they wanted them such as the complete Summary of the Battle of Ploesti and a couple citations from the gps in the 304th Bomb wing. My 1944 and 1945 records etc and followed on the heels of the 99th which I left in Jan '44.

I don't think I will bother you with anymore comments unless I think ~~I think~~ something is not quite factual and in the interest of correct history should be corrected.

I hope to be able to go to the Houston reunion and be able to greet you there.

Sincerely,

Sam Upthegrove

Thank you, General Upthegrove.

The greatest feat of the 99th was the Secret Sicilian Mission which you led and which blanked out the German radar. Since it was kept secret so that it might be used in Normandy in '44 the history books have lost it. I propose to write about it When The Rush Is Over.

George

Dear George:

Recently being a new found member of the 99th BG 346 Squad. Reading the Historical I came about the article by Joe Kenny. He mentions the fact of having flown a mission in the B-17 Actung. She smelled like it was refueling in mid air.

To set the fact in perspective. Actung was shot down over Bledhammer. German gunnery was on target. We received four direct hits from the tail to the nose.

Over the intercom came Fire in the Bomb bay. Then came loss of oxygen, then silence, next came the explosion, but for some reason that same patch of light that comes and all men climb for.

They say there is a guardian Angel for us all. Mine was looking out for me.

Crew on the mission Aug 27, 1944:
Pilot, 1st Lt Richard Humbrecht, POW
Co-Pilot, 2nd Lt William Rucker, POW
Nav:
Bomb:
T/Sgt Irving Learner, Esq, POW
S/Sgt Nick Lavat, A.E., POW
T/Sgt Alan Maokie, R.O, KIA
S/Sgt John Fleming, ARO, KIA
S/Sgt Tony Lafata, Tail, POW
S/Sgt Zig Olejarski, Waist, POW

After liberation, May 4, 1945 and Gen Eisenhower's speech that all POWs stand fast, five of us left camp for the American lines which we reached May 10, '45. The five were:

Leo J. Cain, Burlington, VT
Guy A Lafata, St Louis, MO
M.J. McConwill, Jersey City, NJ
Harold L. Beesom, Sand Springs, OK
Myself-Zig Olejarski, Staten Island, NY, now residing Indian Harbour Bch, FL

This the best of recollection.

Zig Olejarski
262 Marion St.
Indian Harbour Bch.
Florida 32937

Thanks, Zig. Jed

Geo. Hope this info is of any help.

99th
STRATEGIC WEAPONS WING
ACTIVATION CEREMONY
10 AUGUST 1989



ELLSWORTH AFB
SOUTH DAKOTA

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. Changes 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-705506, designated Flight Commander, Flight "B" vice Capt. Donald C. Thorssen, O-755949, relieved 13 Oct.

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

1st Lt. Jack E. Pophan, O-764437, designated Flight Commander, Flight "D" vice 1st Lt. Cecil M. Buffalo, O-705506, 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.

g. Operations:

(1) the squadron participated on 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. Persson, 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, Pordenoda, 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 Zsaky, 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

II

weather conditions. although a large percentage of the bombs were wide of the assigned are, the marshalling yards 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. Persson, 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.

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, Regensberg, 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. Once 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.

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 was 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 Skode Works, Pilsen, Czechoslovakia.

i. Losses in Action--Officers and Enlisted Men: S/Sgt. Carl A. Persson, 37707387, died of unknown causes while on a combat mission over Blechhammer, Germany, 13 October 1944.

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 W. Brown - Distinguished Flying Cross
- Capt. Clarence Rowland - Soldier's Medal
- Sgt. William N. Metcalf - Soldier's Medal
- Sgt. Arnold F. Eydenberg - Soldier's Medal
- Sgt. Earl A. Silvis - Soldier's Medal
- Pfc. Joseph M. Alenillo - Soldier's Medal
- Pfc. William N. Penzerelle - 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

FOUR HUNDRED SIXTEENTH BOMBARDMENT SQUADRON
NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of the Operations Officer
(LOADING LIST)

APO 520
5 July 1943

SUBJECT: Combat Crews on Today's Mission
TO: Commanding Officer, 99th Bombardment Group (H) AAF

B-17F #507		B-17F #765	
P Orance, Albert	Major	P Thistlewood, John	1st Lt.
CP Barton, Terry	2nd Lt.	CP Amundson, V.A.	2nd Lt.
N Sayer, Jot O.	1st Lt.	N Strassberg, Jack	2nd Lt.
B Fisher, Brayton	1st Lt.	B Casey, Thomas E.	2nd Lt.
TT Cepek, G.F.	T/Sgt.	TT Daniel, Ferrel E.	T/Sgt.
WG Longenbach, L.L.	S/Sgt.	WG Fallen, C.H. Jr.,	S/Sgt.
R Brinker, Q.D.	S/Sgt.	R Mazu, Mike A.	T/Sgt.
BT Toomey, T.	Sgt.	BT Eyer, Charles M.	S/Sgt.
TG Young, E.K.	S/Sgt.	TG Lippolt, B.W.	S/Sgt.
		F Streetmen, G.A.	Sgt.

B-17 #482
P Was, Frank 1st Lt.
CP Boggio, Reynolds 2nd Lt.
N Lesney, J.J. 2nd Lt.
B May, F.P. 2nd Lt.
TT Rains, R.R. S/Sgt.
WG Piatek, Leon Sgt.
R Barthel, Jason D. T/Sgt.
BT Brown, Harry S. S/Sgt.
TG McGorry, C.L. Sgt.
X Osborne, W.E. 2nd Lt.

B-17F #883
P Buck, S.E. 1st Lt.
CP Braungart, K.G. 2nd Lt.
N Fitzpatrick, R.J. 2nd Lt.
B Lutkus, A.E. 2nd Lt.
TT McKinnon, J.W. T/Sgt.
WG Depew, A.W. S/Sgt.
R Surman, C.J. T/Sgt.
BT Gushroske, L.C. S/Sgt.
TG Garland, J.H. S/Sgt.

B-17F #509
P Mitchell, Carl D. 1st Lt.
CP Chase, Lionel E. 2nd Lt.
N Kotowski, John P. Captain
B Gutz, Theodore F. Captain
TT Spears, Paul M. JT/Sgt.
WG Schulz, B.E. S/Sgt.
R Garvis, L.L. T/Sgt.
BT Rhoads, Mason L. S/Sgt.
TG Peterson, Paul M. S/Sgt.

B-17F #413
P Norris, John R., Jr. 1st Lt.
CP Dahl, Eldon H. 2nd Lt.
N Seila, C.F. 2nd Lt.
B Kidwiler, W.W. 2nd Lt.
TT Walker, C.A. T/Sgt.
WG Martingnetti, Edward F. S/Sgt.
R Wiciak, M.C. T/Sgt.
BT Malaga, Steve S/Sgt.
TG Bernat, Paul V. S/Sgt.

B-17F #472
P Windrum, Carl K. 1st Lt.
CP Breitbach, R.J. 2nd Lt.
N Feigenbaum, J.C. 2nd Lt.
B Hemmingsen, D.T. 2nd Lt.
TT Williams, J.M. T/Sgt.
WG West, N.R. S/Sgt.
R Klukas, W.A. T/Sgt.
BT Meier, G.E. S/Sgt.
TG Kundert, Lewis H. S/Sgt.

For the Squadron Commander:

/a/ DANIEL V. MACDONALD
/t/ DANIEL V. MACDONALD
Captain, Air Corps
Operations Officer

MISSION #77

9 SEPTEMBER 1943

Nine B-17Fs took off from Oudna field #1 at 0600 hrs to their target at Capua, Italy. There were no early returns and all planes dropped their 500-lb. bombs over the target. The highway and railroad bridges were well covered with hits by the bomb groups. no E/A were encountered, and flak was reported as heavy, slight, and inaccurate both as to altitude and deflection. There was no damage done to our A/C and none of our crew members suffered injuries.

aew:l

MISSION #78

10 SEPTEMBER 1943

Ten B-17Fs took off from Oudna Field #1 at 0745 hrs to their target. Isernia, Italy. There were no early returns and all ten ships dropped their bombs over the target. There was no flak at all, and no E/A were encountered. None of our planes suffered damage, and there was [sic] no injuries among the crew members. All planes returned safely to their base at 1300 hrs.

aew:l

MISSION #79

11 SEPTEMBER 1943

Nine B-17Fs took off from Oudna Field #1 at 0950 hrs to their target, the highway and railroad bridges at Benevento, Italy. There were no early returns and all ships dropped their 500-lb bombs over the target. Flak was reported as being heavy, moderate, and inaccurate. No E/A were encountered. None of our planes suffered damages and there were no injuries among the crew members. All planes returned safely to their base at 1630 hrs.

aew

MISSION #80

12 SEPTEMBER 1943

Nine B-17Fs took off from Oudna Field #1 at 0940 hours to their target which was the A/B at Frosinome, Italy. Three planes returned early due to mechanical trouble. Six planes dropped their Drag bombs over the target. There were no E/A encountered and flak was reported as heavy, slight, and inaccurate. There was no damage done to our ships, and none of the crew members suffered injuries. All planes returned safely at 1443 hrs.

aew:l

MISSION #81

13 SEPTEMBER 1943

Nine B-17Fs took off from Oudna Field #1 at 0700 hrs to their target of the highways and troops at Torre Annunziata, Italy. Eight ships dropped their 500-lb. bombs over the target. No E/A were encountered and flak was reported as being heavy, slight, and inaccurate. All planes returned safely to their base at 1330 hrs. There were no injuries among the crew members.

aew:l

MISSION #82

14 SEPTEMBER 1943

Seven B-17Fs took off from Oudna Field #1 at 0545 hrs to their target at Eboli, Italy. There objective was to bomb troop concentrations and highways of escape. No enemy A/C were encountered and there was no flak at all. All planes and crew members returned safely to their base at 2115 hours.

aew:l

MISSION #83

16 SEPTEMBER 1943

Nine B-17Fs took off from Oudna Field #1 at 0705 hrs to their target of the highway and railroad bridges at Benevento, Italy. There was one early return due to mechanical trouble, and eight planes dropped their 500-lb. bombs over the target. There was no enemy pursuit, and no flak over the target. Flak at the Capua A/D was reported as being heavy, moderate, and accurate. None of our planes were damaged, and there was no injuries to any of the crew members. All planes returned safely to their base at 1245 hrs.

OMITTED FROM THE MAY 1984 NEWSLETTER

miles and one large fire was observed. The flak encountered was heavy and accurate but moderate and no damage was received by our aircraft. From 25 to 30 fighters were encountered and although no damage was received by our aircraft the following claims were made: Ship #467, 348th, 1 NW 190 destroyed; Ship #494, 348th, 1 ME109 destroyed, Ship #482, 416th 1 ME109 destroyed, Ship #765, 416th 1 ME109 destroyed; Ship #470, 346th, 1 ME 109 prob. dest. Ship #526, 346th, 1 Ma. 202, prob. destroyed, Ship #468, 346th, 1 ME 109 prob. destroyed, Ship #486, 348th, 1 ME 109, damaged; Ship #765, 416th, 1 ME 109, damaged; A total of 4 destroyed, 3 probably destroyed and 2 damaged.

May 14, 1943

The 17th mission was flown today with the target as shipping at Civitavecchia, Italy. 26 ships of this group took off and 3 returned early due to mechanical trouble. The 23 ships over the target dropped 276X500# bombs or a total of 69 tons. The following damage was done to the target and is claimed jointly with the 2nd Bomb Gp, 5 M/V's sunk, 1 M/V and 2 P/CYV's probably sunk, and a P/C/V severely damaged, many small vessels sunk or destroyed, much of railroad and rolling stock in dock area destroyed or damaged, several warehouses damaged severely and others less severely most of the bay's are damaged and several buildings in the town received serious damage. The flak encountered was slight and inaccurate and the fighters were negligible therefore none of our aircraft were damaged and no claims made against enemy aircraft. During the day word was received from wing that the next three days would be holidays.

May 15, 16, & 17, 1943

These days being holidays most of the personnel left to go to Algiers, Oran, Constantine and other large towns. Two men even went as far as Gibraltar and some who stayed in this vicinity left just during the day to see the Roman ruins at Djemika and spent the day in towns such as Constantine. On the 15th word was received that the ground echelon was in Oran and would be here as soon as transportation was available. On the afternoon of the 17th all men returned and had to go right to work loading bombs for the next days mission. Col. Rainey also came back from Bone after being released from the hospital there and he and S/Sgt. May, S/Sgt. Murray and T/Sgt. Hall had received the purple heart. On the 16th ship #856 and crew arrived and were assigned.

Mission #18 was flown this day with the primary target as Messina, Sicily. However due to weather conditions the alternate target Trapani, Sicily was bombed. 27 ships of this group took off accompanied by the other 3 groups and 7 returned early due to mechanical trouble. The 20 ships over the target dropped 240X500# bombs or a total of 60 tons. The mission was only moderately successful due to the fact that no specific aiming point was given and only a small portion of the town was hit. The flak encountered was heavy and moderate but rather inaccurate although one of our ships received some damage.

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

APO 520 NATOUSA
5 July 1943

SUBJECT: Combat Crews on today's Mission
TO: Commanding Officer, 99th Bombardment Group (H)

B-17F #42-29857 Crew #19
P Drake, J.H. 2nd Lt.
CP Castro, Flake 2nd Lt.
N Schoedinger, V.F. 2nd Lt.
B Cadger, Edward J. 2nd Lt.
E Campbell, William T/Sgt.

B-17F #23164 Crew #5
P Bankhead, H.B. 1st Lt.
CP Bruno, J.E. 2nd Lt.
N Boyle, J.A. 2nd Lt.
B Gault, T.G. 2nd Lt.
TT Florek, J.J. T/Sgt.
WG Gosselin, L.J. S/Sgt.
R Diethorn, George H. Sgt.
BT May, G.G. S/Sgt.
WG Hall, M.E. T/Sgt.
TG Guerard, J.D. S/Sgt.

B-17F #29918 Crew #7
P Stuart, J.A. 1st Lt.
CP Hayes, J.H. 2nd Lt.
N Sled, P.A. 2nd Lt.
B Hawke, T.C. 2nd Lt.
TT Pouliot, E.E. T/Sgt.
WG Stedman, L.B. S/Sgt.
R Alley, N.A. Sgt.
BT Stanbro, W.D. S/Sgt.
WG Gregory, D.F. T/Sgt.
TG Pizza, G.J. S/Sgt.

AE Robin, Leo E. S/Sgt.
R Jackson, Edward J. T/Sgt.
AR Worthey, Emmett R. S/Sgt.
G Warmer, Benjamin F. S/Sgt.
G McGee, Carlton J. Cp.

A TRUE COPY:
Certified by:

JOHN A. SAROSY
Captain, Air Corps,
Adjutant

B-17F #42-25842 Crew #22
P Davis, William C. 1st Lt.
CP Rohrer, G.W. F/O
N Chapman, Charles C. 2nd Lt.
B Dunaway, James P. 2nd Lt.
E Tipton, Leonard R. T/Sgt.

B-17F #5786 Crew #6
P Moseley, F.G. 1st Lt.
CP LeBlond, R.E. 2nd Lt.
N Luther, H.O. 1st Lt.
B Sadler, H.A. 2nd Lt.
TT England, T.B. T/Sgt.
WG Siedl, R. (NMI) Cpl.
R Born, W.J. T/Sgt.
BT Burkhardt, J.F. S/Sgt.
WG Brust, W.B. Sgt.
TG Klug, H.H. S/Sgt.

AE Haynes, Falvey G. S/Sgt.
R Sisneros, Rudolph I. T/Sgt.
AR Creo, Robert H. S/Sgt.
G Youngblood, Rex G. S/Sgt.



B-17F #42-29492 Crew #24
P Graham, Charles M. 1st Lt.
CP Garner, Eldon R. 2nd Lt.
N Dobmeyer, Paul F. 1st Lt.
B Schnellbacher, R.E. 2nd Lt.
E Finnegan, John S. T/Sgt.
AE Grantham, Alden S/Sgt.
R Shafran, Albert T/Sgt.
AR Ciovacco, James A. S/Sgt.
G Edwards, Walter E. S/Sgt.
G Lloyd, Kenneth E. Sgt.

B-17F #42-29483 Crew #27
P Davis, Albert E. 1st Lt.
CP Ewoldt, Allen J. 2nd Lt.
N Perry, Herbert O. 1st Lt.
B Shank, Vincent E. 1st Lt.
E Withrow, John B. T/Sgt.
AE Huckabee, Allen B. S/Sgt.
R Fleming, David O. T/Sgt.
AR Esposito, Frank M. S/Sgt.
G Mills, Robert M. S/Sgt.
G Logan, Carson E. Sgt.
F Torssell, N.E. Sgt.

B-17F #42-25388 Crew #23
P Samuelson, Stanley H. 1st Lt.
CP Caraberis, John G. 2nd Lt.
N Driscoll, Claire E. 2nd Lt.
B Down, William C. 2nd Lt.
E Sills, Lawrence B. T/Sgt.
AE McCrossan, Andrew W. S/Sgt.
R Matthews, Fleming G. T/Sgt.
AR Boardman, Edward J. JS/Sgt.
G Heydon, Jerome G. S/Sgt.
G Lipman, Aaron Sgt.
(Early return)

A TRUE COPY:
Certified by:

JOHN A. SAROSY
Captain, Air Corps
Adjutant

B-17F #42-29486 Crew #26
P Devane, Martin J. 1st Lt.
CP Freeburg, Howard L. 2nd Lt.
N Drueding, Edward B. 1st Lt.
B Lavine, Sanford V. 2nd Lt.
E Craton, William J. T/Sgt.
AE Harold, James A. S/Sgt.
R Penoyer, Harold E. T/Sgt.
AR Curley, Frank A. S/Sgt.
G Yorton, Harold A. S/Sgt.
G Snitkins, Louis A. Sgt.

B-17F #42-29790 Crew #
P Elliott, R.F. Captain
CP McLaughlin, E.P. 1st Lt.
N Burke, R.J. 2nd Lt.
B Douglas, W.S. 2nd Lt.
E Shimp, H.W. M/Sgt.
AE Mabante, J.A. Pfc.
R Laybe, V. T/Sgt.
AR Freeland, J.C. T/Sgt.
G Karkut, S.J. Pfc.
F Potts, A. Sgt.

For the Squadron Commander:

/s/ ALBERT E. DAVIS
/t/ ALBERT E. DAVIS
1st Lt., Air Corps
Ass't Operations Officer

Worcestershire Eagle

field, Massachusetts, Friday, June 27, 1958.

15 Die in Crash of Jet Tanker After Take-Off From Westover

Tanker's Sister Planes Set N.Y.-London Records

BRISTOL, NORTON AIR BASE, England (AP)—A U.S. Air Force jet tanker set down at this Oxfordshire air base today after making the fastest-ever New York to London transatlantic flight.

Its time for the 3,337-mile flight: 5 hours 22 minutes 29.68 seconds.

It was followed by a second huge KC135 Stratotanker which also flashed over London in faster time than any previous mark for the route.

Tragedy Cancels Return

The official time of the second tanker was 5 hours 29 minutes 37 seconds; and its average speed was 626.5 miles an hour.

The tankers had planned to take off on a London to New York record attempt after a brief stopover here. This plan was abandoned because a third tanker in the flight crashed early today as it was taking off from Westover Air Force

Base in Massachusetts, killing 15 persons.

The Pentagon in Washington said the first tanker was clocked over New York at 12:29:37.8 EDT, and then over London at 5:52:48, EDT.

Average speed was about 644 miles per hour.

The previous New York to London record of 6 hours 16 minutes was set by a Royal Air Force Canberra bomber in August 1955.

A U.S. Air Force spokesman said the flight was being made to demonstrate the Air Force's capability to send high-performance jet tanker aircraft to strategic points anywhere in the world.

The Stratotankers are the military version of the Boeing 707 jet airliner, which is scheduled to go into transatlantic commercial service next year. The commercial type will carry up to 147 passengers or 25 tons of cargo.

Members of the crew of the first tanker said they did not learn of the crash until they reached Britain.

Col. Harry Burrell, the 40-year-old flight commander from Omaha, Neb., who rode in the first tanker, told a reporter:

"We had no news of the crash until we landed. I can't imagine what caused it. To my knowledge that is the first one of these planes that ever crashed."

The first plane was piloted by Maj. Burl B. Davenport of San Antonio, Tex.

One of Four Seeking New Speed Mark

6 Newsmen Killed; Plane Skidded Across Turnpike

WESTOVER AIR FORCE BASE, Mass. (UPI)—A giant jet strato-tanker crashed and exploded on takeoff early today, killing all 15 men aboard while two sister ships streaked across the Atlantic to set a new speed record.

Six newsmen were among the victims aboard the three million dollar plane which snapped two 115,000-volt power lines, bounced across a superhighway and landed with a burst of flames in a corn field.

The other victims included seven crew members and two representatives of the National Aeronautics Association.

Raid On Rome By Raymond Clapper

ALLIED HEADQUARTERS, North Africa (By Wireless)—Many heavy bombers had been over Rome when we got there. As we turned in from the sea to run down from the north, we could see on our right rolling clouds of smoke being blown from a target—the work of the bombers ahead of us.

Ten minutes later, our group of Flying Fortresses was rushing down the bomb run over the same target. Because of the controversy that might easily develop over this air attack on Rome, I made it my special business to watch as closely as I could. I was in the nose of the plane with the bombardier.

Particularly, I watched from my right hand window, for on that side lay the Vatican, just across the winding Tiber. Actually it was three to four miles away. We could not possibly have hit it without making a special detour to do so.

No accident could have caused bombs to drop even near the Vatican. Several churches, especially marked on the pilot's charts, also were out my right window and all were clear.

I emphasize this because Axis propagandists easily can distort facts about this raid. Several newspaper correspondents were invited to accompany the mission so they might give independent testimony.

Enemy Fighters Scoot for Safety

The impressive thing about the raid on Rome was the pitiful opposition encountered. This parade of Allied bombers, heavies and mediums with escorting P-38s, was making bomb runs over the heart of Rome for hours in, you might say, a triumphal procession. Whatever Mussolini may have been doing at the time, he must have recognized this Allied parade of devastating air power as an omen of doom.

We saw only two enemy fighters in the air. It was just after our bombs were dropped. Our bombardier and navigator swung their machine guns at them and there was a terrific din for a few seconds in our nose compartment, but neither fighter was looking for anything except a safe place to the rear. They made no passes at us, just beat it like small boys running past through a gantlet.

Then we saw flak. I had been hearing about flak for a long time, but this was a poor specimen, so our crew told me. It was set too far ahead or broke too low. Our crew said it was not good aiming or fuse setting.

That was all there was to the enemy opposition. The whole Allied show, carefully arranged over a period of months, went clocking off on schedule.

We were back over our field 15 minutes ahead of our estimated time of arrival, fixed when we left hours earlier.

Crews Warned About 'Must Nots'

Our Fortress had bombs to drop at the extreme right hand corner of the railroad yards. For days, the Air Force Command had been working out bomb charts. All crews were given a map and enlarged air photographs, with the Vatican and other religious institutions marked out. The Vatican had a large white line drawn around it. Each of several such locations had a warning in large letters: "Must on no account be damaged."

At briefing, the crews were told not to drop bombs if there was any doubt or if the target was obscured to the slightest degree by clouds of smoke. The Command had been conscious of its responsibility in this matter. It considered Rome a military target because it was a bottleneck for rail traffic from Germany through Brenner Pass to Southern Italy and Sicily.

The railroad tracks were congested, making a good target. Furthermore, they were on the opposite side of the city from the Vatican and historic monuments. Even so, there was much anxiety lest some enthusiastic pilots get out of hand. At the briefing of our crew, Col. Fay R. Upthegrove, leader of our group, said: "I don't want any individual bombing today."

I wore an oxygen mask about two hours during the active part of the trip. No particular strain was evident around the plane until the climb for bombing altitude started.

Then the crew adjusts their parachutes and oxygen masks. The bombardier settles down to an intense study of his bombing chart, because he must recognize the aiming point as it comes up in his bombsight. All crew members scan the sky everywhere, looking for enemy fighters. The machine guns are unstrapped, ready for use.

Over Before He Knew It

As far as I was concerned, the most tension was just as we started down the bomb run, but when we were over the target, and also in the flak, so much was happening that suddenly I realized it was all over and everything was all right.

As soon as we were out of the enemy area, an amazing quiet settled over the ship. Our co-pilot, Col. R. H. Smith of Nashville, asked the waist gunner on the interphone how his watermelons were that the Colonel had placed in the ship for cooling. The melons were nicely chilled, but when the Colonel cut them, back at the field, they had spoiled inside, which was the only bad luck in our Fortress group all day long.



From Maj. Gen. Upthegrove's Files

Gen. U. ✓

407 Ravenal Road
Anderson, S.C. 29621
July 20, 1990

Dear George:

In reference to the letter from John Szabo concerning RADAR ON TOP TURRETS my crew happened to have been one of the 5 crews selected to have one of these planes assigned to us.

In October 1944 we were being process to be shipped overseas when a hurricane hit Savannah, Ga. All planes possible were moved inland and just after the storm had blown though 5 crews were told at 9:00 A.M. we would be shipping out at 11:00 A. M. We were put on a train to Boston, Mass. and finally wound up at Bedford, Mass. just outside of Boston. We stayed about 6 weeks, mainly just having a good time. The Engineer and I (A.E.) were checked out on these guns. What it was you turned on a few swithes, point guns at incoming E.A. and the radials would automaticly focus without turning the handles of the guns. All you had to do was to frame the plane inside the radials and it would give proper lead. It worked real good on a P-51 in practice, however, since fighter attacks had slowed down by the time planes arrived I do not know how effective they were in combact.

We called these planes FLACK MAGNETS as they always got shot up pretty bad. Doug Reid's crew, with whom we were close, had a mid-air over Vienna with our new Sqdn. Commander. I thought all the planes but ours went down. Our plane was 46694. It went to Berlin the day after I was shot down while filling in on another crew on the Rueland, mission. An 88 went through wing and after flying all the way back to Italy a picture was take with 6 men standing in hole made in wing. I saw the picture but do not have it.

Another point of interest about #46694 we flew back to Savannah, and we started overseas with some other planes. We were turned back from Banger, Me. to Grenier Field, N.H. because of a snow storm. I won't say who was flying as he is a member of this association, but he either drug in too low or hit a downdraft, anyway we hit a snow back at end of runway. After aborting landing we discovered the tail wheel was missing. It was decided to drop ball turret. We took guns and sights out, loosen the nuts and when we went over a lake we all kicked. The turret hit the ice on lake and did not go through. A truck went out and I saw it later looking like a pancake. Needless to say half the base with fire trucks and all turned out to see us crash. The pilot did an excellent job of landing and after several weeks we were on our way again. I might mention Grenier was a WAC P.O.E. and were practically the only real air force left to entertain the girls.

I am enclosing a couple of photo copies of plane making landing without tail wheel or ball turret. will send a copy to John Szabo, also.

Hope this wsill be of interest.

Yours truly,

Richard J. Willis (416)

General Was First Flier to Head Joint Chiefs of Staff

Nathan F. Twining, later to become chairman of the Joint Chiefs of Staff, was commanding the 20th Air Force on Aug. 6, 1945, when one of its B-29s, the Enola Gay, dropped the first atomic bomb on Hiroshima.

Despite the destruction, he remained convinced that nuclear armaments are America's best hope to prevent or wage war.

A stocky, ruddy-cheeked West Point graduate whose military career spanned six decades and three wars, Twining had entered the Pacific theater in July, 1942, as chief of staff of U.S. Army Forces.

Six months later, in January, 1943, as commander of the 13th Air Force, Twining was aboard a B-17 that crashed into the Coral Sea.

Twining and 14 other men spent five days and six nights adrift in two rubber rafts. Their only food was an albatross shot by the general.

South Pacific Command

After his recuperation, Twining became the tactical leader of all U.S. and Allied air forces in the South Pacific. Those combined forces destroyed about 700 Japanese planes in the next four months while supporting the occupation of the Treasury Islands and Bougainville.



Associated Press

Nathan F. Twining in 1960.

"It was his force which completely wiped out the effective Japanese air strength on Bougainville," Adm. William F. Halsey Jr. said later.

By 1944, Twining, whose trademark was a fat cigar, was commanding both the 15th Air Force in Italy and the Mediterranean Allied Strategic Air Force. Those units, in a crushing six-week attack ending May 8, destroyed 11 refineries at Ploesti, Romania, depriving Germany of its largest single source of oil.

After a series of postwar commands, Twining became vice chief of staff of the Air Force from 1950 to 1953 when he was named chief of staff.

In that post, he pressed for developing nuclear air weapons and the supersonic missiles needed to deliver them.

Testifying before a Senate subcommittee on the 11th anniversary of the Hiroshima blast, Twining predicted: "The nuclear weapon is

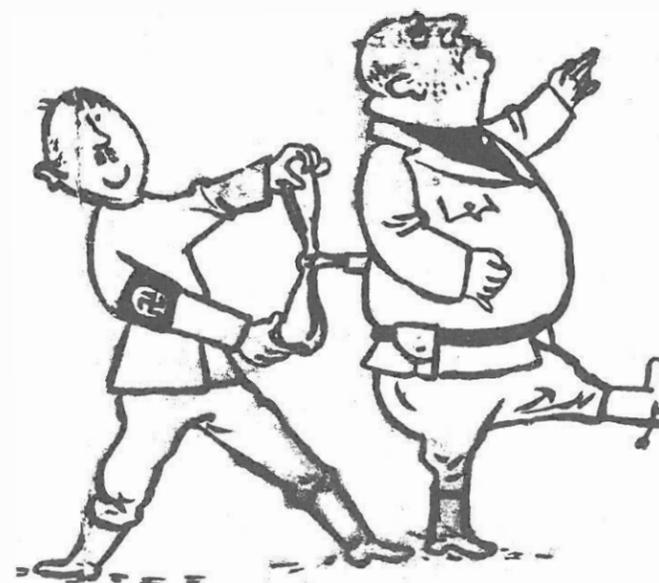
here to stay, and they are going to be used in war. We know that. So let's build our forces around these new weapons."

In 1947, President Dwight D. Eisenhower made Twining chairman of the Joint Chiefs of Staff, the first Air Force officer to hold that post.

Twining, a resident of San Antonio since 1981, died March 29 of a heart attack at Wilford Hall Air Force Medical Center there. He was 84.

from —PETER BENNETT
(Norm. Bud Kaufman)

IZIUNI UNITE E DELLA LIBERTA ITALIANA



L'ultima carica.

Ex POWs to Receive Medals in Charleston Ceremony

FROM THE NEWS AND COURIER/THE EVENING POST
CHARLESTON, S.C., NOVEMBER 6, 1988.

More than 30 former prisoners of war from throughout the Lowcountry are slated to receive the recently authorized Prisoner of War Medal during a ceremony Wednesday at Charleston Air Force Base.

The ex POWs are veterans of the Army, Navy, Air Force and Marine Corps according to the South Carolina Lowcountry Chapter of the American Ex-Prisoners of War Inc.

Col David B. Marcrander, commander of the 437th Military Airlift Wing at Charleston, will present the medals at 4 p.m. in front of wing headquarters on base.

He will be assisted by Navy Capt Robin J. White, Army Col Virgil L. Mix and Marine Col John J. Sullivan.

The Prisoner of War Medal was authorized by Congress for anyone who served honorably as a POW after April 5, 1917.

The Defense Department, in a recent statement, said an estimated 142,000 American men and women were prisoners of war during World War I, World War II, the Korean War and the Vietnam War.

Eligible ex-POWs from Charleston include Bernard Coley, Philip Covert, William W. Higbee, William H. Jameson **Ernest K. Jenkins**, Roy A. Kabasta, George Lee (who also will receive the Bronze Star Medal) and the late Brainhard Clark.

Clark's daughter, Annette, will accept the medal on his behalf.

Summerville ex-POWs include Thomas Byers, Samuel Knight (who also will receive the Bronze Star Medal), Harold W. Sedivy, William S. Youngblood and the late Linwood W. Eure. His widow, Becky Eure, is slated to accept his medal.

Ex-POWs from Mount Pleasant are Burr Davidson, Richard K. Holder, William E. Thompson and the late Malcolm Gardner. The medal will be presented to Gardner's widow.

Ex-POWs from other communities who are scheduled to receive the medal include Luther Mackenzie and Albert Mitro, both of Hanahan; Paul D. Holen and James O. MacBrayer, Isle of Palms; James A. Edison and Ernest E. Hilton, Monks Corner; John P. Dillon and Edsel P. Flanders, Sullivan's Island; James Bilton and C.R. Murray, St. George; Waring Simmons, Adams Run; James W. Ballard, Folly Beach; Minett Gaillard, Holly Hill; Fred G. Best, McClellanville; Lolace Cordray, Ravenel; Reginald B. Salisbury, Ridgeville; and Rudy Lorin, Walterboro.

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John L. Stermer
P.O. Box 335
Eldorado OK 73537

Dear George,

I want to thank you for your work & time researching on missions of the 346th in the July Newsletter. Are you planning on continuing the bombing missions? I found 34 of the missions that I flew on and a lot of old memories. Thanks a lot.

Dear John;

I'm glad you asked me that! Yes, we intend to print all of the readable squadron diaries, and we have enough to last a year or so at our present rate. We also expect to be able to increase the size of the newsletter somewhere down the line. We intended to print the diaries in chronological order, but gremlins have mixed up the sheets. Bear with us, fellows. george

QUOTES

ANZIO, THE BID FOR ROME

Libbett, Ballantine Books

. . . neither they nor the threatened 3rd Battalion seemed capable of holding out much longer and resisting the German onslaught which had already torn so gaping a hole in the middle of the Allies front.

At this perilous moment - it was now about 09.00 hours on the 17th - the Allied air force came to VI Corps' rescue. As the full power of the artillery of VI Corps and of the 45th Division, supported by four batteries of 90mm anti-aircraft guns and the fire of two cruisers, opened up upon the Germans in the gap, every available aircraft of XII Air Support Command was sent flying to Anzio. 1,100 tons of bombs were dropped during 531 sorties. Never before in the war had such a weight of bombs been dropped in direct support of an army. p. 111

On 2nd March the weather cleared and Allied medium and fighter bombers were able to take off again. Escorted by 176 P-38 Lightnings and P-47 Thunderbolts, nearly 350 B-24 Liberators and 117 Flying Fortresses dropped over 600 tons of bombs along the front and on German concentrations around Cisterna, Campoleone, and Velletri. This ferocious bombardment marked the end of the first stage of the Anzio battle. p. 121

MEN UNDER STRESS, Grinker & Spiegel, McGraw-Hill, 1945

In the last war, with static trench warfare, cardiac neuroses were common. In this war, with its great mobility and activity, especially in the air, outlets for aggression are available for everyone. p.273

At the present time (1945), our chief concern is this: can such an individual, so well adjusted to a peaceful and democratic society, successfully adjust to the stress of war? And if so, how? The author of "Kein Kampf" was so dubious of this possibility, so scornful of the product of a democratic way of life, that he did not hesitate to provoke a war against nations whose material resources and available manpower could far outnumber his own. The American's self satisfaction was taken as complacency. His emphasis on a high material standard of life was called luxury-loving. To the fascist mind, his love of independence and freedom appeared as a lack of discipline entirely inconsistent with the rugged self sacrifice demanded of soldiers. That a nation composed of such fundamentally "weak, selfish, immature and politically naive people" could rouse itself sufficiently to make war and to wage it effectively was merely a bad joke to the Nazi mentality. p. 447

What the fascists had not counted on was that the American's love for his fellow American was sufficiently strong to warrant any sacrifice. Furthermore, they had not reckoned with the American's ability to throw himself into large organizations or teams on a voluntary basis, rather than by force, which was the only basis the fascist could comprehend. The American regarded his submission to the combat leader and his dependence on the combat team as a necessity of the moment, rather than as a blueprint for an ideal society, and never ceased to long for the time when he might be free again as a civilian. p. 448

People knew that everything we meant by civilization could come to an end in a war that, if we lost, could lead to a thousand years of Dark Ages.
p. 32

Stalin had been concerned only with control over border peoples who might be subverted; he was preparing for irregular warfare, forced upon him by his enemy, Britain, and was totally unready for the blitzkrieg launched by his ally, Hitler. All over the world, he had orchestrated the Communist call to support the Nazis.

The Baku project never materialized. A British diplomat, Fitzroy MacLean, reported that Stalin had asked the U. S. embassy in Moscow for an assessment of the damage that might result from any British bombing of Baku. The American experts, when called upon, said Baku would become a sheet of flame, the refineries out of action for years.
p. 264

Churchill was not yet Prime Minister and Neville Chamberlain was still nervously discouraging the dropping of real bombs on the real estate of his fellow property owners in Germany (propoganda leaflets were unsporting but, in Chamberlain's view, permissible).
p. 264

He (Canaris) took the paper to Hitler. It was of no use. The Fuehrer shrugged it off, and even threatened to punish those who believed or circulated such "defeatist rubbish."

"Did you say 50,000 planes?" he asked Canaris. "You must be out of your mind to take such crap (Drack) seriously. Fifty-thousand rubber tranquilizers maybe, for the poor little Babies of America. But 50,000 planes! Don't be ridiculous!"
p. 518

Defeated people are loath to admit that they have done anything atrocious during a war.
p. 548.

And the Fuehrer would fly into a rage whenever he was shown yet another report from America speaking of 10,000 more tanks, 100,000 additional tons of ships, thousands of more planes, . . .
p. 646

Canaris' dismissal was more than just a change at the top. The Abwehr was his creation and he was the creature of what he had wrought. After his departure it became a ship without a rudder, drifting aimlessly, even dangerously. Its demolition at Germany's critical hour was an act of Hitler's suicidal psychosis that began to dominate all his decisions as the great drama approached its finale. With the Allies poised for their decisive stroke, the collection of intelligence became a matter of qua non, and the Abwehr and the Germans' first line of defense. Without it Hitler was as eyeless as Samson in Gaza.
p. 761.

Ultra and the USAAF worked hand in hand. It would go something like this. The Fortresses would be sent in against an airfield or airfield complex of known vigor. Its defending fighters would be decimated, its runways holed. Through Ultra the extent of the damage would be monitored, the progress of the repairs carefully noted, the replacement squadrons noted and then, when the field was ready and the new aircraft had moved in, hey presto, another strike of Fortresses. The same system helped to intensify the great oil interdiction program.
p.356

There was an important psychological factor which BIA could profitably exploit. Many of the Abwehr spy-masters actually wanted to believe in the trustworthiness of their agents and the validity of their reports, since to be handling an apparently fruitful source of intelligence redounded, in the lax German way, to their personal credit. Whereas the British attitude in this shadowy underworld was one of acute skepticism the German, only too often, was credulous and permissive.
p. 362

Since these D-day signals were mainly brief and uncoordinated reports from local commanders about events on their particular sector of the coast, with occasional general assessments from the more central headquarters, the news they brought to the Allies was not so much about what was happening (for they were aware of this already), as of the late, patchy, and imperfect picture the Germans were constructing. The signals were those of men caught in the confusion of surprise - from the intercepted report by Sea Defense Commandant Normandy at five minutes before midnight on the 5th, stating that "some of the parachutists reported were straw dummies," to his remarkable signal later on D-day stating that there was "no disembarkation yet on the east coast of the Cotentin": the American landings there on UTAH beach had started at 0630 in the morning and put over 23,000 men ashore in the course of the day. One useful piece of evidence from the early signals came from the various reports about the declining efficiency of German radar stations along the coast. Savage bombing and a barrage of jamming had this objective, and though the Official History says that "it was too early to know how all these measures affected the enemy" the decrypt of a signal from Sea Defense Commandant, made at 0221 on D-day and reporting "no radio location in sea area to NE owing to failure of radar apparatus," must have brought reassurance.
p. 389

It appears that the lessons learned in the Secret Sicily Mission were used to blindfold the Germans in the Big Show.
geo.

One signal warns that the German intercept service on the Russian front had been briefed on June 5 about the operations of the 15th US Air Force from its Italian bases, with specific detail about its different bomber groups.
p. 399

HALSEY, Benis M. Frank, Ballantine Books

As he (Halsey) noted later in his memoirs, when he 'looked back on ELKTON, the smoke of charred reputations still makes me cough.'
p. 73

To acknowledge the accomplishments of his ships and planes, the following message, prepared by Admiral 'Mick' Carney, was sent in Halsey's name to all hands in the Third Fleet: THE RECENT EXCEPTIONAL PERFORMANCE YIELDED GRATIFYING GATE RECEIPTS, AND ALTHOUGH THE CAPACITY AUDIENCE HISSSED VERY LOUDLY, LITTLE WAS THROWN AT THE PLAYERS X AS LONG AS THE AUDIENCE HAS A SPOT TO HISS IN, WE WILL STAY ON THE ROAD.
p. 96

The only secrets with which I was ever entrusted were those contained in the Middle East and South-East Asia military censorship reports. From these muddy-brown duplicated sheets it was possible to learn that a lot of one had been told about the behaviour of men in armies at war was true.

It was true, for instance, that a good unit would be at its best soon after a first baptism of fire, and that from then on it was likely to become less and less good, depending on how fast it suffered casualties. It was also true that the most experienced troops were, in the end, the least useful because they had become too knowing. It was also noticeable that units suffering from low morale and high petty crime rates in the ranks were often commanded by officers much decorated for gallantry. Some displays of guts were all right, but experienced troops did not really care for an officer who was too brave. It wasn't just his neck; he could get them killed too.

p. 223 HERE LIES ERIC AMBLER, an autobiography



NEWS, DUES & VIEWS

When I started out, this account was supposed to be plumb chivalrous, with me the purest-hearted Hero. Sorry about that! Must have slipped somewhere. Now there's the time that four unidentified members of a bomber crew were in the Refuge, or rather the portion so far unbombed.

Since the Refuge was a thirst parlor, I fear that beer is going to get into this story. While homeward bound, past Hill 609 in a jeep we all agreed that it was time for a rest stop, there at Hill 609. At that time the Hill had not yet been cleaned up, but the lower slopes no longer had upuried bodies, barbed wire, and all that sort of litter.

There was a uniformed MP right near our stop, where we by common consent began to urinate on a German grave to the tune of "We'll line up in ranks/and piss on his grave." The MP started toward us, halted to consider, shrugged his shoulders, and resumed his original post.

Hometown papers please copy.



REUNIONS

23 sep 1990 Ass'n of Former POWs in Romania Cherry Hill NJ
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ph. 609/933-1152

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4 Oct 1990 7th BGHF, Tucson AZ
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TAPS

LLOYD H. HILEMAN

Rt. #1 - Box 574
Engadine, Michigan 49827
May 31, 1990
906/477-6685

Dear Mr. Butler;

On January 2, 1990, we were involved in a multiple car/truck accident in Hannibal, Missouri. Lloyd was killed instantly.

He had been gathering information to write an article, which he thought would be of interest to the Historical Society, and had hoped to write it while we were in Alabama during January and February. It was regarding a crash-landing of a B-24 bomber loaded with bombs heading for Germany. He was on his 13th mission and the day was Friday the 13th. Plane suffered but the crew got out safely.

Lloyd had not known of the Society until recently but he sure enjoyed the newsletters. He located two of his crew on the above mission because of the newsletter. He contacted both and was hoping to locate others.

sincerely

Helen (Mrs. Lloyd H.) Hileman

THOMAS CRAIG. . . Thomas Craig of the 347th who lived at 111 Barker's Mill Road, Hackettstown NJ died on April 19, 1989. His widow sent me a thank you note with the details. John F.

DALE SHUPE

. . . Dale passed away on April 11th of this year.
Mrs Dale Shupe.

DE 11TH APR
DALE E. SHUPE, 71, died at 12:02 a.m. Wednesday at Parkview Memorial Hospital. Born in Huntington County, he lived in Fort Wayne most of his life. He was chairman of the board at Carpetland USA and was a World War II Army Air Corps veteran and prisoner of war. Surviving are his wife, Maxine J.; a son, Alan D. of Fort Wayne; a daughter, Laura D. Clark

APR 34 7 11th
of Fort Wayne; a stepsister, Betty Cunningham of Fort Wayne; and seven grandchildren. **Services at 10 a.m. Saturday at D.O. McComb & Sons Lakeside Park Funeral Home, 1140 Lake Ave. Calling from 2 to 5 and 7 to 9 p.m. Friday with Masonic service at 7:30 p.m. Burial in Lindenwood Cemetery. Memorials to Forest Park United Methodist Church or Riley Children's Hospital, Indianapolis.**

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