

99TH BOMB GROUP



B-17 FLYING FORTRESS

1943 • • AFRICA/EUROPE • • 1945

395 COMBAT MISSIONS

THE 99th BOMB GROUP HISTORICAL SOCIETY NEWSLETTER
Vol. 13, No. 2

March 1, 1993

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PRESIDENT'S MESSAGE

About the time you will be reading this issue M. J. Larkin will be presenting our society's check for \$1000.00 to Colonel Hinson, Commander of the 99th Wing at Ellsworth AFB, SD. Colonel Hinson will present the check to the Ellsworth Heritage Foundation (see the Foundation letter to me on page 5 of this issue) for use in creating a 99th Display Wall in the Ellsworth AFB Museum.

When I received the Foundation letter asking for our support I wrote all eligible voting members of your Board of Directors, and all Past Presidents for a yes or no vote on donating \$1000.00 to the cause. I received 15 yes & 2 no votes from the 17 eligible voting members, thus the check for M. J. Larkin, our excellent Rapid City reunion leader, to present.

Colonel Jim Roberts of the 99th Tactical and Training Wing who did so much to make our Albuquerque and Rapid City reunions enjoyable and meaningful has retired from active duty. Our society presented him with a 'thank you' award on his retirement & a complimentary 1993 membership in the society. I hope to encourage members of today's 99th to join our society after active duty retirement. We certainly need younger blood to keep the society going into the 21st Century.

Please be aware that the membership roster that was published in the January '93 newsletter will not be printed again for several years. If you desire a continuing up-to-date list you must make changes to your copy as address changes and 'found members' are published in each issue.

We have 'created' a more action oriented logo for our newsletter masthead. Unless we get numerous complaints or other ideas to consider we will continue to use the logo used for this issue as the masthead. Considerable credit belongs to member Arthur G. Knipp (Tipton, MO) since this product resulted from 'art work' loaned by him.

Bernie Barr continues to get the program for the Ontario, CA reunion in October of this year refined. As you will note elsewhere he and his wife are winding up a trip to the Holy Land as this issue goes to press. I know you will be pleased with the arrangements and programs he will present for Ontario. We do hope you can join us during the last week of October. We are hoping the Arizona Wing of the Confederate Air Force will be able to join us with their excellent, fully armed B-17. The 15th Air Force reunion at March Air Force Base (26 miles east of Ontario) starts October 30, '93 and should be interesting for anyone desiring to extend their reunion visit. It may be that members of the 99th at Ellsworth can join us at Ontario as they did in Albuquerque.

Julius Horowitz, assisted by Joe Chance, is looking for members to consider for Society Directors. Please contact either one if you are interested in serving or know of potential nominees who you believe would serve if elected.

Since we had a small amount of unused space in this issue I couldn't resist including the cartoon you will see on page 14. I hope everyone will enjoy it as much as I do. I'm sure our Ladies will approve.



THE CHAPLAIN'S CORNER



GREETINGS!Dusty Ware was a ball turret gunner who'd had his share of rough missions, as we all had, but with a succession of very close calls making him understandably nervous. His real distinction came when he was forced to land in his ball turret facing forward, with guns in somewhat down elevation, hopelessly jammed in that position. His main concern being that gun level be high enough to clear the steel mat runway when they landed.

In July, 1944, three pilots were selected to draw straws for first, flying a war weary B-17 back to the States on a coveted Bond Selling Tour; second, a week of R & R to Cairo; and third, a week in Rome for the respective winning crews. Dusty's pilot drew the long straw winning that trip back to the States.

We were all down on the line awaiting take-off on a scheduled mission that July morning when that "Lucky" crew took off, the old B-17 lifting gracefully from the runway, banking gently left as it turned from the pattern, every last one of us steeped in envy. Yes, Dusty's lot appeared to have improved immeasurably.

Five months later as I was about to be released from the hospital at Ft. George Wright, Washington, Dusty appeared on the scene and what a tale of woe he had to relate. Following is the story as he told as nearly as my memory can relate the "rest of the story." My hope is that someone from that crew is around to clarify the whole story.

Shortly after take-off they experienced engine trouble finally feathering and changing course to Bizerte where an engine change took place. They again headed for Casablanca only to lose a second engine enroute. That was replaced, I believe, at Lecenia Air Base, Oran. At Casablanca it was decided to change the other two engines as well and all systems brought up to reliable operation standards. A "slow time" flight was scheduled where the new engines could be properly run in and a complete check-out of other systems take place. They'd acquired a hitchhiking fighter pilot and he went on that scheduled flight where they let him fly the old bird. He loved it and asked them if they'd permit him to land it when the time came. They executed a few simulated landings at altitude where it appeared to go well. So when the real landing came, the hitchhiker had the honors. The landing was a very hard one, the gear collapsed with the resulting scrubbing down the runway on the belly. As the plane stopped fire broke out. All escaped injury but the plane was a total loss.

Dusty and the other gunners were shipped back to Oran where they eventually secured a ride back to the States on a slow boat. In the intervening time I had enjoyed that trip to Cairo because our pilot, Bill Janisch, had drawn the second winner. I'd completed my 50 missions, returned to the States, enjoyed a 23 day delay enroute to Santa Monica, and then on to Ft. George Wright.

I think of Dusty today, how he'd survived that number of "close ones", his good fortune to be on that "lucky crew" going back to the States as Heroes to bask in the adoration such 'Celebrities' were always granted, only to have those hopes dashed on a runway at Casablanca. Luck? Sure they had luck. Good fortune? You bet they did. Misfortune? No question about that either. But that crew always survived! And so did we! A fitting verse covering all of us comes from the Book of Hebrews, Chapter 13; verse 5: "Let your conversation be without covetousness; and be content with such things as ye have; for He hath said, I will never leave thee, nor forsake thee."

Joe C. Kenney, Chaplain

NOTES AND LETTERS

Our Jan. '93 newsletter carried a member 'want ad' on page 12 from John Plummer. We hope some of our members were able to help John. Please review page 12 of the last issue again to make sure you can't help.



9 February 1993

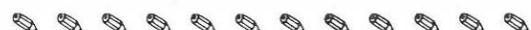
To: The Board of Directors, 99th Bomb Group Historical Society

Subject: Audit of the Treasurer's Records

At the request of the Society President, I have conducted an audit of the 99BGHS's financial records for the period January - December 1992.

The ledgers, check register, bank statements and voucher file were examined using procedures consistent with previous audits. It is my opinion the records support, in all material respects, the results of financial transactions during the above stated period.

Lew Boatwright, Past President



This issue of the Newsletter has been prepared by George F. Coen in the absence of Bernie Barr. Bernie and Doris are enjoying a tour of the Holy Land, Cyprus, and environs. Except for typos, all errors and omissions are the fault of The Aforesaid Coen.



QUOTES

One of these hopeful, courageous agents pulled me out of bed, while I was in Rome a few month later, and forced me to sit up all night while he delivered a bitter harangue. He told me how he had been sent to Montenegro to discover the true facts of the so-called plebiscite that led to the Serbian seizure of Montenegro, our Ally. According to him, Serbia rushed troops into Montenegro, lined the streets with cannon and machine guns and shot down any Montenegrin who dared leave his home on the day of the plebiscite. The Montenegrin leaders escaped into the mountains, where after untold hardships this agent had ferreted them out to get their story. Twice the enemies of Montenegro had tried to assassinate him.

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Ellsworth Heritage Foundation

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Ben Treadwell, Vice President
Evelyn M. Flanagan, Secretary
Gerald W. Clary, Treasurer

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| | |
|----------------------|---------------------|
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(605) 385-5189/5188

Mr. Roy H. Worthington Jr.
269 Oakwood Circle
Lompoc, CA 93436

Mr. Worthington

I am writing to you in response to a meeting I had with Mr. M.J. Larkin concerning a possible donation from the 99th Bomb Group Historical Society for use in the construction of an exhibit detailing the history of the 99th Bomb Group from their beginning to present day. The South Dakota Air and Space Museum is interested in doing such an exhibit and would welcome any financial assistance that your organization might provide. The South Dakota Air and Space Museum, although a US Air Force unit museum, operates primarily on funds generated by the Ellsworth Heritage Foundation, a non-profit corporation and depends on such donations for the majority of projects.

I have also talked to Colonel Hinson, Vice Commander of the 99th Tactics and Training Wing, for assistance from his organization in helping construct this exhibit. He has agreed to provide assistance to do a quality exhibit.

Again, any financial assistance your organization can provide will be greatly appreciated.

Sincerely,

Ron Alley
Curator, South Dakota Air and Space Museum

SQUADRON WAR DIARY

UNIT HISTORY OF THE 99TH BOMBARDMENT GROUP (H) 347TH BOMB SQ.
MONTHS OF SEPTEMBER THRU DECEMBER, 1943

A. ADMINISTRATION

We had one change in station during this period. The ground echelon left Oudna field #1, Algeria on 3 December 1943 and the flight echelon left on 11 December 1943. The squadron strength has changed as follows:

- 1 September 1943 - 80 officers and 370 enlisted men.
- 1 October 1943 - 61 officers and 320 enlisted men.
- 1 November 1943 - 90 officers and 366 enlisted men.
- 1 December 1943 - 68 officers and 349 enlisted men.

Major Harry R. Burrell assumed command of our squadron on 17 September 1943, succeeding Major Lewellyn T. Boatwright, who had been in command since the squadron was organized back in Walla Walla, Washington. Major Burrell was, in turn, succeeded by Capt Heber B. Bankhead on 23 November 1943. The flight echelon arrived at Foggia #2 on 11 December 1943 but the ground echelon did not arrive until a few days later.

B. BATTLES

2 September 1943 - Thirteen of our B-17Fs took off from Oudna #1, Tunisia at 0640 hours for bombing mission, target M/Y at Bologna, Italy. One of our A/C returned early due to mechanical trouble. Flak was reported as being heavy, moderate, and accurate. One of our A/C lost the #3 propeller. All of our A/C returned safely at 1340 hours. 5 E/A were encountered.

4 September 1943 - Seven of our B-17Fs took off from Oudna #1 at 1330 hours to their target, the Capodichino A/D at Naples, Italy. There were no early returns, however all planes turned back without going over the target due to bad weather. All planes returned safely to their base at 1830 hours. All A/C returned their bombs. The flak encountered en route was reported as being heavy, slight, and inaccurate. There was no damage to any of the planes, and no injuries among the crew members.

5 September 1943 - Eleven B-17Fs took off from Oudna #1 at 0955 hours to their target, the Viterbo A/D, Italy. There was one early return due to mechanical and armament trouble. Flak was reported as heavy, moderate and accurate. From 6 to 10 E/A were encountered over the target and two of our crew members were seriously wounded. Two of our ships suffered battle damage. 9 ships returned to their base at 1615 hours and one ship returned at 1910, after leaving the wounded men in Sicily.

6 September 1943 - Ten of our B-17s took off from Oudna Field #1 at 1055 hours to their target, which was Pomigliano A/D, Naples, Italy. There were two early returns due to leaks in the oxygen system on both ships. Eight ships went over the target, but only two ships dropped their bombs. The target was overcast so there were no observations. Flak was reported as heavy, slight, and inaccurate. There was no E/A encountered over the target or on the trip. All of our A/C returned safely to their base at 1610 hours. There was no damage done to our planes and none of the crew members were injured.

7 September 1943 - Eleven of our B-17s took off from Oudna #1 at 0850 hours to their target, the A/D #1 at Foggia, Italy. There were no early returns and all ships dropped their bombs over the target. Flak was reported as heavy, accurate, and intense. About 35 E/A of different types were encountered and were making determined attacks at us. Five of our ships suffered battle damage. Lt McIntyre was seriously wounded, and Lt Boyle received a slight wound in the right forearm. One ship landed in Sicily to drop off the wounded man, and

then returned safely to the base. The other ten ships returned safely to their base at 1600 hours. The following combat claims were approved from today's mission:

| | |
|---|------------------------------|
| Sgt Marion A. Alley (19020524) | 1 Ma-202 destroyed |
| T/Sgt Patrick B. Barron (18080122) | 1 ME-109 destroyed |
| S/Sgt Kenneth R. Boggess (38183297) | 1 ME-109 destroyed |
| 1st Lt Walter H. Breslin (0-728166) | 1 ME-109 destroyed |
| Sgt Warren B. Bruet (19051844) | 1 ME-109 destroyed |
| S/Sgt James A. Burkhardt (13061209) | 1 Unidentified E/A destroyed |
| S/Sgt Emilio M. Carrillo (10841708) | 1 FW-190 destroyed |
| 1st Lt Arthur B. Cozine (0-729721) | 1 ME-109 destroyed |
| S/Sgt Simon M. Dorman (35361891) | 2 ME-109s destroyed |
| T/Sgt J.J. Florek (36321001) | 2 Ma-202s destroyed |
| 2nd Lt Thomas G. Gault (0-663254) | 1 ME-110 destroyed |
| S/Sgt Jack D. Guerrard (33190481) | 2 ME-109s destroyed |
| | 1 FW-190 destroyed |
| | 1 Rg-2001 destroyed |
| S/Sgt George (NMI) Leffingwell (20650676) | 1 FW-190 destroyed |
| S/Sgt Frank P. Lemino (35363035) | 1 ME-109 destroyed |
| T/Sgt William J. Murphy (33103946) | 1 ME-109 destroyed |
| T/Sgt James E. Purnell (13087889) | 1 ME-109 destroyed |
| S/Sgt James E. Richardson (111070229) | 1 ME-109 destroyed |
| Sgt Frederick E. Terhune (32464808) | 1 ME-109 destroyed |

The Squadron also was credited with six additional E/A damaged.

8 September 1943 - Seven B-17s took off from Oudna #1 at 0906 hours to their target at Frascati, Italy. This town was the headquarters of the German High Command in Italy. There were no early returns, and all planes dropped their bombs over the target. They were loaded with two 2000lb and two 1000lb bombs. Six E/A were encountered, and flak was reported as heavy, moderate, and accurate. There was no damage done to our A/C and none of the crew members suffered injury. All planes returned safely to their base at 1430 hours.

9 September 1943 - Nine B-17s took off from Oudna #1 at 0600 hours to their target at Capua, Italy. There were no early returns and all planes dropped their 500lb 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.

10 September - Ten of our B-17s took off from Oudna Field #1 at 0745 hours to their target at Isernai, 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 were no injuries among the crew members. All planes returned safely to their base at 1300 hours.

11 September 1943 - Nine B-17s took off from Oudna #1 at 0950 hours to their target, the highway and RR bridges at Benevento, Italy. There were no early returns and all ships dropped their 500lb 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 at 1630 hours.

12 September 1943 - Nine B-17s took off from Oudna #1 at 0940 hours to their target, the A/D at Frosinone, Italy. Three planes returned early due to mechanical trouble. Six planes dropped their frag 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 1445 hours.

14 September 1943 - Nine of our B-17s took off from Oudna #1 at 0700 hrs to their target, the highways and troops at Torre Annunziata, Italy. Eight ships dropped their 500lb 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 hours. There were no injuries among the crew members.

15 September 1943 - Seven B-17s took off from Oudna #1 at 0545 hours to their target at Eboli, Italy. Their objective was to bomb troop concentrations and highways of escape. No E/A were encountered and there was no flak at all. All planes and crew members returned safely to their base at 2115 hours.

16 September 1943 - Nine B-17Fs took off from Oudna #1 at 0705 hrs to their target, the highway and RR 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 Capua A/D was reported as being heavy, moderate, and accurate. None of our planes were damaged and there were no injuries to any of the crew members. All planes returned safely to their base at 1245 hours.

25 September 1943 - Nine B-17s took off from Oudna #1 at 0725 hours to their target at Bologna M/Y, Italy. All planes dropped their 500 lb bombs over the target. There were no early returns. From 5 to 7 E/A were encountered, and flak was reported as being heavy, slight, and inaccurate. There were no casualties among the crew members, and none of our planes suffered damage. All planes returned safely to their base at 1455 hours. The following claim has been approved from this mission:"

S/Sgt David (NMI0 Wood (39844190): 1 FW-190 damaged.

28 September 1943 - Eight B-17s took off at 0815 hours to their target, the M/Y at Bologna, Italy. The ninth A/C scheduled to fly did not take off due to engine trouble. They encountered bad weather en route, and turned back just short of their target. Flak was reported as heavy, slight, and inaccurate. No E/A were encountered. All planes returned to their base safely at 1450 hours. No casualties. All planes returned with their 500 lb bombs.

30 September 1943 -

Was nonoperational for both our squadron and the B-24s of the 67th Sqd. Today was pay day, the one day of the month. A few little games are already in progress, and there will be some midnight oil burned tonight. Every one is crowding around the radio in the S-2 tent at hours the news is broadcast, anticipating the fall of Naples. Nothing of particular importance happened. Tickets for our Sqd. dance on Oct. 5, 1943 were sold after pay call.

Sheet No. 4
Month of October, 1943

- 1 Today was operational for both our squadron and the 67th Bomb Sqdn. (H) 44th Bomb Gp. Our target was the Messerschmitt factory at Augsburg, Germany. Five of our ships took off from Oudna #1 at 0740 hrs. Four of our ships returned early due to mechanical trouble. Lt. Cantwell and his crew on A/C #856 went on with the group, and joined the formation of the 416th when the group turned back 35 miles this side of the target. Lt. Cantwell and his crew are believed to have been lost about 90 miles this side of the target over Innsbruck, Austria. Seven B-24s of the 67th Sqdn.(H) 44th Bomb Gp. took off from Oudna #1 at 0655 hrs. All ships went over the target, the Messerschmitt Factory at Weinernuestadt, Austria, but only one A/C, #32, returned safely. Six A/C are missing from the mission. A/C #232 suffered battle damage. One crew member had a large lump on his head from a piece of flak. 40 to 50 E/A were encountered, and flak was reported as heavy, intense, and accurate. We had chicken for supper this evening, and later there was a show here on our base. The Squadron PX was open today. We got a full carton of off brand cigarettes, two bars of candy, and a package of gum, along with the regular sales of toothpaste, combs, etc.
- 2 Today was nonoperational for both our squadron and the 67th Sqdn. of the 44th Bomb Gp. There was nothing unusual happened during the day. We had fresh steak for dinner and it was enjoyed very much. Roger and Gene came up to visit us for a few days. They are the two little French boys who had been the squadron mascots up until the time that their school started.
- 3 Today was nonoperational for both squadrons. Our own and the 67th Sqdn of the 44 Bomb Grp. Nothing of importance happened.
- 4 Today was operational for our squadron, but nonoperational for the B-24s. Seven of our B-17s took off from our base at 0815 hrs., to their target, the M/Y at Pisa, Italy. Food was disappointing as usual. "Somewhere 'I'll Find You" starring Clark Gable and Lana Turner, played on the base here. One man finished his 50 combat missions.

1 October 1943 - Five B-17s took off from Oudna #1 at 0740 hours to their target, the Messerschmitt factory at Augsburg, Germany. Four of our ships returned early due to mechanical trouble. A/C #856 joined the formation with the 416th squadron when the whole group turned back about 35 miles this side of the target. This ship, with Lt W.J. Cantwell and his crew, are believed to have been lost about 90 miles this side of the target on the way back to their base over Innsbruck, Austria.

4 October 1943 - Three B-17s took off from Oudna #1 at 0710 hours to their target, the RR bridges at Balzano, Italy. There were no early returns and all ships dropped their 1000 lb bombs over the target. The target was reported to have been well covered with hits. Flak was reported as being heavy, moderate and accurate. Six E/a were seen, but did not attack the formation. There were no casualties among the crew, but one of our ships, A/C #462 suffered slight battle damage. All planes returned safely to the base at 1523 hours.

4 October 1943 - Seven B-17s took off from Oudna #1 at 0815 hours to their target, the M/Y at Pisa, Italy. There was one early return due to mechanical trouble. Flak was reported as being heavy, moderate, and inaccurate. No E/A were encountered. There were no casualties and none of our A/C suffered damage. All planes returned safely to their base at 1430 hours.

5 October 1943 - Ten B-17s took off from Oudna #1 at 0740 hours to their target, the M/Y at Bologna, Italy. There were no early returns and all the ships dropped their bombs over the target. Flak was reported as heavy, moderate, and accurate. No E/A were encountered, and there were no casualties. Two of our ships suffered slight battle damage. All ships returned safely to their base at 1515 hours.

6 October 1943 - Six B-17s took off from Oudna #1 at 0730 hours to their target, the M/Y at Mestre, Italy. There were no early returns and all six ships dropped their 500 lb bombs over the target. Results of the bombing were believed to have been very good. Flak was reported as heavy, moderate, and accurate. Lt Calkins, pilot on A/C #462, was injured by flak. 25 to 30 E/A were encountered, and our squadron had claims for 7 E/A destroyed, and 2 more probably destroyed. All ships returned safely to their base at 1605 hours. The following claims from today's mission are as follows:

| | |
|---|--------------------|
| 1st Lt Charles P. Commons (0-791567) | 1 ME-109 destroyed |
| S/Sgt Marvin T. Amorv (32077082) | 1 ME-109 destroyed |
| S/Sgt Anthony A. Aquino (32382709) | 1 ME-109 destroyed |
| S/Sgt Armand J. Cepparulo (33315372) | 1 ME-109 destroyed |
| S/Sgt Melvin (NMI) Klemetson (39178959) | 1 ME-109 destroyed |
| 2nd Lt Robert L. McCain (0-669351) | 1 ME-109 destroyed |

9 October 1943 - Three B-17s took off from Oudna #1 at 0728 hours to their target at the Sedes A/D at Salonika, Greece. One ship returned early due to mechanical trouble. Two of our A/C dropped their 500 lb bombs over the target. Results are believed to have been good. Flak was reported to have been heavy, moderate, and accurate as to altitude, but inaccurate as to deflection. There were no E/A encountered. No casualties and none of our ships suffered battle damage. All planes returned safely to their base at 1639 hours.

9 October 1943 - Four of our B-17s took off from Oudna #1 at 0845 hours to their target, the A/D at Larissa, Greece. There were three early returns due to mechanical trouble. Only one ship dropped his 500 lb bombs over the target. The results were believed to have been good. Flak was reported to have been heavy, moderate, and accurate as to altitude and deflection. All of our ships returned safely at 1820.

10 October 1943 - Five of our B-17s took off from Oudna #1 at 0742 hours to their target, the Tatoi A/D at Athens, Greece. There was one early return due to mechanical trouble. Four of our ships dropped their frag bombs over the target. Flak was reported as heavy, moderate, and accurate as to altitude but inaccurate as to deflection. From 15 to 20 E/A were encountered. No casualties, and all of our ships returned safely to their base at 1628 hours.

14 October 1943 - Seven B-17s took off from Oudna #1 at 0650 hours to their target at Terni, Italy. One A/C returned early due to mechanical trouble. Six of our A/C dropped their 500 lb bombs over the target. Results are believed to have been good. Four of our ships returned at the planned time of 1250 hours. A/C #490 had the control tab cables shot out of it and eight of the crew bailed out over the field. The pilot, 2nd Lt Charles R. Wardwell, and the Co-pilot, 2nd Lt R.K. Campbell managed to land the plane safely. The following named crew members made safe chute jumps:

| |
|-------------------------------|
| 2nd Lt Richard R. Kimball |
| 2nd Lt W.D. Stevens |
| S/Sgt W.J. Schultz |
| S/Sgt William H. Higgins |
| S/Sgt Frederick E. Skillicorn |
| S/Sgt Thomas (NMI) Gerside |
| S/Sgt Henry S. Foster |
| Sgt Dale F. Alumbaugh |

The following combat claims were approved from today's mission:
S/Sgt Glade G. Sibbett (39831342) 1 ME-109 destroyed
S/Sgt David (NMI) Wood (39844190) 1 ME-109 destroyed
Sgt Frederick E. Terhune (32464808) 1 ME-109 destroyed

21 October 1943 - Eight B-17s took off from Oudna #1 at 0608 hours to their target, the RR viaduct and defile complex at Terni, Italy. Eight A/C dropped their 1000 pound bombs over the target. Some bomb bursts were observed over target area. From 8-10 E/A were encountered over target. All ships returned safely to their base at 1255 hours. The following combat claims were approved from today's mission:

| | |
|--------------------------------|--------------------|
| Sgt Ira C. Griswold (39848826) | 1 ME-109 destroyed |
|--------------------------------|--------------------|

24 October 1943 - Operational. For details, see secret file.

29 October 1943 - Nine of our B-17s took off from Oudna #1 at 0830 hours to their target, the ball bearing factory at Turin, Italy. They were unable to see their primary target due to clouds, however, and chose the M/Y at Genoa, Italy. There were no early returns, and all ships dropped their bombs over the target. Flak was reported as being heavy, moderate, and accurate. No E/A were encountered. Seven of our ships returned safely to their base at 1607 hours. Two of our A/C landed in Sardinia for gas.

30 October 1943 - Nine of our B-17s took off from Oudna #1 at 0848 hours to their target, the ball bearing factory at Turin, Italy. They were unable to see their primary target due to clouds and all alternate targets were obscured. There were two early returns due to mechanical trouble. Some of the ships jettisoned their bombs and the rest brought them back. No flak or E/A were encountered. Seven of our ships returned safely to this base at 1548 hours. Two of our A/C landed at Sardinia for gasoline.

31 October 1943 - Six B-17s took off from Oudna #1 at 0903 hours to their target, the RR viaduct at Antheor, France. There were no early returns and all of our A/C dropped their bombs over the target. There were no E/A and no flak. There were no casualties and all of our ships returned safely to their base at 1618 hours.

2 November 1943 - Operational. For details, see secret file. The following combat claims were approved from this mission:

| | |
|---|--------------------|
| S/Sgt George H. Diethorn (13041455) | 1 ME-109 destroyed |
| S/Sgt Jack D. Guerard (33190481) | 1 ME-109 destroyed |
| S/Sgt Melvin (NMI) Klemetson (39178959) | 1 FW-190 destroyed |
| Pvt William O. Burke (32473255) | 1 ME-109 destroyed |

8 November 1943 - Nine of our B-17s took off at 0900 hours to their target, the ball bearing works at Turin, Italy. Three of our A/C returned early due to mechanical trouble. Six of our ships dropped their 500lb bombs over the target. There was no flak and only 4 E/A were seen and they did not attack. Three of our A/C returned safely to their base at 1725 hours. One of our A/C returned a considerable time later after stopping in Sardinia for gas. The crew of A/C #769 returned the morning of 9 November 1943 by transport. Two of their crew are missing after they were forced to make a water landing just off the coast of Corsica. The two men missing are:

| |
|-----------------------------------|
| T/Sgt O.E. Wright, radio operator |
| Sgt W.D. Burke, waist gunner. |

10 November 1943 - Seven of our B-17s took off at 0711 hours to their target, the M/Y at Bolzano, Italy. Two of our A/C returned early due to mechanical trouble. Only one of our A/C returned to our base at the ETA, 1555. A/C #384 had to make an emergency landing in Corsica and slight damage was done to the plane. Two other of our A/C landed in Sardinia for gasoline and minor repairs and returned to the base on 11 November 1943. Flak was reported as heavy, moderate, and accurate. From 5-6 E/A were observed, but there were no encounters. The following claims were approved from today's mission:

| | |
|-------------------------------------|--------------------------|
| Sgt Frederick E. Terhune (32464808) | 1 ME-109 destroyed |
| | 1 ME-109 prob. destroyed |

16 November 1943 - Two of our B-17s took off from Oudna #1 at 0943 hours to their target, the Istres le Tube A/D, France. There were 3 A/C scheduled to take off but one of them didn't because of mechanical trouble. Seven E/A were seen and they made seven encounters. Flak was reported as being heavy, moderate, and accurate. No casualties. One of our A/C came into the home field at 1605 hours and A/C #473 returned to the base later on, after stopping in Sardinia to refuel. The following combat claims have been approved from today's missions:

| | |
|------------------------------------|--------------------|
| Sgt John O. Crenshaw (14156199) | 1 FW-190 destroyed |
| | 1 FW-190 damaged |
| T/Sgt Edgar M. Campbell (13033172) | 1 ME-109 destroyed |

18 November 1943 - Seven of our B-17s took off to their target, the Eleusis A/D at Athens, Greece at 0630 hours. There were no early returns and all of our A/C dropped their frag bombs over the target. Flak was reported as being heavy, moderate, and accurate. No E/A were seen. Five of our A/C returned to the base at 1800 hours after refueling in Italy. Two of our A/C did not start back to the base until the next morning. A/C #164 returned safely to the base, but A/C #179 smashed into a mountain in Sicily and the A/C and all of the crew were destroyed.

24 November 1943 - Ten of our A/C took off at 0905 hours to their target, the submarine base at Toulon, France. One additional A/C was scheduled to have taken off but didn't due to mechanical trouble. All ten of our A/C dropped their 500lb bombs over the target, and results are believed to have been good. Flak was reported to have been heavy, light, and inaccurate. 4 E/A were observed, but no encounters. All of our A/C returned safely to their base at 1548 hours.

26 November 1943 - Eleven of our B-17s took off at 0910 hours. Ten of our A/C were called back to the base, but A/C #474 went on with the 2nd Bomb Group. Their target was a RR viaduct at Recco, Italy. Flak was heavy, slight, and inaccurate. No E/A were encountered. They returned safely to the base at 1545 hours.

27 November 1943 - Ten of our B-17s took off at 0915 to their target, the M/Y and bridges at Grizzana, Italy. One additional A/C that was scheduled to have taken off did not because of a faulty tire. All ten of our A/C dropped their 500lb bombs over the target. There were no early returns. There was no flak over the target, but elsewhere it was reported as being heavy, slight, and inaccurate. Eleven E/A were seen on the ground but none were encountered. All of our A/C returned safely to our base at 1620 hours.

29 November 1943 - Eleven of our B-17s took off at 0810 hours to their target, the Fiano Romano A/D. There was no flak and no E/A. All of our A/C returned at 1500 hours without dropping their bombs because of weather over the target.

1 December 1943 - Nine of our B-17s took off at 0900 hours to their target, the Fiat Motor and Aero Engine Works at Turin, Italy. Flak was reported as being heavy, moderate, and accurate. From 6 to 10 E/A were observed, but none of them attacked. One of our A/C returned early due to mechanical trouble. Four of our A/C returned at 1755 hours, but the remaining four did not return until the next day. Results of the bombing were believed to have been good. The following is a list of combat claims that have been approved:

| | |
|--|--------------------|
| S/Sgt Wilson E. Dieffenderfer (32473152) | 1 FW-190 destroyed |
| Sgt Hayward B. Steele (33283380) | 1 ME-109 destroyed |

6 December 1943 - Ten of our A/C took off at 0940 hours to their target, the M/Y at Grizzano, Italy. One of our A/C returned early due to mechanical trouble. There was no flak and no E/A. Due to weather, the formation did not drop their bombs. All of our A/C returned safely at 1815 hrs.

8 December 1943 - Eight of our B-17s took off at 0955 hours to their target, the Port at San Stefano, Italy. There were no early returns. Bombing was done from 3500 ft. There was no flak and no E/A. All of our A/C returned safely at 1520 hours.

14 December 1943 - Ten of our B-17s took off at 0732 hours to their target, the Eleusis A/D at Athens, Greece. One of our A/C returned early due to mechanical trouble. The remaining A/C couldn't find their target and bombed Hassani Kalomaki A/D. Flak was reported as being heavy, accurate, and intense. From 10 to 25 E/A attacked our formation. All planes returned safely at 1350 hours. The following is a list of combat claims that have been approved from this mission:

| | |
|----------------------------------|--------------------|
| Sgt Arthur K. Lincoln (12012072) | 1 ME-109 destroyed |
| Sgt Max C. Goodwin (39831073) | 1 FW-190 destroyed |
| Sgt Jack V. Pipkin (18133348) | 1 ME-109 destroyed |

15 December 1943 - Nine of our B-17s took off at 0946 hours to their target, the M/Y at Bolzano, Italy. One of our A/C returned early due to mechanical trouble, but eight of our A/C dropped their 500lb bombs over the target. Flak was reported as being heavy, intense, and accurate. 4 E/A were seen but they did not attack our formation. All of our A/C returned safely to their base at 1446 hours.

16 December 1943 - Nine of our B-17s took off from Foggia #2 at 1036 hours to their target, the M/Y at Padua, Italy. There were no early returns. flak was reported as being heavy, very slight, and inaccurate. Six E/A were observed but they did not attack our formation. All of our A/C returned safely to their base at 1506 hours.

19 December 1943 - Nine of our B-17s took off at 0854 hours to their target at Augsburg, Germany. One of our A/C returned early due to mechanical trouble. The rest of our A/C bombed their secondary target, the M/Y at Innsbruck, Germany. Flak was reported as being heavy, moderate, and inaccurate. From 20 to 50 E/A were observed and 7 to 8 encounters were made. There were no casualties and all of our A/C returned to their base safely at 1449 hours. The following claims have been approved from today's mission:

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|----------------------------------|--------------------|
| S/Sgt Thomas T. Brown (32449009) | 1 ME-109 destroyed |
|----------------------------------|--------------------|

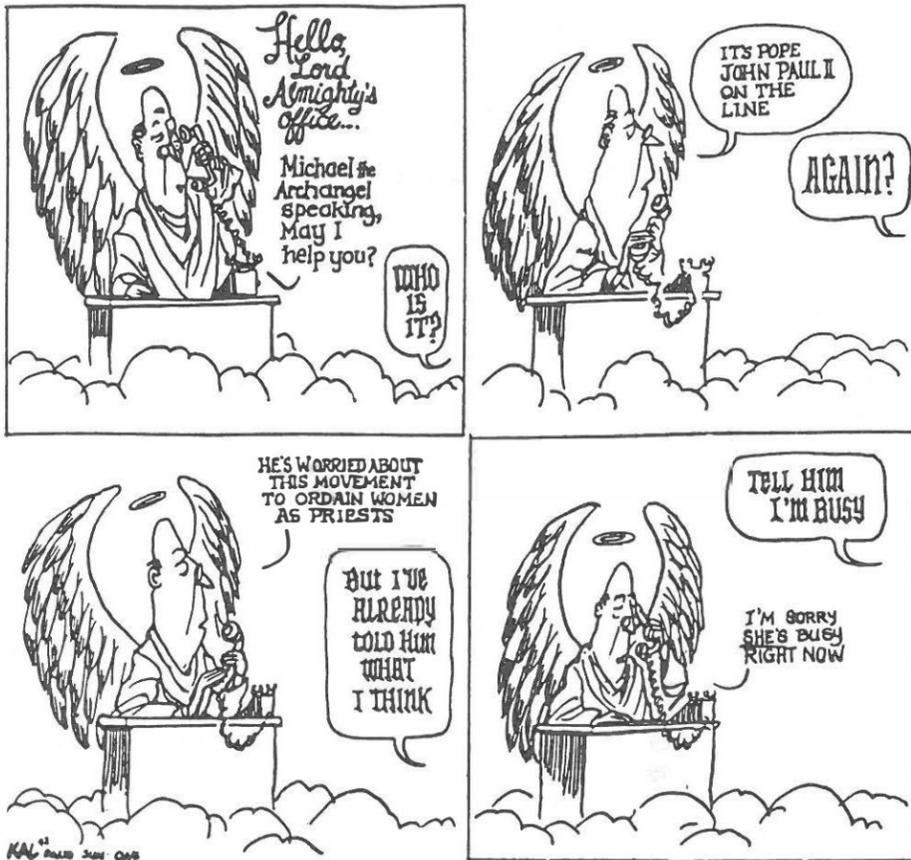
20 December 1943 - Nine of our A/C took off to their target, the Eleusis A/D Athens, Greece. At 0945. There was one early return due to mechanical trouble. Ten E/A were observed, and there were three encounters. Flak was reported as being heavy, intense, and very accurate. There were no casualties, and all of our A/C returned safely to their home field at 1550 hours.

25 December 1943 - Ten of our A/C took off at 0936 hours to their target, the M/Y at Udine, Italy. They had also a 2nd and 3rd target to bomb in case they were needed. They were the M/Ys at Trieste and Fiano, Italy. The primary target was hit. There was no flak or E/A observed. All of our A/C returned safely at 1417 hours.

28 December 1943 - Five of our A/C took off to their target at 0946 hours, the M/Y at Verona, Italy. Primary target was covered, and the 4th alternate target, the M/Y at Rimini, Italy was hit. No flak and no E/A were observed. All of our A/C returned safely at 1412 hours.

29 December 1943 - Nine of our B-17s took off at 1021 hours to their target at Reggio Emilia, Italy. Due to weather conditions, the alternate target, the M/Y at Ferrara, Italy, was hit. No flak and no E/A were observed. All of our A/C returned safely at 1522 hours.

30 December 1943 - Nine of our B-17s took off at 1030 hours to their target at Verona, Italy. Due to weather at the target, they bombed an alternate target at Rimini, Italy. There was no flak observed, but from 5 to 15 E/A were seen and 5 were encountered. There were no casualties and all of our A/C returned safely at 1447 hours.



Dedicated to our Ladies.



If your 1993 membership dues are unpaid please fill out the dues form on page 16 of this issue and send Walter Butler a check for \$15.00 before the day is out.

TAPS • TAPS • TAPS • TAPS • TAPS

DOMINICK DEMICK . . . On a sad note I regret to report that Dominick Demick died December 18, 1992 of a major heart problem. He was our second tail gunner on the Axis Ass Ache. Our first TG was the first KIA in the 99th Bomb Group. . . Dom and his wife had reservations for Rapid City, but canceled due to the heart attack.
Norm Kaufman

ALPHY SITMAN . . . I am sad to report my husband, Alphy Sitman, deceased July 31, 1992. He was with the 15th Air Force, 99th Bomb Group, 347th Squadron, APO 520. He was a navigator and flew from Foggia, Italy and was injured over Austria on the 26th of December. . . . He had a stroke in 1977. He was able to do things but was never able to go to any of the reunions. His death was from a deceased gall bladder. . . Thank you for all of the correspondence through the years.
Sincerely, Mrs. Alphy Sitman

RICHARD E. GEORGE . . . Dick died on 2 January 1993.

WOODROW MITCHELL . . . This is to inform you that one of our buddies, Woodrow Mitchell, 8807 Chippenham Road, Richmond, VA 23235, passed away January 22, 1993. He leaves his wife, Margaret. Woody was in the 347th. . . Sincerely, Joe Cepparulo, RT. 2, Ripley, TN 38063

RENOLDS BOGGIO . . . Regretfully I report the death of Renolds Boggio. "Boggi" was one of 29 co-pilots from the cadet class of 42-I assigned to the 99th in October 1942. His passing in October 1992 is attributed to a recurring heart problem. . . Sincerely, William H. Holt, 1551 Plum Street, San Diego, CA 92106

CHANGES OF ADDRESS

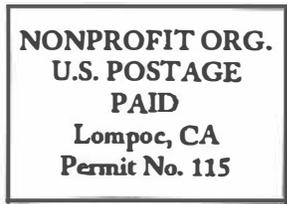
| | | | | |
|----------------------|------------------------------|------------|----|-------|
| Norman Lee Barr, Jr. | 1515 Chain Bridge Road, #208 | McLean, | VA | 22101 |
| Jesse N. Hobbs | 349 Old Grantham Road | Goldsboro, | NC | 27530 |
| Lyle Link | 14851 Jeffry Road, #125 | Irvine, | CA | 92715 |
| Allen P. Sughrue | 1519 1/2 Crawford Road | Modesto, | CA | 95357 |
| J. Carroll | 2681 Sandy Lane | Inglewood, | FL | 34224 |

FOUND FOR MARCH '93 NEWSLETTER

| | | | |
|---------------------------|-----------------------|-----------------|---------------|
| 1007 Glenn J. Halverson | 6800 Beck Drive, N.E. | Albuquerque, NM | 87109 |
| 1008 Arvid W. Eggenberger | 1614 N.W. 77th Street | Seattle, | WA 98117-5443 |
| 1009 Gilbert D. Tanner | 153 River Road, PNP | Millsboro, | DE 19966 |
| 1010 Fred H. Davis | 513 South Drive | Marshall, | MO 65340 |
| 1011 Maynard Bishkin | 5304 Ledgestone | Fort Worth, | TX 76132 |
| 1012 Dent C. Davis | 4201 Valencia Road | Knoxville, | TN 37919 |

99TH BOMB GROUP HISTORICAL SOCIETY

**Walter H. Butler, Treasurer
8608 Bellehaven Place, N.E.
Albuquerque, New Mexico 87112**



1993 ***** 347
J.O. Grizzell
Rt.4 Box 270 A
Paris, TN 38242

MARCH 1993

YOUR 1993 MEMBERSHIP DUES OF \$15.00 ARE NOW DUE

NAME _____ SQUADRON _____ ASSOC _____

ADDRESS _____ NEW _____ RENEWAL _____

CITY _____ STATE _____ ZIP _____

Mail to Walter Butler, Treasurer, 8608 Bellehaven Place, N.E., Albuquerque, NM 87112. Make check payable to 99BGHS. The upper left corner of your address label shows the date to which your membership is paid. Previous newsletters (1981 to 1993) are available for \$10 per year. We continue the subscription of deceased members for an additional year. Please remember to furnish us changes of address information.

REUNIONS

1993

- 99th Bomb Group Historical Society Mini Reunion at Dayton, OH. - April 28 • Host is Jim Smith. 9801 Richmond Drive, Kansas City, MO 64134 • Phone (816) 761-0588 • Please bring a recipe for the 99th BG COOK BOOK.
- 19th Bomb Group, at Warner Robins Air Force Base, GA - April 1-3, '93 • Host is James A. Kiracofs, 274 Quinn Road, West Alexandria, OH 45381 • Phone (513) 839-4441
- 99th BOMB GROUP at ONTARIO, CA - OCTOBER 26, '93 • Host is Bernie Barr, 7408 Vista Del Arroyo Ave., NE, Albuquerque, NM 87109 • Phone (505) 884-7970
- 15th Air Force at March Air Force Base, CA - October 30, '93

1994

- 99th Bomb Group at Hampton, VA • Hosts Bob Bacher and Len Smith