

# 99TH BOMB GROUP



## B-17 FLYING FORTRESS

1943 • • AFRICA/EUROPE • • 1945

395 COMBAT MISSIONS



THE 99th BOMB GROUP HISTORICAL SOCIETY NEWSLETTER

Vol. 15, No. 1

FEBRUARY 1995

### PRESIDENT'S MESSAGE

When you read this the holiday season will have passed. I hope that you all had a most pleasant and enjoyable time with family and friends. We now look forward to the coming year. I wish all a happy and healthy year.

It won't be long now before we meet in St. Louis where we anticipate a good turnout (mid country, reasonable driving distance for many). Our host, Fran Grantz and helpers have done a bang up job to make this a successful event.

We now have a very good newsletter, but in order to make it a super paper we need membership input. Send in more war stories and photos and especially personal items to go into the OTBF section. Since our last meeting I've received several letters from some of our unrecognized hero's, our support personnel. They were very pleased that our 99th family acknowledged their contribution in making our Group the best heavy bomber outfit in the Africa-Italy Theater.

I've been told that a lot of time and effort has been expended in trying to line up San Antonio for the reunion following St. Louis. At our next Board meeting I'm sure that we will hear much more about San Antonio (an Air Force town). Good health and God bless.

*Jules Horowitz*  
Jules Horowitz

December 5, 1994

**Important St. Louis Reunion Information: HOTEL REGISTRATION INFORMATION — Page 11; ACTIVITIES SCHEDULE — Page 34; REUNION REGISTRATION FORM — Page 35.**

**Another request from the Newsletter Layout Editor for members to send photos for use in future issues. Your photos will be returned in good condition. Photos of personnel and equipment, ground support and flying, are desired. Please send to Roy Worthington, 16786 Thomas White Drive, Air Force Village West, California 92518-2918.**



## THE CHAPLAIN'S CORNER



Everywhere around us, we are being reminded of Valentine's Day, so it must be February. We become "tuned in" with certain events associated with the calendar, and usually, its the holidays that these months contain. So now we come to February.

Likewise, everywhere around us is the event we happily look for and call the coming of Spring. We could scientifically explain it, like the arrival of the Vernal Equinox and the seasonal turning of the earth, but let's just enjoy the "Coming of Spring". As the flowers appear, the trees bud and the grass begins to green, we look toward another sign! The world, by God's benevolent hand, is generating new life and vitality, all around us, once again.

There is more for us here than just Valentine's, and Springtime's return. Valentine's Day is always celebrated with pictures of hearts, flowers, candy, and greeting cards to those we love and care about. As the poets describe, it is an event of emotional character, for the heart, the center of our emotions, is involved, and speaks of feelings, which are deeply seated in our emotions, and are expressed with words of love and tenderness.

So it is in the world of Springtime...We come through the dread and dead of winter to be reminded again that God's gift to us is new life as He promised. What began as cold and snow in winter has come to new promises in Spring with fresh and new growth...the promise of God also to us as Life coming "out of death!"

This reminds me of the lesson God gave Ezekiel, the prophet, as he viewed the valley of dry bones, and was told by God to prophesy to the bones that they may live. You remember the song..."Them Bones, Them Bones, Them Dry Bones. Now Hear the Word of the Lord"? He did as God had said, and before his eyes, Ezekiel saw the stirrings of Life....there was a rattling as the bones came together, and grew sinews and then, muscles. But then Ezekiel discovered there was no breath in them. And so God said to Ezekiel that he should prophesy to the breath to come from the four winds and breathe upon them that they may live. And so he did. Then, finally they stood! Before his eyes, Ezekiel saw the promise of God fulfilled as Life came out death! So now comes the reminder that Springtime comes to assure us that Life is a Gift of God!

How then is this gift of God to be expressed through us?

"Am I giving special attention or care to a child or a parent at home?, to a co-worker, client, or patient on the job? Without the knowledge that God expresses through me as tender care and a loving touch, I may feel inadequate and unprepared.

God expresses through all people who are willing. I am an important part of God's network of tender care, which includes loving action, understanding, and kindness.

God's tender care expresses through me as the ability to listen and understand, and to speak kind words of appreciation.

God's love is expressed through me when I am sensitive to the needs of others. God provides direction and guidance through divine ideas, and I am willing to help. No challenge is too great, no obstacle too large when I give expression to God's tender care.

Celebrate this Gift of the promise of LIFE each day...and know the Love of God is with you! Nel joins me in sending our Love to you. Remember: "Meet Us in St. Louis for the best of the 99th in May!"

*Francis W. Grantz*  
Francis W. Grantz

## NEWS, NOTES AND LETTERS

February 1995 Newsletter Issue

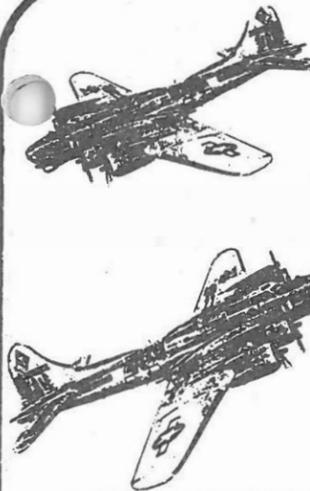
Dear Jules:

Thanks very much for letting me speak at the last reunion in behalf of the maintenance personnel, clerks, etal. And it goes without saying that your message in the November, 1994, News-letter particularly the first paragraph was likewise appreciated.

While on that theme, I feel that the enclosed photograph would be apropos for publication in the next issue of the Newsletter. The photo taken in Italy was sent to me by Richard Dempsey. As you can see quite a number of the 347th ground personnel took time out to celebrate the 46th birthday of our mail clerk, Corporal Alva "Pop" Rosser.

Kindest personal regards,

*John R. Repka*  
John R. Repka  
347th



Victor A. Fabinlak  
2310 E. Liberty Ave.  
Vermilion, Ohio 44089-2523  
Swiss Interness Search Comm.

RESPONSES TO PICTURES PLACED IN NOV. LETTER

Bernie Barr

In Newsletter, Volume 14 #4, November 1944 on page 35, this picture is the crew of Captain Leonard Smith. Those in the picture front row L. to R. Leonard Smith Pilot, Nick Lykos Bombadier, George Coffin Ball, Al Wilcox Navigator, (Al has passed away) Leon Estes Waist, Bob Cleanthes Radio. Back row Ben McConnell Engineer, Mac has passed away, Vic "Fab" Fabinlak Tail, Fred Shorten Waist, and our Co-Pilot Conrad "POPS" Headley.

This crew began training May 1944 at Draw Field Tampa Fla. Finished our training August 1944. After a short furlough, we met at Hunter Field Georgia August 1944. We were assigned a B-17-G #44-6445 which brought us to the 99th Bomb Group on Sept. 9th 1944. Arriving that day also was the crew of Fred Troy, in a B-17-G #44-8159, both of these two B-17s did not stay in the Bomb Group.

History of these two B-17s is, Smitties #44-6445 was assigned to the 301 st. Bomb Group, it was missing in action over Vienna on March 16, 1945. Troys B-17 #44-8159 was assigned to the 483rd Bomb Group, it was missing in action on March 24, 1945 over Berlin.

Feb. 27 1945 Len Smiths crew flew squadron lead for the 346th, the target was Augsburg, we were tail end charlie squadron for the 99th, also of the Fifth Wing, all six Bomb Groups participated this day. We lost two engines over the target, had to leave the Group. Smitty had us jettison out everything we could and get ready to bail out if we had to. We all agreed to stay with our aircraft as long as possible heading for Switzerland. We made it, we landed at Dubendorf with an escort of two Swiss ME 109s. Len Smith and our Co-Pilot this day, John Morat should have received D.F.C.s for nursing this B-17 #44-8187 into Switzerland on One Good Engine.

This Crew was made up of Len Smith, Pilot, John Morat Co-Pilot Al Wilcox Navigator, Walt Mucek Bombadier, Paul Shank Mickey, Ben McConnell Engineer, Fred Shorten and Leon Estes Waist, I Victor Fabiniak Tail.

The five officers and flight engineer were repatriated and returned to the 99th about two weeks later. Fischbach, Shorted, Estes and Fabiniak remained Interned until May 17, 1945 and returned to the states for re-assignment. I, Vic Fab received a 90 day furlough and 30 days R+R in Miami Florida.

Want to find a Crew Member? Call the V.A. #1800-827-1000. tell them you are looking for a fellow crew member, give the Name and Service number, this is a must, social security number if you have it. If this person has a V.A. claim number, they will give you instructions, they will also tell you if they have passed away.

Many libraries have a C.D. ROM telephone directory. It has all the names in the U.S., that have a telephone, alphabetically, just imagine how many Smiths there are, some have a Microfiche listing, these are by City and State.

Want you Missing in Action crew report (MACR#). Write to the Military Field Branch, Military Archives Division, 4205 Suitland Rd. Suitland MD. 20409. When writing, give names of two officers and yours, date of Missing in Action, Unit, Target, they will send you a Microfiche film that has all the data but they will request a fee if they have it before they send it. Cost six years ago was Five Bucks. Expect five to six weeks for a response.

You can also write to Record Processing Center. Attn. Ms. Alice Hunter, P.O. Box 5020 St. Louis, Mo. 63115. Request the same information also give who you are seeking. If you are looking for someone in the Dallas Texas area, contact Ms. T.R. Jones 1551 N.W. 19th St., Grand Praire, Texas 75050. I have not used the two people in the last couple of years but give it a shot. Expect a answer about five or six weeks also.

I am the Chairman of the Swiss Internees Association search committee. I have located over 900 Internees which have a membership of 510. There were 166 aircraft come to Switzerland, 1582 internees. Many have passed away and many want to forget the War.

Back to the picture of the crew. The Nose Art has Bugs Bunny, remarks says "It's BuBu Doc" "Bugs Buddy". Does anyone know the number of this B-17-G? It is not 44-6450.

Bernie, this is a little more information on Leonard Smiths crew. Nick Lykos, Bombadier, was K.I.A., December 26, 1944 over Blechhammer.

The February 27th mission over Augsburg, the day we lost #1 and #2 engines over the target, later we lost #4, it could not be feathered and it windmilled.

Flying on our wing this day was the crew of Shields and Bob Moser. They had a direct hit over the target, the crew all bailed out and were P.O.W.s. Shields the Pilot was K.I.A. The other members of this crew that I know are Charlie Jones, Dwight Reigert and Jerry Knowlton, Also Fran Grantz who is our host for the reunion in St. Louis in May. In 1987 I was able to make contact with the family of Jerry Knowlton, Jerry passed away in 1980. Jerry and I met up in Camp Lucky Strike, La Harve France on our way home to the States, May 1945.

Vic Fab Fabiniak



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Dear Bernie

I was pleasantly surprised to see a picture of our old airplane THE WARRIOR in the November newsletter. First, I would like to say that the plane flew a lot more than 16 missions. It would be more like 60 missions. The original crew completed most if not all their 50 missions in the Warrior. I was the original pilot and later became Squadron Operations Officer. Thus I completed my missions after my crew. The Warrior was still flying missions after I left the 347th Squadron.

Enclosed are two copies of pictures of the Warrior and the original crew taken at the Brookley Depot in Mobile, Alabama just before leaving for North Africa. The picture by the tail is the full crew: from left to right starting with the second row is: A.E. Capestro, waist gunner (deceased) Fred Mannship, radio operator (Killed in action but not in the Warrior); Yours truly Bill Clark, pilot; Paul Commons, navigator (Killed in Flight Training); Ted Holmes, co-pilot (killed in action in B-29s out of Siapan); Jack Buckner, bombardier. First row William Murphy, engineer (whereabouts unknown); Joe Cepparulo, tail gunner; Dick Messner, ball turret operator; L.T. Gosselin, waste gunner. Thanks for your efforts;



1081 S Engle Rd.  
Coupeville, WA 98239  
13 Nov 1994

William A. Clark, COL USAF Ret.



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Dick Dempsey writes that he has had several heart by-pass operations and he and Ginnie hope to make St Louis.

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Jean and "Lark" Larkin thanks Walter Butler, Bernham Shaw, and Bernie for the WWII items they sent to the Museum at Ellsworth AFB. He reports that Col Hinson who was the 99th Commander at the time of our reunion in RAPID CITY is returning as commander of all activities on the base and he was a real 99th Bomb Group booster.

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John R. Repka recognized the picture of the fine gent in the Nov. letter as Frank English. Thanks John.

TOM GAERTNER 562 West St. Wadsworth, OH 44281 writes....."I along with 19 others were assigned to the 99th BG as replacement gunners, because one of the crew had to stay in the U.S. and go over with the ground crews. (L.T. Gosselin) I was assigned to the WARRIOR #474, our crew was #13." ....His first mission was to Naples on 4-4-43 and last was to Veterbo on 9-18-43. Tom flew all of his 50 missions in #474 and in addition the plane flew many more. From the following article taken from the 99th 300 mission log you will see that the plane completed 96 missions out of 102 attempts. EL DIABLO, SWEATER GIRL, and the WARRIOR are featured here.

## Two Original Forts Still With Group

Adorned with painted bombs, swastikas, and patched flak holes, they stand proudly in their re-ventments, veterans of many combat missions, the B-17 F's now used as transport ships with the 99th. Stripped of their arms, but not of their dignity, these aircraft, original ships of the original crews made the Atlantic crossing in February, 1943.

Two of these majestic bearers of ill tidings to the Axis are still with us and performing perhaps a little less glorious task than their younger "sister soldiers of the skies," the G's, but still serving ever-loyally the Group which has cared for them.

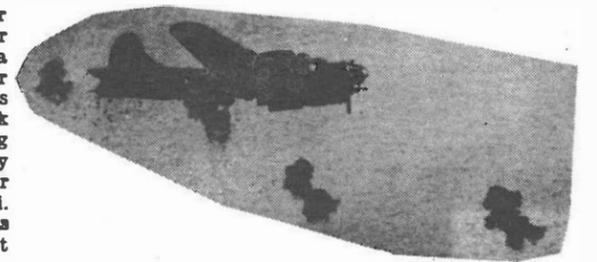
The Warrior, or as the records carry her, A/C number 29474, is assigned to the 347th Squadron, and with Master Sergeant Walter K. Boothe, crew chief, nursing her through her ills, flew 96 combat missions. Out of 102 attempts, only six times did she turn back from the goal.

Aircraft number 49472, or Sweater Girl, a 416th ship, got her name from the voluptuous replica of femininity which adorns her frame. This lady of the air has flown 111 missions in combat, a mark made possible by careful handling by the crews in the air and by the ground crew chiefed by Master Sergeant Chester A. Smiechowski.

Another one of these "Queens of the Air" is no longer with us, but one well worthy of mention. Number 29513, with 121 missions credited to her, bears the name "El Diablo."

At present flying General Upthegrove hither and yon, at a B-24 Wing in this theater, "El Diablo" earned the respect of our former commanding officer who requested her transfer to him. Gen. Upthegrove well knows what "The Devil" can do, he should for he ferried her across the Atlantic himself nearly two years ago.

They have served us well in combat, are serving us as transports, and may they continue to serve as they have done, veterans among veterans.



## NEW MEMBER ROSTER

ROBERT SOUTER, 348TH SQ., 635 Misiltoe Lane, Kirkwood, MO 63122  
 KENETH WILLIAMS, Associate, 1305 Denise, Dear Park, TX 77536  
 JOHN E. DODDRIDGE, P.O. Box 1328, Rancho Sante Fe, CA 92067  
 VINCENT V. SCHELLHORN, 416TH SQ., 1221 Raber Court, N.E., Palm Bay, FL 32907

TAPS • TAPS • TAPS • TAPS • TAPS

DR. RAYMOND BEAL	LLOYD A. DAVIS	BUEFORD (BUD) LIPPOLT
MIKE MAZU	KIRK E. PHILLIPS	MARION D. PRATT

Bernie Barr  
7408 Vista Del Arroyo  
Albuquerque, N. M. 87109

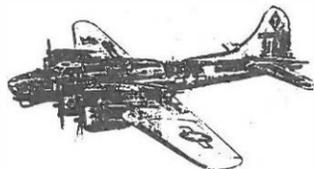
Walter E. Schildt  
P.O. Box 208  
Indian Springs, Nev. 89070  
October 31, 1994

That was by far the best and well written Air Force World War II story, 4th mission to Ploesti as told by John Plummer, looking at it through the eyes of a B-17 combat crew member that I have ever read. That would truly make a great war movie. It seems almost impossible that a B-17 could lose number 2 engine over the target, five minutes later also lose number 4 engine, and then make it back to home base. I can only say, the pilot did a heroic, hell of a good job to bring that plane back to Foggia, Italy. I could relate well to the whole story as I also had flown combat missions to the Ploesti oil fields four times before then with the Highfill crew as engineer-gunner. Here I must say that Thompson N. Highfill was the absolute best, cool under pressure pilot that I have ever flown with in my twenty years of Air Force flying.

I can understand a few good points made to this story by Col. C.L. Sluder as seen through the eyes of an escort fighter pilot. But then too I must agree with Gen. Curtis LeMay who said, "the only fighter planes I saw after leaving the target all had black German crosses painted on them." However to my surprise on one combat mission soon after leaving the target I did see one of our P-38's. There it was close behind us, a little below our formation of bombers over northern Italy looking for a bit of self protection flying only on one engine, with the other engine propeller feathered. He stayed with us for nearly an hour before leaving us to make it on his own.

After I flew 50 missions with the 99th Bomb. Group I returned to the states in a war weary B-17 with then Col. K.K. Compton, a young West Pointer who was in charge of 15th Air Force Path Finder or Radar bombing, on a fast trip for a meeting at the Pentagon. This was only a four man crew with Col. Compton as pilot, a Capt. co-pilot, a navigator and me as engineer. Compton would make a short stop at home to see his wife at St. Joseph, Mo before going on to Washington. Along the way our navigator left our crew at Nashville, Tenn. Then on to St. Joseph where Compton left the plane not to return. So with Capt. now as pilot and me sitting in the co-pilot seat the two of us took off to deliver the war weary B-17 to its destination, Tinker A.F. base at Okla. City.

Then later while waiting for my reassignment at Alexander, La. the First Sgt. came to my tent with a sad story. A group of B-17's had just finished combat training and was ready to leave for overseas, an engineer-gunner had gone to the hospital, and would I take his place on the crew?? I did not like the idea but after a long minute I said OK. So soon in a new B-17 I was off to England to fly 30 more missions in the 487th Bomb. Gp. By now the German Air Force was somewhat weaker and not as much of a problem as seen before in the 99th B.G. But Germany did come up with a few fast jet ME-262 fighter planes. I want to say one thing in thanks to the 99th Bomb. Gp., no where else would I ever see that real close, tight formation flying which I am certain in my mind saved a lot of our lives I can remember several times the German fighters would pass up the 99th group formation to hit a loose flying group of other B-17's. Flying combat was a great experience but I would not like to ever do it again.



Sincerely  
*Walter E. Schildt*  
Walter E. Schildt

Anyone have a copy of the pilot's briefing sheet for the mission on 27 Feb '45?  
Urgently needed. Send to J. Plummer, RD # 1, Box 187A, Sidman, Pa 15955, Thanx.

## NEWS, NOTES AND LETTERS

February 1995 Newsletter Issue

Dear Bernie:

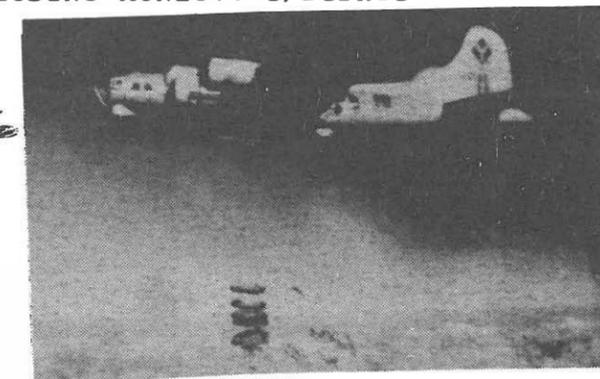
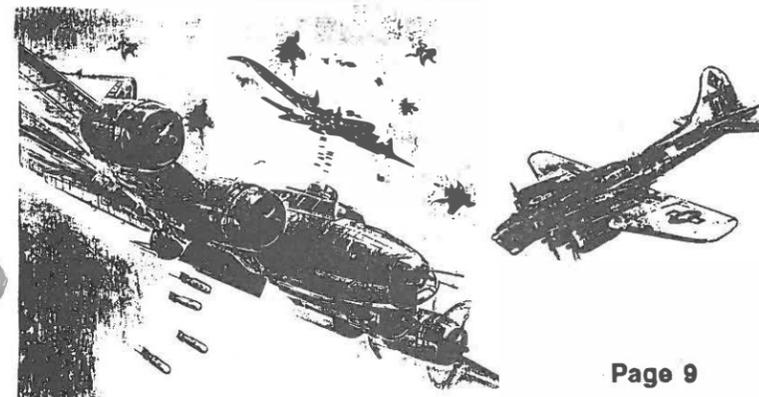
The wife and I miss you and Doris at the reunion, I hope the both of you are feeling better. Well I think the reunion was a success as I didn't hear of too many complaints. The only one was the shuttle to the mall across the street. It was an oral agreement between me and the sale manager who quit her job soon after we sign the contract. So after much discussion the Hotel agree to two shuttles a day one in the morning and one in the after noon, sorry about that my fault. I would now like to THANK those who without their help it would have been chaos. My two favorite Bartender Denzel "Arkie" Clark and the Mad Hungarian John Toth. Good Luck John on your operation. Now my partner and Host Leonard Smith who went around and got the tee times set up to play golf-then he took time and went to HAMPTON to set up a Boat cruise around the Naval yard for 3 hours Sat. Which every one who took it raved about it. Thanks Len. To those that sat at the Registration table Billie Bacher, Eleanor Kaschinska Virginia Magee (Who made a beautiful Afghan for door prize at the Banquet) Thank You. Then were Julius Horowitz, Fran Grantz and one other who thru a strange twist got us a air show at Langley, that's Al Gentry. When I ask if we could have a little Demo they told me I would need a person with Rank to request it, so I drop it. Well Al called and ask if he could bivouac at the Base while he attend the 99th BGHS at Holiday Inn. Well it didn't take those P R boys at the Base long to see stars, I got a call that the Demo was on. Thanks Al. I know I miss some person who help, you know who you are so a great big THANK YOU.

Having host a reunion I believed there are a few things that the members of the 99th can do to ease the load of the HOST. Please sign up early. Please read the registration paper as all items are on per person cost and all those that are attending must register and pay the cost. Please don't wait till you get to the reunion to decide what events you want to go on, because by that time the host has all ready ordered Buses and meals, it really gives the Host a headache. Thank you all for coming to the reunion.

*Bob*

Robert J. Bacher

Hi Bob: I agree with you!!! A member attending the reunion must make ROOM RESERVATIONS BEFORE THE DEADLINE and send his EVENT REGISTRATION FORM COMPLETELY FILLED OUT WITH CORRECT \$ AMOUNT TO THE HOST ASAP AND BEFORE THE DEADLINE. IF NOT DO NOT GO. THE HOST MUST HAVE A COMPLETE HEADCOUNT FOR EACH EVENT INCLUDING MONEY!. s/Bernie





Dear Bernie:

2954 Saddleback Drive  
Cincinnati, OH 45244-3831

There is a photo in the center of page 35 of the November, 1994, issue of the 99th BG newsletter that is familiar to me - and I'm sure to you. The occasion was the completion of the 300th mission of the 99th BG. The photo shows the lead crew along with Ford Lauer and none other than himself - Bernie Barr. I can identify four out of the seven men shown as follows:

Back Row, L-R: Ford J. Lauer, Grp. C.O.; Wayne J. Seward, Pilot & 416th Sqdn.  
C.O., George Eadie, Grp. Navigator; Bernie Barr, Grp. Ops.

Front Row, (kneeling) L-R: Name Unknown, Mickey Operator; Bill Beringhaus,  
Co-pilot; Name Unknown, Bombardier.

Seward, Eadie and Beringhaus are part of an original crew with the 416th - missing from the picture was our bombardier, Morris S. Wood, and the rest of our great crew.

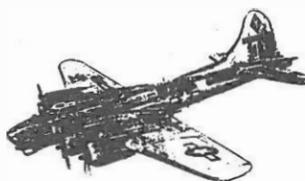
I have no knowledge of the whereabouts of any of our original crew except George Eadie, who lives in Olney, IL. None (except Eadie) have been listed as 99th GB Historical Society members. I often wonder whatever happened to them. Incidentally, our crew few its first mission June 9, 1944 (to Ploesti) and our last February 28, 1945.

I would like to express my appreciation to all you folks who are responsible for the Society and for the newsletter, which I enjoy very much. I hope the newsletters are being preserved somewhere because they tell how it really was in those days. Keep up the good work.

Regards to all,

*Bill*

C. William Beringhaus



**THAT'S HOW IT USED TO BE . . .**

"Everything is farther away now than it used to be. It's twice as far to the corner and they have added a hill, I've noticed. I've given up running for the bus. It leaves faster than it used to leave. It seems they are making the stairs steeper than in the old days, and have you noticed the smaller print in newspapers?"

"There is no sense in asking anyone to read aloud. Everyone speaks in such low tones I can hardly hear them. The material in dresses is skimpy now, too, especially around the waist and hips. It makes it all but impossible to reach down to put on my shoes. Even people are changing. They are so much younger now than they used to be when I was their age. On the other hand, people my own age are so much older than I am.

"I ran into an old classmate the other day and she had aged so much she didn't recognize me. I got to thinking about the poor thing while I was combing my hair this morning. In doing so I glanced at my own reflection. Confound it. They don't even make good mirrors like they used to."  
submitted by Edith Davis

**MAKE PLANS NOW** for the 1995 St. Louis, MO Reunion - May 16 - 21, '95. **YOU** must make hotel reservations no later than April 11, '95 at the **SHERATON WEST PORT INN**, 191 West Port Plaza, St. Louis, MO 63146 or phone (314) 878-1500 or toll free 1-800-822-3535. Mention the 99th BG Reunion to get the \$65.00 plus tax room rate. There is a city-wide convention at the same time so don't let the April 11th cut-off slip your attention! The West Port Inn will not guarantee room reservations and our special room rate after April 11, '95. Make your hotel reservations early. THE SHERATON WEST PORT INN is set in a Swiss Chalet environment amid the West Port area which includes gift and specialty shops, restaurants plus beautiful outdoor areas. Shuttle service is available from Lambert International Airport until 11 p.m. Use the courtesy phones by luggage carousels to call for pick up service. The Inn is located in St Louis County at I-270 and Page Blvd. Exit. A WEST PORT INN ROOM RESERVATION FORM IS INCLUDED HEREWITH FOR YOUR USE IF RESERVING BY MAIL OR FOR YOUR GUIDANCE IF RESERVING BY PHONE.

## Sheraton West Port Inn

191 WESTPORT PLAZA, ST. LOUIS, MO 63146  
(314) 878-1500 / (800) 822-3535 OUTSIDE MISSOURI

ARRIVAL DATE: \_\_\_\_\_ DEPARTURE DATE: \_\_\_\_\_

NUMBER	ONE ADULT	TWO ADULTS
_____ 1 QUEEN BED	<input type="checkbox"/>	<input type="checkbox"/>
_____ 2 DOUBLE BEDS	<input type="checkbox"/>	<input type="checkbox"/>

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ TELEPHONE ( ) \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

CONFIRMATION REQUESTED  YES  NO  
RESERVATION MUST  
BE IN BY: APRIL 11, 1995

ROOMS WILL NOT BE HELD AFTER 4 PM UNLESS  
GUARANTEED OR ACCOMPANIED BY DEPOSIT #  
 AMERICAN EXPRESS  CARTE BLANCHE  DINERS CLUB  MASTER CARD  VISA

CREDIT CARD  
NUMBER \_\_\_\_\_

EXP. DATE \_\_\_\_\_

**99TH BG Historical Society**  
5/16/95 - 5/21/95  
\$65.00 + Tax SNGL/DBL/TRPL/QUAD  
\_\_\_\_\_ SMOK \_\_\_\_\_ NON SMOK

SUITE BOOKINGS MAY BE MADE BY  
CONTACTING OUR RESERVATIONS  
OFFICE.

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Your newsletter composition editor requests you take advantage of the relatively inexpensive word processing services available today to have the material you submit for printing in future newsletters set in a medium to bold faced type of 10 or 12 point size. 'Writ' by hand and the light gray printed matter generally produced by dot matrix printers do not make suitable material for clear printing in our newsletter. It is best not to fold your submissions. Mail the original flat in a suitable envelope. We will return your material in good shape. If you don't want to send your original please have your pages photo copied at a quality copy service so the material we receive is good 'black' copy. We don't want this request to prevent anyone from sending newsletter material. If you cannot comply send us the best you can and we will do our best to make it ready for the printer. Much Thanks!

Welcome to the Gateway City! Activities are planned to help you enjoy your visit and the 1995 99th BG Historical Society Reunion. Come Early & Plan To Stay All Week!  
**REVISED REUNION ACTIVITIES - Please use to select your choice of activities.**

**1995 St. Louis Reunion Scheduled Activities For 99th BG Attendees.**

**Tuesday, May 16, 1995**

You'll enjoy an evening on the Alton Belle Casino Boat. Coaches will depart the West Port Inn at 5 p.m. You'll find over 300 Slot & Poker Machines, Craps, & Black Jack. Our non gamblers will enjoy a relaxing cruise along one of the most scenic areas of the Mississippi River. The fee includes transportation, buffet dinner, the 2 hour cruise, and a coupon book valued at \$7.77

**Wednesday, May 17, 1995**

Sightseeing tour includes a visit to Grant's Farm, The Hill, where a buffet lunch is included, and the New Cathedral. "The Hill" is the popular Italian neighborhood, a St. Louis landmark, where All-American Baseball Player Joe Gargiola (and, I believe, Yoga Barra) grew up. Coaches will depart the West Port Inn at 9 a.m.

**Wednesday, May 17, 1995**

You'll enjoy an evening aboard a St. Louis Paddlewheeler for a Dinner Dance Cruise on the Mississippi. Coaches will depart the West Port Inn at 6 p.m. Dancing to the sounds of a Dixieland Band follows the Prime Rib Dinner.

**Thursday, May 18, 1995**

Sightseeing tour includes the Arch, The St. Louis Gateway Monument to westward expansion, the Union Station (our converted century-old railroad station) where you'll have lunch on your own, and the Anheuser Busch Brewery. You'll enjoy samples of the brewery's world famous products and see the Clydesdales. Coaches depart the Inn at 9 a.m.

Thursday evening from 7 to 9 p.m. you'll enjoy the Dixieland sounds of "Peanuts and Popcorn" in the Hospitality Room as you relax with friends and fellow members.

**Friday, May 19, 1995**

We visit Scott Air Force Base. Coaches depart the Inn at 10 a.m. We attend a briefing on the mission of this Headquarters Base for the Air Mobility Command, and U.S. Transportation Command, which provides World-Wide Transportation and Support for our Military Forces. Lunch will be served at the Officer's Club where a short Business Meeting will be held. A tour of the C-9 hospital plane concludes our visit.

**Friday, May 19, 1995**

At 6 p.m. in the tranquil setting of the Lakeside Terrace of the West Port Inn we will enjoy a Barbecue dinner. Following dinner we return to our hospitality room where our guest, Don Sachs, Aviation Heritage Consultant for Boeing Co., presents his program on "The B-17, A Legend In Its Time". Don comes from Seattle, where Boeing sends him as their Heritage Representative to aviation military groups, historical organizations and aviation museums. Don is a former 8th Air Force Co-pilot shot down on his 20th mission in December 1944. His war time experience led to a lifelong interest in and dedication to preserving the historical significance of the B-17. He considers one of his most exciting and gratifying projects for Boeing was responsibility for the Company sponsored celebration in 1985 that marked the 50th Anniversary of the first flight of the B-17. An open question and answer time follows Don's program.

**Saturday, May 20, 1995**

Daytime is available for activities of your choice. Stop by the Concierge Desk for assistance in planning your day! We are grateful for the services of Laura Teasdale who has generously helped us with this week's activity arrangements. It has been suggested that any of the ladies who wish to have their hair done during the day Saturday please contact the Concierge at (314) 878-1500 several weeks prior to our reunion as there is only one salon within walking distance of the Inn.

At 7 p.m. we gather in the Grand Ballroom for our annual Banquet. A cash bar opens at 6 p.m. Following our Dinner and Program "The Blue Knights" will provide dance music to "The Big Band Sound" we all remember so well!

**PLEASE NOTE THAT THE FEES LISTED FOR EACH ACTIVITY ON THE REGISTRATION FORM ARE ON A PER PERSON BASIS. REGISTRATION BEFORE MARCH 15TH WILL SAVE A COUPLE \$66.00 FOR ALL ACTIVITIES.**

Please send this Registration Form (not the form printed in our November '94 Newsletter) to: Francis W. Grantz, 99th BG Reunion, 15655 Clayton Road, Ballwin, MO 63011-2363, For questions phone (314) 394-3314. THE MAJOR CONVENTION BEING HELD AT THE SAME TIME AS OUR REUNION ALSO MAKES IT NECESSARY THAT WE GIVE THE TOUR BUS COMPANIES OUR TRANSPORTATION REQUIREMENTS NO LATER THAN APRIL 15, '95. HOWEVER, TO ASSURE OUR GROUP OF ADEQUATE BUSES FOR OUR SCHEDULED ACTIVITIES PLEASE SEND IN YOUR REGISTRATION FORM BEFORE MARCH 15TH AND SAVE! IF CIRCUMSTANCES WILL NOT ALLOW YOU TO REGISTER AND SEND YOUR FEE CHECK BEFORE MARCH 15TH BE ADVISED THAT IT WILL NOT BE POSSIBLE TO RECOGNIZE & HONOR REGISTRATION FORMS AND CHECKS ARRIVING AFTER APRIL 15TH, AS THE CITY WIDE CONVENTION REQUIREMENTS WILL TAKE PRIORITY WITH THE TOUR BUS COMPANIES. OUR HOST COMMITTEE IS DEPENDING ON OUR MEMBERS TO MAKE IT POSSIBLE FOR ALL THE ARRANGEMENTS FOR OUR NEEDS TO BE MET SO YOU CAN ENJOY A WONDERFUL VISIT WHILE AT OUR 1995 REUNION.

NAME \_\_\_\_\_ SQUADRON \_\_\_\_\_  
 SPOUSE \_\_\_\_\_ GUEST NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 PHONE \_\_\_\_\_ ADDITIONAL INFORMATION \_\_\_\_\_  
 ANY SPECIAL DIETARY REQUIREMENTS? \_\_\_\_\_

DATE & EVENTS	NO. PERSONS ATTENDING	FEES BEFORE MARCH 15th per Person	FEES AFTER MARCH 15th per Person	TOTAL
REGISTRATION	_____ X	\$ 18.00	\$ 20.00	\$ _____
TUESDAY, MAY 16th Evening on Alton Belle Casino Boat	_____ X	\$ 17.00	\$ 20.00	\$ _____
WEDNESDAY, MAY 17th Sightseeing Tour: Grants Farm, and "The Hill", Lunch provided, The New Cathedral	_____ X	\$ 22.50	\$ 27.50	\$ _____
WEDNESDAY, MAY 17th Evening Dinner Cruise on the Mississippi	_____ X	\$ 33.00	\$ 38.00	\$ _____
THURSDAY, MAY 18th Sightseeing Tour: Busch Brewery, Union Station, and The Arch: Choose ONE: Ride to the Top _____ Museum _____ Imax Theater _____ Movie: Monument to a Dream _____	_____ X	\$ 27.00	\$ 32.00	\$ _____
FRIDAY, MAY 19th Scott Air Force Base, A.F. Briefing, Lunch at Officers' Club, 99th BGHS Business Meeting	_____ X	\$ 15.00	\$ 20.00	\$ _____
FRIDAY, MAY 19th Barbecue Dinner at the Lakeside Program with special guest Don Sachs and Boeing B-17 Aircraft program	_____ X	\$ 22.00	\$ 27.00	\$ _____
SATURDAY, MAY 20th Banquet in Grand Ballroom Blue Knights Band, Cash Bar	_____ X	\$ 27.00	\$ 90.00	\$ _____
			Total	\$ _____

