

THE 99TH BOMB GROUP HISTORICAL SOCIETY NEWSLETTER



Capt. R.T. Jacobs
Asst. Group
Operations Officer



WORLD
WAR II



Squadron



Squadron

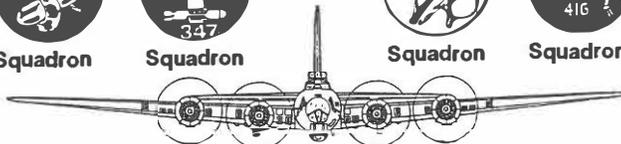
B-17 Flying
Fortresses



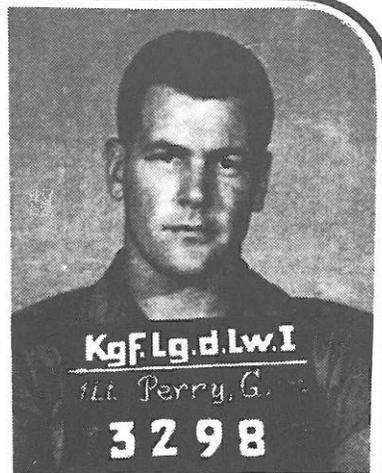
Squadron



Squadron



The Group Flew B-17 Flying Fortresses
For A Total Of 395 Combat Missions From
North Africa & Italy To Bomb European
Targets During 1943 & 1945.



1st Lt. Geo. F. Perry
416 Sq. Pilot
German P.O.W. Photo

Vol. 16, No.4

November 1996

PRESIDENT'S MESSAGE

I wanted to stop by to say hello! Recently Bob Bacher did a fine job helping some of our folks enjoy a "mini". I know some don't feel its a worthy idea, since we should be meeting only once a year so as to get a greater crowd. There are those who like to get together more frequently... the fellowship of seeing each other oftener has its merits! Regardless of which side you may be on in this matter, let's not get the "guns" out and draw up which side of the street we'll fight on! A drink and a meal with friends does meet needs, and beside, sometimes we need it!

I took Nel with me and wound up in Elyria after a 560 mile day! I want to thank Bob for his "fixings" and Billie for "George Washington Bridge" [I do believe the harmony is getting better!... or maybe it was that "late at night sound!"]

I was especially impressed with the tour of the NASA space installation at Cleveland Airport. The explanation of wind tunnel applications and the sound suppression studies was most interesting. Of course, Bob's help getting us to a meal at the 100th Bomb Group was another reminder of the road we have traveled in the past. Thanks, Bob! and all you other cats that came along the way. By the way, thanks to Vic Fabiniak who well took care of some of us "fish eaters" at the VFW in Vermilion, OH.

A word needs be said about our times! Perhaps even before you receive this, the Elections of 1996 will be over! However, Thanksgiving is not, and ought be for everyone a great day of Jubilee and thanks to our Creator and Sustainer!

We indeed of all people in the whole world are the most blessed and fortunate! I don't believe I need say more! We all have our own ways of expressing our Love, Gratitude and Thanksgiving for America... we need to do that... and do it often! Until next time. God's peace! Shalom!

Francis W. Grantz
Francis W. Grantz

Dear Bernie:

9/20/96

The Family Reunion of the 99th BGHS just ended and outside of the weather, everybody said they enjoyed themselves, and had a good time. We had eight weeks of beautiful weather and then took the start of the reunion weekend to dump ten inches of rain. We were lucky the ground was so dry that it absorbed most of it.

There are a few members I would like to thank for their help to make this reunion great: Mort Magee, Albert Fleese, John Toth, Arkie Clark, Art Knipp.

Bernie: We are growing into a lot of Widows and Widowers and they don't show up at the reunion because of the cost and I had inquired about sharing room cost, I think a lot more people would attend if they could share a room and it wouldn't be so lonely some and they would have someone to eat with while at the reunion. The host could give those that inquired a list of members who would like to share. I did.



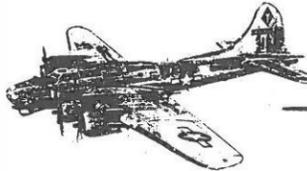
Squadron

P.S. Say hello to Doris from us.

Good Health & Happiness

Bob

 Robert J. Bacher
692 Abbe Rd. N.
Elyria, OH 44035-3044



99TH BGHS 1997 REUNION . . BALTIMORE, MD . . SEPTEMBER 9th-14th, '97

Sept. 9 - REGISTRATION AT THE HOLIDAY INN SELECT.

10 - TRIP TO GETTYSBERG & BALTIMORE

11 - TRIP TO DC, ARLINGTON CEMETARY, AERO SPACE MUSEUM, ETC.

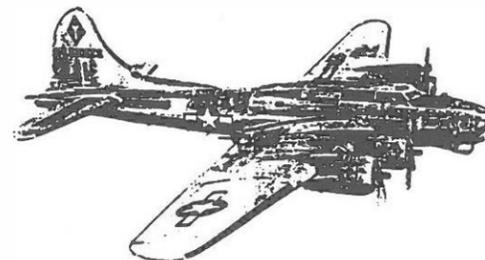
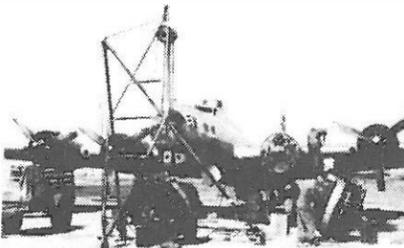
12 - BUSINESS LUNCHEON, DIRECTORS MEETING, & MARTIN A. F. BASE.

13 - FREE TIME - BALL GAME, PIMLICO, VISIT BAY, ETC. - BANQUET

14 - FAREWELL - GOD GRANT YOU A SAFE TRIP HOME - SEE YOU IN 1998

SCHEDULE AND REGISTRATION/FEE INFORMATION WILL BE IN FEBRUARY & MAY 1997 NEWSLETTERS.

HOST - JAMES R. LAVEY, 2414 Gridwood Road, Timonium, MD 21093-2637



99TH BOMB GROUP HISTORICAL SOCIETY***SPRING FAMILY GET TOGETHER**

Where: GRANADA INN, ORMOND BEACH, FLORIDA

HOST: MORT MAGEE

WHEN: April 30th to May 4th, 1997

PHONE: 904-673-8549

NAME: _____ SPOUSE _____

ADDRESS _____ CITY: _____

STATE: _____ ZIP _____ PHONE: () _____

Date of Arrival _____

Wednesday REGISTRATION April 30, 1997	Number Attending	Fee per Person before 4/1/97	Fee per Person After 4/1/97	Total
	_____	20.00	25.00	_____
DINNER - LUAU Sat. May 3, 1997	_____	20.00	20.00	_____
				_____ TOTAL

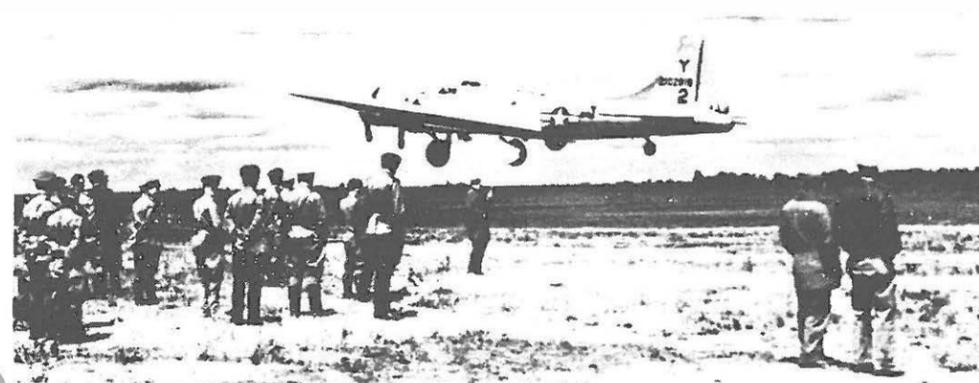
SEND REGISTRATION AND BANQUET FEES TO: Mort Magee, 8 Butternut Circle, Ormond Beach, Florida, 32174-6039

Please send early so plans can proceed smoothly. THANKS!!!!!!

WEDNESDAY NIGHT, there will be a WELCOME BUFFET SUPPER in the Hospitality Room at 7:00 PM. NO EXTRA CHARGE. Coffee "AND" each morning.

MAKE HOTEL RESERVATIONS DIRECTLY TO: THE GRANADA INN, 51 South Atlantic Ave. Ormond Beach, FL. 32176---1-800-228-8089

PLEASE MAKE RESERVATIONS EARLY!!!!!! Some efficiencies available at the same rate.
Room Rates: \$49.95 nightly including all taxes



The 97th BG's B-17G 42-102919 was the first 15th Air Force heavy bomber to land in Russia on the initial Russia Shuttle mission of 2 June 1944. Here a group of Russians and Americans welcome it back from a sortie out of its Ukraine base.

10 South Washington Avenue
Margate, NJ 08402

Dear Bill:

After reading your "War Diary" I was impressed with all the research you did.

I'm writing to give you a few facts about a mission I was on. Unfortunately I have no recollection of names and dates.

The ship I was flying on had only two enlisted personnel on board. I was the Flight Engineer and the Radio Operator was a Cleveland, OH fellow named Julis Cermack. The balance of the crew was made up of our Squadron C.O. (Pilot), the copilot was a Flight Surgeon, and all other positions were manned by Commissioned Officers.

I vaguely recall that the Commissioned personnel were to evaluate whether the number of sorties one had to fly before rotation should be increased.

The mission turned out to be rather nasty, with some ships being lost and others damaged. The Flight Surgeon was duly impressed since a piece of flak hit directly in front of him and protruded about one inch into the cockpit. I at first thought I had a dead copilot!

Given these few facts maybe you can find out the date of this mission and the names of the Officers turned gunners. . . . At any rate they did not increase the sorties before rotation.

John's address is:
1948 Washington Street
Hollywood, FL 33020
Hope someone can help him!

Sincerely,

John Trapuzzano, 348th Sq.

P.S. - I am sending a copy of this letter to our newsletter editor. I hope someone may know something about this mission.



✠ TAPS • TAPS • TAPS • TAPS • TAPS ✨

EUGINE HOKE

EARL A. SILVIS

SAM P. TAOMINA



The 99th B.G.H.S USAAF. Reunion Summary.

Updated 10/96

			Membership	Attendance
1st	1957	Sioux City, IA.	-	-
2	1959	Chicago, IL.	-	-
3	1961	Chicago, IL.	-	-
4	Oct. 1980	Amarillo, TX.	-	9
5	Apr. 1981	Albuquerque, NM.	188	40
6	July 1981	Rapid City, SD.	240	19
7	Apr. 1982	Albuquerque, NM.	307	80
8	Oct. 1982	Muskegon, MI.	357	46
9	May, 1983	Albuquerque, NM.	398	129
10	May, 1984	Houston, TX.	471	184
11	July 1985	Seattle, WA	507	338
12	June 1986	Dayton, OH.	720	430
13	Apr. 1987	Dallas, TX.	788	337
14	Oct. 1987	Colorado Springs, CO.	817	102
15	June 1988	Fort Lauderdale, FL.	855	322
16	Feb. 1989	McAllen, TX.	888	262
16 $\frac{1}{2}$	Aug. 1989	Las Vegas, NV. (with 15th AF Jim Smith's room)	-	-
17	Apr. 1990	Huntsville, AL.	944	322
18	Apr. 1991	Albuquerque, NM.	971	303
19	Apr. 1992 min	Kansas City, MO. (1 $\frac{1}{2}$ years too long-Jim Smith)	-	62
20	Sept. 1992	Rapid City, SD.	1025	312
21	Apr. 1993 min	Dayton, OH.	-	(By Jim Smith) 100
22	Oct. 1993	Ontario, CA.	1052	171
23	Apr. 1994 min	Daytona Beach FL.	-	(By Morton Magee) 62
24	Sept. 1994	Hampton, VA.	-	262
25	May, 1995	St. Louis, MO.	-	325
26	Sept. 1995 min	Omaha, NE. (Family type by Robert Bacher)	-	38
27	May, 1996	San Diego, CA.	500	225
28	Sept. 1996 min	Elyria/Vermilion, OH	500 (Bob Bacher)	35+

WW II Notes: . . . By mid 1942 American men were entering military service at a rate of 14,000 daily. . . . American women stepped forward to help win WW II. By war's end 6 million women had taken jobs for the first time as bus drivers, clerks, welders, machine operators, riveters, and other assembly line workers. "Rosie the Riveter" symbolized the 'new' American woman. . . . During 1942 200,000 U.S. companies converted to wartime production. **By 1943 America was producing twice as many weapons as all its enemies combined, and furnished most of the Allies munitions and other supplies.**

George Perry sent me a copy of his very well written and illustrated story of his WW II experiences. It is too long to print in the newsletter, but I have used a few interesting parts in this issue.

I feel sure many members would enjoy reading the entire 88 page publication. He wrote it for his family so I doubt that he has many spare copies. Any members interested may borrow my copy for not more than 30 days for first class postage cost of \$3.00 each way. My address is printed on the back cover of this issue. Roy Worthington

DEAR ROY:

7/96

YOU ASKED FOR IT SO HERE IT IS. IT'S NOT A WORK OF ART OR A LITERARY JEM. IT WILL BE SOMETHING MY GRANDCHILDREN CAN LOOK BACK ON AND SAY "DONT BLAME ME LOOK AT WHERE MY GENES CAME FROM"

YOU HAVE MY PERMISSION TO USE IT OR ANY PART OF IT IN THE 99TH B.G. PUBLICATION. JUST BE AWARE THAT NOT EVERYONE WILL AGREE WITH THE "FACTS" AS I REMEMBER THEM. FOR THAT MATTER I DON'T EVEN AGREE WITH MYSELF SOMETIMES.

KEEP ME POSTED.

George GEORGE PERRY

I HAD A REAL THRILL OF A LIFETIME ON JUNE 15 WHEN MY SON DALE ARRANGED FOR THE TWO OF US TO FLY FROM SALEM OR TO PORTLAND IN A B-17. I WAS GIVEN THE PRIVILEGE OF SITTING IN THE COPILOT SEAT FOR A PORTION OF THE FLIGHT, EVEN GOT TO FLY IT SOME.

WHEN I TURNED TO BACK OUT OF THE C P SEAT MY HEAD CAME CLOSE ENOUGH TO THE PARTIALLY OPEN WINDOW THAT THE WIND SNATCHED MY 99BG CAP WITH ALL THE PINS ON IT. TOUGH LOSS BUT WORTH IT.

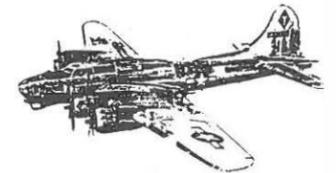
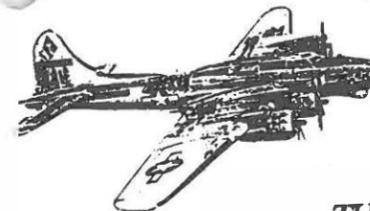
"FOR YOU DER VAR ISS OFER"

By
GEORGE F. PERRY

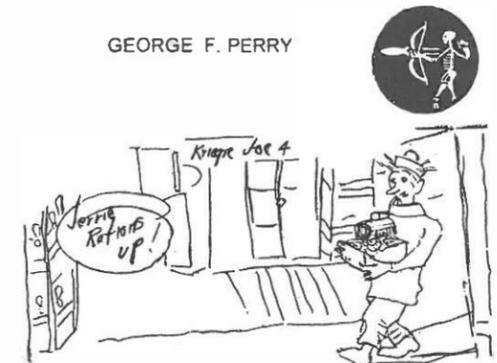
Dedicated to the airmen who flew the B-17 and the ground crews who made it possible.



ARMANDO RUIZ ENGINEER DUDLEY SEGARS GUNNER ERNEST HETTINGER GUNNER DON GREGORY BALL TURRET HYMAN KOFFLER RADIO ED GOLDSTEIN (ABSENT) TAIL GUNNER
GEORGE PERRY PILOT HOWARD BAUMANN NAVIGATOR BERNARD KYROUAC CO-PILOT JOSEPH JOFFRION BOMBARDIER

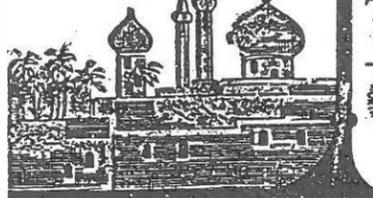


THE FOLLOWING NARATIVES, POEMS, AND SKETCHES WERE RECORDED ON THE BACK OF PAPER FROM CIGARETTE PACKAGES, MY ONLY SOURCE OF WRITING PAPER. THE DARKER BACKGROUND IS FROM THE YELLOW OLD GOLD WRAPPERS. THE NARRATIVES AND SOME OF THE SKETCHES ARE MINE. POEMS AND THE BALANCE OF THE DRAWINGS ARE BY OTHER POW'S.



Don't look for premiums or coupons, as the cost of the tobaccos blended in CAMEL Cigarettes prohibits the use of them.

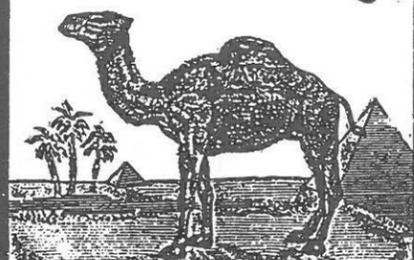
MANUFACTURED BY
R. J. REYNOLDS TOBACCO CO.
WINSTON-SALEM, N.C. U.S.A.



Factor 1944 Distributor of Normal Cigarettes
Manufactured by the Government of the United States
of America and the United States of America. The
United States of America is not responsible for the
actions of the Government of the United States of
America in any other country.

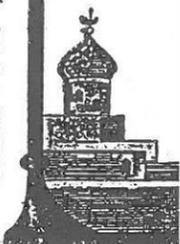
20
CIGARETTES

CAMEL



TURKISH & DOMESTIC
BLEND
CIGARETTES

CHOICE QUALITY



KRIEGIE STATIONERY AT STALAG LUFT 1

CAMEL
20'S

PREFACE

This is primarily a war story. It's about a small-town boy who had incredible luck. Though I met and associated with many Heros, the title has never been mine. That must have been part of God's plan for my life because I have been in so many situations where men have died while I survived. Yes, I believe in God with my whole heart, and in his son, Jesus, the Christ my Savior.

This would not have been written without the encouragement of Al Henke and his lovely wife, Mary. Al was the tail gunner in the lead plane of our squadron on the day we got shot down. We were within one hundred feet of each other for the four hours it took to reach and fly over the target. He saw other planes go down in flames, and then watched as we dropped back out of the formation under attack from German ME-109, ME-210, and FW-190 fighters. Forty-one years later Al found me at Boeing Field in Seattle at the Fiftieth Birthday Celebration of the B-17. He is a real historian of the 99th Bomb Group and supplied much information that otherwise would not have been available. I started writing at his urging.

Mary, bless her, took my first rough copy, organized it, and got it into her computer. Several revisions and many corrections later, she was urging me to continue and finish the job. Alas, I let her down.

Enter my brother, Bob, with his computer, and his persistence. He was as relentless as an ME-109. Without him the job would not have been completed. A B-17 pilot himself, he had a large part in shaping the final product.

Finally, after Bob and I had finished our jobs of writing and recording, along came our articulate, artistic, and resourceful cousin Venita Lobdell to edit our efforts into something we can share.

The reader will notice all reports do not agree concerning numbers and locations, eye-witness accounts do not agree with one another, and Associated Press releases gave differing accounts of the same event. For these reasons please then be patient as I report what I remember, though it may not conform to recorded history.

GEORGE PERRY

I have just finished washing my clothes or at least a part of them. My towel 3 pr of Sox 3 handkerchiefs and a pair of shirts. Soap is plentiful, but hot water not so. The predominating color in Kriegie styles this year is tattle-tale grey. Our maytag washer consists of a can or two on the end of a stick which we use in a bucket as a Plunger.

George

De Lux Middle



Luneburg, Germany----- May, 1945

A group of 30 American airmen have arrived at Luneburg from Barth, where they were held in the Stalag Luft Prison Camp. They say the air field near the camp is being put in condition to permit evacuations of liberated prisoners by plane in the near future.

The airmen arriving in Luneburg said they were fairly treated under a German colonel until the S-S kicked him out on a charge of "fraternizing" with the prisoners. Thereafter life in the German camp was "rugged" for the Yanks.

The prisoners who arrived from Barth included two westerners, Lt. Wallace Cooke of Oakland, California, and Lt. George Perry of St. Helens, Oregon.

WALKING OUT

Five days after the Germans pulled out there was an air of restlessness in camp. For the first time in over a year there was plenty of food. We had explored the nearby area, but were not venturing far because of the occupying troops. The Russians were hardlining with their evacuation plan and we were getting anxious to head home.

Ten of us, including a man who spoke German, decided to head west on foot. We would have to travel light so I packed all of my "valuables" in a small canvas bag and entrusted it to one of my roommates to bring out, hoping we would somehow get together

again. Traveling light, and not realizing how far we had to go to reach the Allied lines, we started walking to the West . . . a motley crew, each with an American flag sewn on his shoulder. We would live off the land.

Our "guide," the only bilingual member of the party, seemed to be in a hurry so we moved out at a good pace. We were amazed at the number of vehicles strewn along side of the road. Some were military but many were farm wagons with dead horses still in the traces; others were civilian automobiles, and we soon discovered why. The Russian troops would commandeer anything that would run. Their driving skills and the bad roads combined with legitimate military traffic, would give an insurance underwriter nightmares. We tried to keep off the main roads. As our German speaking leader continued the fast pace I was hard pressed to keep up, not having fully recovered my strength after my bout with diphtheria.

Towards evening we came to a farm house with a large barn. The German family was still there and welcomed us with open arms because they felt safer with us than with the Russians. The Russian troops were bivouacked in the barn; the family had been allowed to stay in the house and we joined them for the night. The Russians were friendly but cool and drew us a map with a suggested safe route. We were cautioned not to move too fast or to get in the battle zone.

The next morning we were not given breakfast by the Russians and the German family didn't seem to have anything to offer so we headed down the road. Our leader again took off at a good pace which soon became more than I could handle. Another member of the group hung back with me and Dave and I watched as the others went out of sight.
(The continuation of George's 'Walk Out' story is most interesting. Perhaps we can print the rest of this part of his 'story' in the next issue.)

LE HARVE AND HOME

At the earliest opportunity I boarded a ship at Le Harve to head for home. It was unimportant what ship as long as it was going the right direction . . . West. Imagine my surprise when I realized I was aboard the SS Monticello, the same ship that had delivered me to North Africa two years earlier. This time we were in a convoy; even with the war ended, there was concern that German subs might still be active in the Atlantic.

The crossing was uneventful except for an unwelcomed storm. As we passed through it I saw gigantic, deck-drenching waves higher than I ever hope to see again. The Monticello was very stable and cut cleanly through the waves, but some of the smaller ships seemed to be standing on end from time to time. The crossing took several, long days.

Finally!! That for which we were all looking appeared . . . The Statue of Liberty. There were very few dry eyes among the returning POW's as we sailed into New York Harbor. There were no welcoming bands or fireboats, but that was of little concern. We were home again and the "Lady" was welcoming us. It would be only a matter of days until we would be back in the real world with those whom we loved.

NEWS, NOTES AND LETTERS

September 25, 1996

Jim Smith

Thanks to the article in your November 95 Newsletter and confirmation supplied by Dick Drain, The Russian Embassy sent me the Commemorative Medal "The 50th Anniversary of the Victory in the Great Patriotic War" and attached commendation.

These were my 50th and 51st missions with the 99th. I later flew C-47s, A-26s and P-51s before leaving the Air Force in 1947. One of the B-17s salvaged in Greenland is here in Medford, also two P-38s being rebuilt for display at the Tillamook Air Museum.

Some of the Ninety-Niners who meet at Art Lacey's B-17 Restaurant near Portland, OR, include Anderson, McPhersons, Boggs, Toomeys, Halls, Klonsic, Perrys and Mainwarings.



Norm Mainwarings



ПОСОЛ
РОССИЙСКОЙ ФЕДЕРАЦИИ
В США

AMBASSADOR
OF THE RUSSIAN FEDERATION
TO THE USA

July 16, 1996

Mr. Bernice S. Barr
7408 Vista Del Arroyo
Albuquerque, NM 87109

Dear Sir,

On behalf of President Boris Yeltsin, the Russian Government and the entire Russian people, I am pleased to inform you that you have been awarded the Commemorative Medal "The 50th Anniversary of the Victory in the Great Patriotic War" (World War II).

This medal is awarded to you in recognition of your courage and personal contribution to the Allied support of Russia during her fight for freedom against Nazi Germany.

Please accept my heartfelt congratulations and wishes for your good health, well-being and every success.

Sincerely,



YULI M. VORONTSOV

Enclosures: Commemorative Medal, Medal Certificate.

„50 ЛЕТ ПОБЕДЫ
В ВЕЛИКОЙ ОТЕЧЕСТВЕННОЙ ВОЙНЕ
1941—1945 гг.“



X №17721754

This medal was instituted on April 24, 1995, to commemorate the coming 50th anniversary of the victory over Germany in World War II or as it is known in Russia, The Great Patriotic War. The anniversary is celebrated in the Russian Federation on May 9th.

The medal is made of bronze and is 32 mm in diameter. The obverse shows the Red square with the Spassky Tower and the Wall of the Moscow Kremlin on the right and St. Basil Cathedral on the left. Lights from fireworks are on both sides of the tower. In the lower part of the medal are the dates “1945” and “1995” with the Order of the Great Patriotic War in the center, and in the lower part behind the Order one can see two laurel branches.

The reverse has an eight line inscription in the center which reads “50 years of Victory in the Great Patriotic War 1941-1945”. Below the inscription are two laurel branches tied with a ribbon.

The ribbon is 24 mm wide, is divided into two equal parts. The left part is 12 mm wide and consists of three black and four yellow strips. The right part of the ribbon is red, also 12 mm wide.

The Certificate to the medal bears the name of the recipient and the date of issuance, is stamped with the seal of the President of the Russian Federation and signed by President Boris Yeltsin.

NOTE:

Bernie sent the required documentation to the Russian Embassy in November 1995. He received this and the medal on Sept 20, 1996. If you made the Shuttle Mission to Russia in June 1944 and have sent your information to the Russian Embassy you should have your medal or will before long.

*Бернисе С.
Барр*
(Bernice S. Barr)

НАГРАЖДЕН(А)
ЮБИЛЕЙНОЙ МЕДАЛЬЮ

„50 ЛЕТ ПОБЕДЫ
В ВЕЛИКОЙ ОТЕЧЕСТВЕННОЙ
ВОЙНЕ 1941—1945 гг.“



Указ от 24 апреля 1995 года

THE ARMY AIR FORCE ORAN VEHICLE DETAIL

by harold kringle 1996

We passed the Rock of Gibraltar and we were coming into the harbor at Oran, Algeria, It was the first part of September 1943, American forces had landed at Casablanca, Morocco in November of 1942, Roosevelt and Churchill had a conference there in January of 1943, Allied troops had gone through Oran about that time; by April they were in Tunis and Bizerta, That summer they had worked there way through Sicily and as we were getting off the ship in Oran they were already landing in Italy.

The ship we were on was really loaded, we spent 12 hours in a hold where the bunks were 7 Or 8 high and changed with another group for the other 12 hours on deck. I'm sure all of those people didn't get off at Oran.

So there we were, 101 of us little lost sheep living in tents next to a very dusty air field in North Africa. It was just over a year before that my number was coming up to be drafted, I had been listening to all the recruiters and it sounded pretty good to join the Army Air Force and be a pilot. It seems the Air Force was going to be sure they had all the men they needed, so I was put on reserve, I watched the mail for 6 months and it finally came, I was to report to the Aviation Cadet Center in San Antonio Texas.

That was where I got my first taste of military life. Saluting, marching, white glove inspections, and all the rest. I think the thing that got me my ticket to gunnery school was when we were falling in ranks to go marching and the drill sgt. said: " We need some landscaping done by the new barracks. " That sounded real good to me; well I guess they didn't want any officers that didn't like to march.

The next thing I knew, I was on a troop train with hundreds of others headed for Shepard Field on the other side of Texas. We had found out that it took more than pilots to run an Air Force, It took 4 gunners on a B- 17 and we were soon on another train headed for gunnery school at Loredo on the other side of Texas. I wonder if this was the start for filling the order for 101 replacements to be left off at Oran?.

Kuntz was on one side of me and Krajcer was on the other as we lined up to be assigned to our barracks, to our classes, and every thing else we did for the next year. We shot up lots of ammunition at all kinds of targets and in 6 weeks we were on another train and headed for some infantry training at Kerns Utah, Obstacle courses, 30 mile hikes, and more marching. I think it was about that point that some one asked me how I had gotten through San Antonio without learning to do an about face.

I was in real good condition for making hay when I went home for my furlough in June, then back to Salt Lake City and another troop train to Orange, New Jersey where our gang of 101 joined together to clean up another new barracks. Rumors were rampant, It was at about that point that we first heard the 48-49-50 expression and also what s.o.s.was. A 12 hour pass in New York City and they backed our troop train on to one of those long docks and we carried our bags on to the ship that had just left us off in Oran, North Africa. So what in the world did they need us for in that God forsaken spot?

We were there for several weeks, It was there while on guard duty that I found out how really dark it could get in Africa. But what a waste of man power, 101 guys just sitting around: as far as I know, there was no one in our group who was in charge.

Finally, we were told we were shipping out, they dropped us off in an olive grove filled with army vehicles, pick out the one you want, we were told, I got a command car with a trailer behind. it had a flat tire so i was told to pump it up. i backed up about 100 feet to a compressor, Some of our guys were quite impressed;

at least one of the crew had never driven. We got into our vehicles, starting out we had one car with 2 people in. There were 100 vehicles and 101 men.

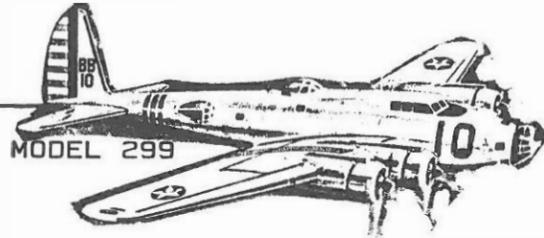
It sure takes lots of planning to run a war, I wonder at what point it was decided that this 101 man detail of P.F.C. replacements gunners would be driving trucks, weapon carriers, command cars, ambulances and jeeps, the 900 miles across North Africa.

By the time we got to Bizerta on the northern most tip of Africa and parked our wheels, every one had learned to drive. It had been an interesting trip it took several days, some times part of the group would fall behind and get on the wrong road and the rest would have to wait while some one went to find them, I slept in the trailer I was pulling, some slept in tents, one night an Arab slashed the side of a tent and stole one fellows bags. We learned how to heat our C rations on the manifold of our cars and why you punched a hole in the can first. There would be gas tanks on some high ground with a hose and each one filled there own tanks.

The trucks that picked us up when we parked our vehicles had 99th bomb group and 15th Air Force on the bumper, At that point we were assigned to specific squadrons, we soon helped to move our out fits to Italy, but replacements do lots of waiting. I flew my first mission on Christmas day. I had finished my 50 missions and was home In June, My mothers cooking really agreed with me, I gained 30 pounds in 30 days.

By Harold Kringle a part time retired dairy farmer and historian
762 East Birch Avenue, Barron, Wisconsin 54812

BOEING'S PROJECT, MODEL 299



A beautifully streamlined aircraft, powered by four 750 horsepower Pratt and Whitney "Hornet" engines, the Model 299 was a huge leap forward in bomber designs for its time. With the aircraft's twin skin aluminum covering the wings, corrugated on the inside and smooth on the outside, along with its unique truss style main wing spars and ribs, the Boeing Company had designed and built a very strong airplane.

In addition to the PSW R-1590 engines, the aircraft also used Hamilton Standard's 11 ft. 6 in. diameter, three-bladed, constant-speed propellers. A first for Boeing.

The constant-speed propeller was designed for engine output efficiency, so that once the pilot selects the desired R.P.M. set-

ting for the propellers in relation to the engine power output, with any change in that power output the propellers automatically change their pitch to either increase or decrease their R.P.M. in order to maintain the pilot's setting. The big drawback with the propellers that were used, was that they were not capable of being placed in a fully feathered position.

On 28 July 1935, the Model 299 took to the air for the first time. And, some three weeks later, after just a little over fourteen hours of flight tests at Boeing, in Seattle, it was flown to Wright Field, Ohio, for a government competition.

The excitement that the big aircraft created upon its arrival would be the start of a long love affair between the B-17 and the men who would come to know and depend on her. The men who flew in her, who worked on her and those of us that have studied her, will always know that she is indeed "The Queen of the Skies".

The airplane did extremely well in all the different phases of the competition and surprised everyone except the people from Boeing. Soon, rumors were rampant about big government contracts for large orders of the planes, and then disaster struck.

On 30 October 1935, with Boeing's chief test pilot, Leslie Tower, and the Army's chief of the flying branch at Wright Field, Major Ployer P. Hill, at the controls, the Model 299 was set to go on one of its final test flights. Also on board, according to an Associated Press story, were Lieutenant Donald L. Putt, who'd been the co-pilot during earlier testing, Mr. Mark H. Koogler, a Wright Field employee, and Mr. John Cutting, a Wright Field test observer.

Both the Army pilots and Les Tower were all very experienced pilots and after doing their walk-around of the aircraft, everyone climbed in for the flight. Major Hill, as the pilot, started the

engines and then after making sure everything was good to go, he taxied the aircraft to the runway.

What happened in the next few minutes almost brought an end to the entire 299 program. The official story was that the pilots forgot to unlock the control surfaces thus causing the aircraft to stall out after take-off. However, according to the following Associated Press article.....

"The Boeing "flying fortress" being tested by the Army Air Corps in preparation for strengthening the nation's air fleet, had been taken aloft by him (Major Hill) as official pilot for the tests of three bombers undergoing trials.

Its four high-powered engines had barely pulled them 200 feet off the ground before the two left motors appeared to falter, according to witnesses.

The two right motors pulled the big ship around in a 180-degree turn, the left wing dipped and the bomber crashed, still upright but facing almost opposite to the direction in which it had headed.

A wall of flame burst up as it crashed and then an explosion shattered the wreckage."

Major Hill was severely injured and died shortly after being taken to the hospital from the crash site. He had just turned 41 years old, a few days earlier.

Les Tower and Lt. Putt were also severely injured and taken to the hospital. A few days later, Tower would also die from his injuries, what happened to Lt. Putt is not known. What happened to Cutting and Koogler is also unknown.

THE FINAL REPORT

It is unfortunate that the final report was written in such a way as to put the total blame, for the crash, on the pilots. Perhaps some fault could be placed at their feet but to say that they were the sole cause was probably not correct.

Some authors have written that Lieutenant Putt had been the primary pilot for the three aircraft in the competition, but don't explain why Major Hill was the pilot on the fatal flight. And, if

Putt had been the primary pilot, would he not have said something about the control lock?

Some writers have also said that there was no check-list for the pilots to follow and so the control lock was overlooked. If one was to believe in that, then we must simply assume that these highly experienced pilots merely kicked the tires, jumped into the cockpit and then went for a ride.

The final investigative report states that a Mr. Henry Igo, from Pratt and Whitney, and a Mr. C. W. Benton, a Boeing mechanic, were in the back of the aircraft for the flight, although there is no proof of this. After all, who would want it known that perhaps some unauthorized personal were on the flight.

The report also states that Lt. Putt was in the co-pilot's seat, which helps in blaming the Army pilots, except that when Hill and Tower were rescued from the burning aircraft they were pulled through the cockpit windows which basically says that they were in the seats.

Lt. Putt was reported as having staggered out of the back of the aircraft shouting, "The control stand", which again indicates that he wasn't strapped into a cockpit seat, and these purported, but un-substantiated, shouts about the control stand may not have been part of the overall excuse that had been concocted to save the program. Besides, the control lock was on the flight deck, to the right of the pilot, and not on the control stand.

The findings in the final report, that the pilots had failed to release the surface control lock, just doesn't hold up to close scrutiny, if you take into account the eyewitness reports, and the constant-speed propellers. Giving consideration to the witnesses saying that the left wing's two engines faltered, the one question that should be asked is...

"What would cause both engines to fail at the same time?"

The first thing that comes to mind, is fuel starvation. What if someone had accidentally switched a fuel control valve, which were located on "THE CONTROL STAND", to a tank that was low on fuel and maybe had a faulty indicator.

Then, what if, as the aircraft began its take-off climb, the engines began to die out? As the engines R.P.M.s. began decreasing, the propellers began to compensate by automatically decreasing the pitch of the blades, in order to maintain their take-off settings.

Once the engines had come to a complete stop, the propeller blades, at their lowest pitch, became nothing but drag. This resulted in the engines on the right wing causing the aircraft to swing around 180-degrees, stall out and crash.

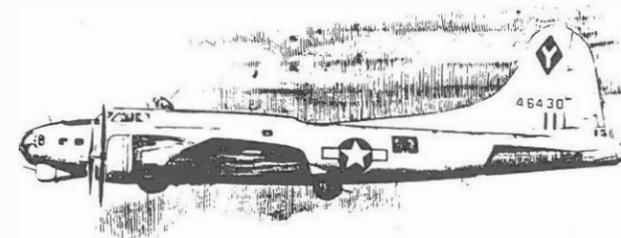
If, on the other hand, one was to believe the story of the locked controls, it is more likely that the aircraft would have taken off, stalled out and crashed, pointed in the same direction it had been heading. And if it is to be believed, as has been written, that the aircraft made a steep take-off, went into a near vertical climb, hung in the air and then nosed over and crashed, it is more than likely that it would have gone straight into the ground, with no survivors.

It should be remembered that the Army pilots, Hill and Putt, and the civilian pilot, Towers, were very experienced flyers, not just with the big 299 but with all kinds of aircraft. Also, it is safe to assume that as they went through their checklists, they checked for unrestricted control surface movement, as all pilots are trained to do with or without checklists, before they even began to taxi to the runway for their take-off.

It's interesting to note that the Associated Press story was released the day after the crash, and that the military had approved its release before they had a chance to come up with their final excuse. Unfortunately, no one today may ever know what really happened and it's sure not going to effect anyone or anything, but it may show that there was than, as there still is today, always the chance of a cover-up.



346th



Sheet No. 80

War Diary, 346th Squadron TORTORELLA, FOGGIA, ITALY

MONTH OF JULY, 1944

Prepared by D.W. Woodard, 1st Lt. A.C. Asst, S-2

DAY

EVENTS

- 1-2 MISSING
3 MOST OF PARAGRAPH MISSING. . . . The biggest concern of the squadron today was the three cans of American beer given out for this week's ration. The first home-made beer we have had since leaving the States.
- 4 Today has been the most miserable day we have experienced here in Italy. The wind was continually blowing a gust of wind and we had dirt in our food and clothing. An operational day with the first loss of a ship since the month of February. The cause is believed to have been mechanical trouble. Ten chutes were seen and it is believed that all the men are safe.
- 5 Still no further word has been heard from the missing crew that went down yesterday but we hope that they all bailed out safely. Another crew was sent to the rest camp at Capri today and the men who spent this last week returned for duty. A new crew was assigned to the squadron today and are as follows: 2nd Lts David C. Conner Jr., O-818619, Pilot; Doyle G. Pope, O-822541, Co-Pilot; Chester L. Strunk, O-717610, Navigator; Earle R. Allen, O-703554, Bombardier; Sgts Oliver A. Chalifoux Jr., 13118572; Herbert F. Curry, 35481550; John J. Jeffers, 35436074; Donald M. Tipton, 36854538; Arthur (NMI) Araiza 39541101, Cpl; and J.E. (IO) Quisenberry Jr., 38514761, Cpl. Special Service continues to do a good job and this evening they again came through with another show, "Lady Lets Dance." It was operational today and the target was a marshaling Yard in France. The Italy-based Fortress escorted or accompanied the attached Eighth Air Force men home. They also dropped there bombs in France and continued on to England.

MONTH OF JULY, 1944

Prepared by D.W. Woodard, 1st Lt. A.C. Asst, S-2

DAY

EVENTS

- 6 The third operational day in the same number of days. This month's record of mission is far ahead of the month of June. For the month of June only twelve missions were flown. The following ten men are missing in action as the results of the mission to



Brasov, Rumania when their ship developed mechanical trouble and the men were forced to bail out. 1st Lt Gerald B. Elliott, 0-686529; 2nd Lts Malcolm (NMI) Marquith, 0-462279; Herbert J. Clanton, 0-743758; William H. Jolley Jr., 0-698721; T/Sgt Robert L. Montague, 34604201; S/Sgts Harold H. Fulton, 37521338; Berry D. Henderson, 34767355; Robert E. Lattin, 33433375; Sgts George (NMI) Carmignani, 19159294 and Edward J. O'Brein, 32884855. Four combat officers, one being Lt. Jolley, were promoted to 1st Lt. effective the 23rd of June; 2nd Lts David E. Wilson, James (NMI) Veldheer, Roland A. Spaeth and William H. Jolley Jr. The biggest event of the day was roasted turkey for dinner and for once everyone had enough. Otherwise it was a routine operational day.

- 7 Again operational with nine ships bombing another oil refinery; this time in Germany. Two new men were assigned to the squadron today and are: PFC Jack C. McKinna, 37548020 and Sgt Ernest E. Sellers, 36736981. McKinna is a combat man and Sellers is on the ground. We again had fresh meat for dinner and also fresh tomatoes and cucumber. The meals have been considerably better the last several days with quartermaster issuing fresh meat and vegetables. One of the best state shows shown so far was given this evening at the outdoor theater. It was a cast of Italians and they really put on a first rate show.
- 8 The first American beer was given out today at the PX. We are now on our fifteenth month overseas and three cans of good old American beer really went over big. The PX rations since being in Italy have been much better and we can't complain. It was operational today with the men flying one of the toughest missions in the history of the squadron. They said "Flak was so heavy you could taxi on it." The weather continues to be warm, windy and dusty.
- 9 The squadron has again taken on some new faces with three new crews in this evening. There are as many men who have completed their tour of duty and will leave soon. The new men are as follows: 2nd Lts Walter D. Callison, 0-805947, Pilot; Earvon A. Nicholas, 0-825248, Co-Pilot; fHenry R. Stinnett, 0-718449, Navigator; Howard M. Myers, 0-703568; S/Sgts Carl D. Griggs, 38446093; Walter (NMI) Majkowski, 33072523; Cpls Melvin E. Anderson, 37575732; George E. Bishop, 14142749; Robert L. Fogledalen, 39212571; Henry (NMI) Witko, 31262592. 2nd Lts Bert M. Twamley, 0-813613; Curtis F. Borse, 0-709047; F/Os Robert L. Faubel, T-62079, Co-Pilot; William H. Blasser T-2483, Bombardier; S/Sgts Fred C. Hueglin Jr., 12181016; Carl L. Marshal, 15066212; Theofore E. Sharp, 32832644; Sgts George P. Antaya, 11107312; Henry (NMI) Mancini, 32871976; Raymond W. Fierstien, 34575512. 1st Lt Roy H. Wethington Jr., 0-449174; 2nd Lt Alvin (NMI) Diamond, 0-709310; F/Os Ira S. Early, T-2491, Bombardier; Joseph D. Greeley, T-62042, Co-Pilot; S/Sgts Leonard F. Hopen, 37417212; Alvin M. Suernicht, 16072905; Sgts Harry W. Card, 36477066; Milton (NMI) Ferber, 32823976; Stanley E. Staats, 35200955; Cpl Harry W. Maronpot, 32768685. It was operational with the target once more being Ploesti oil fields. It is now apparent that with the recent numerous raids on the German oil resource she is finding it hard to supply the oil and fuel necessary for her operations. One looking about and seeing the fuel necessary for a unit this size doesn't see how Germany can keep up with the pace compelled by the war.

MONTH OF JULY, 1944

Prepared by D.W. Woodard, 1st Lt. A.C. Asst, S-2

DAY	EVENTS
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| 10 | A nonoperational day, the first in six days. The combat man had gun inspection this morning and the new men were down at group this morning and afternoon going to |
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gunnery school. A great number of men went to town this afternoon and were back for the evening meal and show. "Lets Face It," starring Bob Hope was shown at the group outdoor theater.

- 11 A scheduled operational day but due to weather the mission was canceled just before take off. After the men came back there was a meeting and then they were dismissed for the day. The enlisted men had a dance at the Red Cross building in Foggia this evening and there were about ten men to each girl. The men being very independent did not invite any WACs, the reason being that not a one showed up at the dance held several months ago. We were in hopes of a good rain today, the sky was clouded all day and the wind blew hard at times. All we had, however, was a few drops.
- 12 The day was scheduled operational yesterday but due to weather it was called off yesterday evening. The new combat men were down at group all morning going to school and the other men had the whole day to themselves. Many of them went to town and others stayed at camp and slept or wrote letters. There was an evening show at the group briefing room this evening, "Tampico" starring Edward G. Robinson and Victor MacLaughlin.
- 13 Our commanding officer, Major Schroeder, flew his last mission today as he is being transferred to 5th Wing Headquarters. Major Wiper, who has been attached to the squadron for some time, relieved Major Schroeder of his command. Thirty-one men who have completed their fifty missions and have been waiting to go home were briefed today and their orders are expected in within several days. The mission today was the most successful one since the Brasov mission flown over a week ago. The results can be termed as excellent. Another new crew came into the squadron today and are as follows: 1st Lt Frederick A. Reingardt, 0-1042146, Pilot; 2nd Lts Walter L. Haaser, 0-813422, Co-Pilot; Jesse (NMI) Meerbaum, 0-718387, Navigator; Kenneth H. Honhof, 0-704291, Bombardier; T/Sgt Elmo A. Humphreys, 36357831; S/Sgts William M. Manning, 31034504; Joseph J. Gesmond, 33293787; William T. Malolepaxy, 37472431; Sgt Howard V. Riggins, 37120729, and Sgt John E. Smith, 35334585. At the group outdoor theater this afternoon, Italian Unit number 5 presented a stage show and featured the usual singers, dancers and comedy skits.

MONTH OF JULY, 1944

Prepared by D.W. Woodard, 1st Lt. A.C. Asst, S-2

DAY	EVENTS
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| 14 | The following six men were placed on detached service this morning and are leaving for the States with Col. Lauer for an indefinite period. When they return they will be placed on active duty once more and will finish their missions. They are a lucky group of men and we are glad that someone in our squadron got the chance. They are: T/Sgts Edward J. Alesauskas, Richard J. Kuykendall; S/Sgts Alfred C. Deering, Louis (NMI) Endelman, William F. Carter; and Sgt Harold L. Gessler. The results were again poor on today's bombing of Budapest Oil Refineries. For the third straight week we have gotten beer for our PX rations. "Good ole American Beer," is all the fellows can say as they drink it. We have our fingers crossed hoping that it continues to come in. We have also been having fresh meat every day and cannot complain on our food now. |
| 15 | Major Schroeder was officially placed on detached service to 5th Wing this morning and we hope him success. Our new Commanding Officer is now one of the squadron having been around for several months. He is well liked and we continue to have the best of Commanding Officers. Fifteen combat officers are now wearing the silver bars |

and the squadron offers their congratulations. Once again weather hampered the effectiveness of our bombing and the results of today's mission are poor. The target once more being Ploesti oil fields.

- 16 The first men left this morning for Rome, rest camp. They are: Lts David W. Woodard, James L. Smitherman; Sgts Gladish E. Patton, Edmund J. Brady, Dudley B. Farrell, Frances A. O'Donnell; and Pvt George L. Smith. With this new rest camp we now have four places for the men of the squadron to go. The combat men go to Capri and the ground officers to Villaggio Mancuso, in southern Italy. The enlisted ground personnel either go to San Spirito, near Bari, or to Rome. Thirty six enlisted men of the squadron received promotions effective the fifteenth. Today being Sunday, the usual large number of men attended services.
- 17 Thirty-two men who have completed their fifty missions were sent back to the States today for permanent chance of station. Twenty five enlisted men and seven officers, all men who have finished within the last several were on the orders. It was a scheduled nonoperational day today. The planes were shot up considerably in the last raid and only 4 ships were in commission last evening. The combat men had gun inspection in the morning and went to a training film for several hours this afternoon. The movie at group this evening was "My Kingdom for a Cook," starring Charles Coburn.
- 18 A scheduled operational day with the planes taking off at 0630 o'clock and reaching north to about Ancona, Italy, where they received a recall. Today was to be another coordinated attack against the German Luftwaffe. The bomb load were frag to be dropped on the Memmingen Airdrome in southern Germany. Members of the new crews continued to go to ground school and after the planes returned many of the men took the day off. No movie on the base this evening so the men were contented to write letters.

MONTH OF JULY, 1944 Prepared by D.W. Woodard, 1st Lt. A.C. Asst, S-2

DAY EVENTS

- 19 More men of the squadron were sent to rest camps today, the enlisted men and the officer of the ground personnel left for Rome this morning at five o'clock. They will be gone for five days and ride to Rome in trucks and command cars. The Red Cross located in Rome give a tour of the city and also the Vatican City. Ten men of the combat crews also left this morning for Capri. It was operational with the mission being completed after one operational day and one recall. Altho (sic) the mission was to Munich, one of the hottest places in Germany, they met no opposition and all the ships returned safely with no casualties. Another movie at the group briefing room this evening, the feature being, "The Falcon Out West."
- 20 The up and coming new Orderly Room is nearing completion and it is the latest design of the 346th area. The walls are plastered and the floor is going to be tile. It has six large windows and will certainly be a nice place to work. Surely but slowly for the last six months the squadron has been built up to the nicest place we have had since being overseas. We have two fine mess halls and a first class shower (for exception of the cold water) large enough for nine men. Also around the squadron area one can see many of the tents built up and screened in with mosquito netting. Once again it is the sign of the modern American, always striving to gain the most out of nothing. It is proof that the American men get the most of life regardless of how hard they have to work.

- 21 Thirteen men left for rest camp today. Two officers went to the one at Villaggio Mancuso, seven men left for Rome, and four men went to the rest camp at Bari. Men leave twice a week now and they are rotating around the squadron. Everyone is getting the chance to go and altho they do not exactly have their choice of rest camp, any one is very nice. It was operational to day and the oil refinery at Brux, Czechoslovakia was the target.
- 22 Fate again hit the squadron, one crew is missing from today's operations. It is not known exactly what happened to them but it is believed they are safe. They were last seen at the coast of Yugoslavia and the ship was under control. It is believed they either ditched in the Adriatic or crash-landed in Yugoslavia. Perhaps within several days we will hear from them and they may be back in the squadron. The men are as follows: 2nd Lts Sidney R. Carr, 0-1691689, Pilot; Edgar F. Bell, 0-1691687, Co-Pilot; Robert H. Glenn, 0-707897, Nav.; John J. Flynn, 0-1691688; T/Sgts Vernon R. Leming, 39198773; Harry (NMI) Strash, 32732990; S/Sgts Louis F. Ahr III, 32831910; John C. Neel Jr., 14074507; Slavomir (NMI) Nepil, 32762877; Richard D. Runyan, 17079792.

MONTH OF JULY, 1944 Prepared by D.W. Woodard, 1st Lt. A.C. Asst, S-2

DAY EVENTS

- 23 Nonoperational, after four days of operations the men were given a rest from flying but were down at the line this morning cleaning their guns and for several hours this afternoon were down at group having critique. After they came back, a number of the fellows took off for town. One of the engineers, M/Sgt Edgar E. Johnson, is getting married to a WAC stationed in Naples. She is from his home town back in the States and they had known each other before meeting over here in Italy. He is to be married tomorrow and approximately thirty men of the squadron are to attend his wedding. The ceremony is to be held in the WAC's barrack in Naples. Sgt Johnson was given a leave for eighteen days and will spend his honeymoon in Capri and Rome. One officer and five enlisted men left this morning for Rome and will be there for five days.
- 24 Still no word of the missing crew that went down the 22nd has been received. It is a mystery as to what happened to them and we are anxious to know what happened to them. They are now listed as missing in action and dropped from the squadron roll. Three combat officers received promotions to first Lieut. Seven planes participated in the raid on the tank works at Turin, Italy. The bombing was very poor, the target being missed completely. For entertainment we had a movie at the group briefing room this evening, "Action in the North Atlantic." A very good show and a large number of men attended. The new movie house is now completed of improvements and is very nice. A new roof has been put on and the supports for the old roof have been taken out.
- 25 Corporal Luciano (NMI) Ybarra of this squadron ordnance department was killed this evening while working hauling bombs. He fell off a bomb truck and was run over by the trailer hitched on behind. His head was crushed and was dead upon arrival at the hospital. Operational today with the tank works at Linz, Austria being the target. The results were again poor and the opposition was the strongest met for some time.
- 26 Our new commanding officer is now assigned to this squadron and is continuing his duties since taking over after Major Schroeder left. First Lieutenant Richard E. Hanna, 0-881074 was rendered from attached this morning and left for Naples where he will secure his transportation home. Twelve men of the squadron left for Cairo, Egypt and will be gone for about a week. They will return to this squadron. Another picture show at group this evening. "Four Jills in a Jeep."

27 After yesterday's tough mission, today was scheduled nonoperational. All the ships received flak damage yesterday and needed work before flying again. Four men were injured yesterday as the result of flak. First Lieutenant Harry A. Warner, O-806224, hit in the right thigh; 2nd Lt Earvon A. Nicholas, O-825248, hit in the right wrist; Sgt Howard V. Riggins, 37120729, hit in right shoulder. These men were not hospitalized. T/Sgt Paul B. Kollar, 37552520 received a perforating flak wound in the left elbow. Sgt Kollar was taken to the hospital and taken off active duty. Four combat officers received promotions to first Lt. Ten enlisted men were placed on sick in quarters today, the result of an epidemic going around the squadron.

MONTH OF JULY, 1944

Prepared by D.W. Woodard, 1st Lt. A.C. Asst, S-2

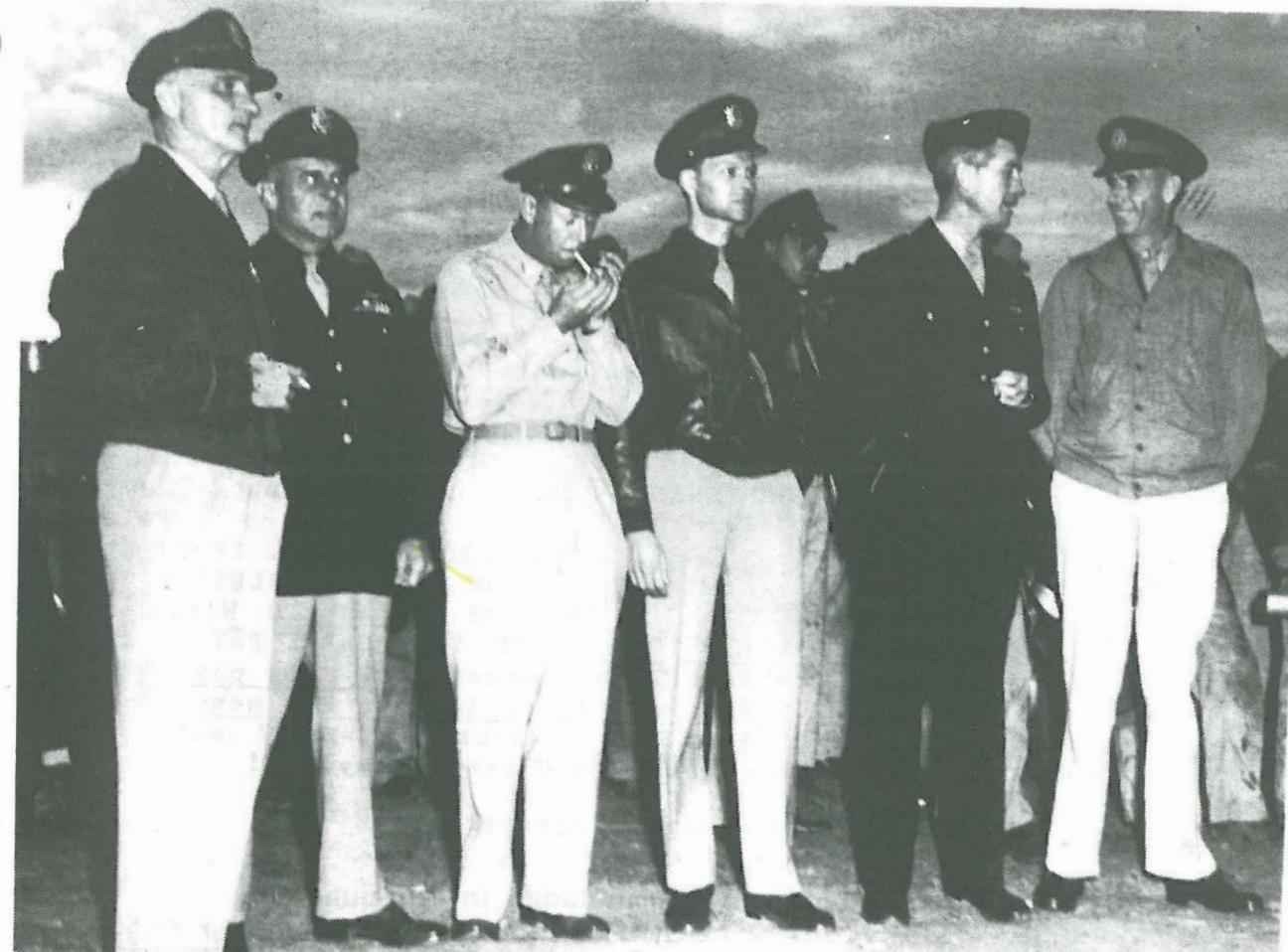
DAY EVENTS

28 Another costly operational day, the squadron having lost another crew. Yesterday the squadron represented the group on the raid over Ploesti. The men are believed safe since ten chutes were claimed to have come out. Since they went down in Yugoslavia they will probably be back in the squadron before long. We expect to hear from them shortly. The men are as follows: 2nd Lts Earle R. Allen, O-703554, Bomb; David G. Connor Jr., O-818619, Pilot; Doyle G. Pope, O-822541, Co-Pilot; Chester L. Strunk, O-717610, Nav.; Sgts Arthur (NMI) Araiza, 39641101, Oliver A. Chalifoux, Jr., 13118572; Herbert F. Curry, 35481550; John J. Neffers, 3643; J.E. (IO) Quesenberry, Jr, 38514761; Donald M. Tipton, 36854538. Ten combat enlisted men were promoted to sergeants effective the 25th of July. First Lieut Dexter E. Barlow, O-755267 was transferred to the personnel section, 15th AF and will leave from there to go home. Lt Barlow has finished fifty missions and may reach Naples in time to catch the boat which will take the men that left several days ago home.

29 The biggest happening of the day, a pleasant rain this evening. For about an hour we had a steady shower cooling and refreshing the air. It was nonoperational and the morning was spent for the combat men down at the line. Guns had to be cleaned and inspected and also the ships were cleaned up a bit. Several crews had dingy drill and by that time it was noon and time for lunch. The men spent the afternoon either going to town or writing letters.

30 An operational day after and altho the primary target was not reached, Brod, Yugoslavia marshaling yards were bombed and the results for the first time within the last week were good. Four men, 1st Lt Dexter E. Barlow, O-755267; T/Sgt Alec A. Lewis, 12171567; S/Sgts Lowell M. Caraway, 35158806, and Herbert (NMI) Weiss, 12084263, left this morning for the United States after finishing their fifty missions. Today was also exchange day for the Rome rest camp and five men departed this morning with seven men due back this evening. The men are now flown to Rome and are only given four days away instead of the five when going to Rome by truck.

31 The month of July is approaching its end and the last day of the month has been a good one. An operational day and after the completion of the mission it was pay time. No sooner had the men gotten paid than the card games and dice games started. The squadron finished a busy month flying twenty-one missions, nine double missions, most of them concentrating on aircraft factories and Ploesti oil fields. The weather continues to be fair and this evening there is lightning in the north. The squadron now has a new commanding officer, Major Wiper, taking over the squadron after having been with us for several months. A movie at the group theater this evening, "Madame Curie." It is a first rate picture and will draw a large crowd.



Distinguished Leaders at Oudna, Tunisia celebrating the 100th Mission of the 99th Bomb Group. November 1943.
Left to Right: General Carl Spaatz, General Jimmy Doolittle, General Fay Upthegrove, General Norstad, General Patridge, & Colonel Frost.

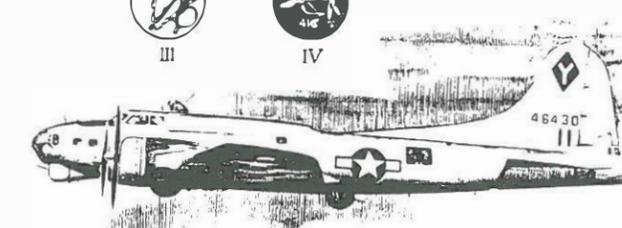
15th Air Force
Mediterranean Theater
2nd Bomb Group
97th " " }
99th " " } 5th B.W.
301st " " }
463th " " }
483th " " }

THE
99th Bomb Group



WORLD
WAR II

B-17



99th Bomb Group Historical Society
Walter H. Butler, Treasurer
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1997 MEMBERSHIP DUES

PLEASE CHECK THE DATE ON YOUR ADDRESS LABEL ABOVE . . . IF IT DOES NOT READ 1997 OR A LATER DATE THIS WILL BE THE FINAL NEWSLETTER YOU WILL RECEIVE UNLESS YOU SEND THE ANNUAL DUES OF \$15.00 TO WALTER BUTLER (ADDRESS ABOVE) BEFORE JANUARY 1, 1997. MAKE YOUR CHECK PAYABLE TO 99TH BGHS. Composition Editors Note: Of the current 500 dues paying members only 110 members have paid dues beyond 1996, leaving 390 members to send their dues check before Jan. 1, 1997. January 1, 1997 will be here before one knows it. **Send your checks to Walter today! ! !**

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One should submit information to be included in our quarterly newsletters (FEBRUARY, MAY, AUGUST, & NOVEMBER) no later than the first of April, July, October, & January. Information should be directed to Bernie Barr or Walter Butler. EVERYONE HAS A STORY! PLEASE SEND IT ALONG (TYPEWRITTEN) FOR A FUTURE ISSUE. BERNIE'S ADDRESS IS: 7408 VISTA DEL ARROYO, ALBUQUERQUE, NM 87109. We need your story to keep the Newsletter interesting.

Art Knipp gave me a copy of a translation of a propaganda leaflet the 99th, among others, dropped over Italy in the spring of 1944. It is quite interesting, but a little to long for the newsletter. I will be happy to furnish anyone interested a copy if they furnish me a business size self addressed, stamped envelope (SASE) Mail to: Roy Worthington, 16786 Thomas White Drive, Air Force Village West, CA 92518-2918.

Art also gave me a copy of the location and dates of all 395 Combat Missions conducted by the 99th from North Africa & Foggia, Italy from 1943 'til 1945. The average is one mission every two (2) days! I will also be happy to furnish anyone a copy of this document if they send me a dollar bill to cover a large envelope, photo copy cost and postage. . . . Roy Worthington