

# 99<sup>TH</sup> BOMB GROUP

Volume 23 Issue 3

July 2003

## Presidents Message

Our Daytona Beach reunion was memorable, as you will see in the article in this Newsletter. We all owe Mort & Virginia Magee a big "thank you" for their super planning with all of the details and all of the hard work at Daytona Beach that made it so successful. Everyone had a great time!

We have made our plans for our next reunion to be held in Colorado Springs, CO, in September, which will be the last reunion planned by Bob Bacher, and Billie. They have decided to take a rest from the hassle of making all the arrangements for so many years. Bob states that after September he will not be tending bar, etc., and Billie said she will not be involved, unless it is just singing (George Washington Bridge that is). As a result it was decided to have one or two members in a Reunion Committee to help with the coordination and site selection with our members who would offer to host a Reunion and do the actual planning and implementation to make it happen. Fortunately we had some very well qualified and experienced members present, and Jules Horowitz and Denzel (Arkie) Clark were selected. They agreed to do the overall planning for reunions, but leave the actual reunion site details in the hands of the hosts, and then to assist them in any way they can. That way they will help with the preliminary site selection and gathering information about who volunteers to host the reunion, and then work with them on the details. During the last few years there have been a number of changes (e.g. we are drinking less alcohol and more non alcoholic drinks; our food tastes are getting more particular due to diet or medication; the activity and side trips have to allow for our reduced mobility and stamina, etc.) and we need to work these change details into each Reunion program plan. As we get older fewer and fewer members are able to handle all details of each reunion. Lets hope that we can continue as long as there is more than one member left and that our Associates pick up the ball. There is a wide range of opinion with both pro and con for and against Mini-Reunions vs. Annual Reunion. We will be sharing these thoughts from our members on this topic in a future newsletter.

Something that has become more critical in the past few years is preserving our unique heritage. All of us should write out, or record in some way, our own recollections of the events that brought us together sixty years ago. It should be our own recollection, not what somebody told us about WWII. The format used by the Confederate Air Force has people tell their own life history, beginning with early childhood and continuing up to the present day. Put as much emphasis as possible on the 99<sup>th</sup>, and your own wartime experiences. Some other wartime outfit experience might also be interesting. Some of us were in the Korean War, and some of us probably had other experiences in subsequent wars. But it is important to put this down in a way it can and will be preserved. In addition to recording, if there are other bits of memorabilia, such as photos or writings we should have a method of preserving them. Gary Staffo, who has given much to our Group, has an interest in any and all memorabilia. A contact with him might do the job of preserving your own items, with interested family, a local museum, or other sources he is in contact with. Unfortunately, to many grandchildren WWII is ancient history, and it is not covered very well with any kind of detail in current schoolbooks unless it is politically correct to do so. Changing the name of the Confederate Air Force to the Commemorative Air Force is a good example of political correctness, rewriting the history of the decision to use the atomic bomb is not.

Talk with Gary about some of the experiences he is aware of that have helped make this war and your part in it personal to some children, and how the 99<sup>th</sup> BGHS can help lead the way. We saw an example of this at Daytona Beach and we have provided a few children a living memory they will never forget.

If any of us have any memorabilia such as letters, pictures, government printing, personal records (pilot's Form 5's), Orders (make sure they are not still classified), etc. are examples that should qualify. If you have any questions please check with Gary Staffo. He has been searching for 99<sup>th</sup> records pertaining to his uncle, who did not return from a mission to Greece. He has some very good ideas on the kind of items we are looking for to help tell more of our 99<sup>th</sup> BG story to this generation and those which follow. I am going to go through some of my old "junk". Besides you probably don't need items such as pictures of old girl friends, unless they were mission critical, and that might be a great article for the Newsletter! See if what you recover, especially pictures that can be readily related to the 99<sup>th</sup> can be parted with by you, as they will be more important to our history than an old box filled with what others will probably toss out. (We are still trying to figure out the importance of some pictures given by my Great Uncle who graduated from dental school in 1890). At any rate, look at your memorabilia and see if it pertains to the 99<sup>th</sup> and if it might be good for our records (and available from you), if in doubt send it to Gary or bring it with you to Colorado Springs this September (see below). Gary and Jerry borrowed, copied *and returned safely* many special items such as Memory Books, photos, patches, etc. from members at Daytona Beach and you will see much of this in future issues. These guys really do take excellent care of these mementos and treat everything with great care and respect.

### ***Help Save Our 99<sup>th</sup> Bombardment Group History***

The men of the 99th BG are now in their 80's and each week we get news about another passing away. We publish this list in each newsletter recognizing with regret the loss of our members. With them very important historical information they have kept these past 60 years may be lost and can never be replaced. To add to this tragedy many have made no plans, or have no family who will appreciate and help preserve the memoirs, letters, uniforms, papers, photos, medals, and other memorabilia from their time served with the 99<sup>th</sup> BG. Many do not realize how important a date on a letter, a face in the background of a photo, or a name included with an order or letter can be to someone trying to find out about a long lost family member or friend. To a research historian, or a loved one, everything may have some special value and should not be discarded without consideration. These items may be the last opportunity for us to answer the many questions we receive from the veterans, their families, and surviving relatives like myself who know so little about what actually happened to their loved ones and what the conditions they lived and fought under were like. We would like to pursue whatever possibilities we can to help consolidate and preserve this information before it is thrown away or scattered all over by sale among a group of people who may have no personal interest in this historical information.

***Please bring your materials to Colorado Springs and share them with your friends and other members of the 99<sup>th</sup> BGHS who can appreciate this information and help preserve this information for generations to come.***

**To find out how you can help contact:**

**Gary T. Staffo, 6226 Garden Road, Springfield, VA 22152-1504**

**Phone: H 703-866-2023 or W 202-586-9577 e-mail: Gstaffo@gis.net**

### **99<sup>th</sup> Bomb Group Mini Reunion April 30 to May 4, 2003 at Daytona Beach, Florida**

It was another memory making event for the 40+ attendees who traveled to Daytona Beach, Florida for the 99<sup>th</sup> BGHS Mini Reunion hosted by Virginia and Mort Magee. The facilities located right on the beach allowed all attendees to walk out of the hospitality room and look out over the beach and the breaking waves, grab a little sunshine or watch the skies fill with color at sunset. The buffet style picnic just outside the hospitality room got the Mini Reunion off to a great start Wednesday afternoon. The hot dogs, hamburgers, baked beans, salads and all the fixings, including the cookies for desert were enjoyed by all as the conversation and stories mixed with laughter signaled that old, and new, friends were having a good time.



One of the highlights of this Mini Reunion was that many of the attendees brought with them their memories and memorabilia in many different forms from large scrapbooks, to single photos, and everything in between including some uniform squadron patches, articles from various papers highlighting WWII accomplishments, old and new books, and even a taped interview. This wealth of 99<sup>th</sup> BG historical information was of great interest to not only the attendees, but caught the attention of several young children who were vacationing in Daytona Beach and could not resist the opportunity to take part in this living history by sitting down with our members to ask questions about WWII and our members experiences.

The tour of the Daytona Beach Speedway was an event that everyone really enjoyed. If you have never been there be sure that you do not miss this during your next visit to Daytona Beach. The tour included a fascinating behind the scenes guided drive around the track which let you see and hear all about the history, how the track functions, what the purpose of each area is, and so much more. The steeply banked track requires a minimum speed of 80 miles per hour to keep a vehicle from sliding down. After you strap on your seat belt and the safety net is snapped shut on the open-air tour cart, the huge Dodge Ram truck tows you out and you will grab on tight when the driver accelerates onto the track and the banked track seems to hang over the top of your head. Before leaving the track we had an opportunity to visit the winners circle and as shown by this photo everyone had a smile of relief and camaraderie from the shared adventure. That was only the beginning as we left the track tour we headed into the entertainment facility where we saw a great Daytona 500 movie with a sound system that truly had the place



rocking! After the movie the group checked out the history and other fascinating exhibits about the track, the racers, the cars, the racing technology and the gift shop. Another highlight was the Daytona Dream Laps ride where you get the feel of being in the car as you get tossed around by the moving seats as you see and hear the track from the screen and speakers as you tear around the track in a simulated wild ride. The only thing we did not get a chance to do was to get a number of our WWII veterans into the Acceleration Alley Racecar simulator where they could have competed against each other to see who still had "the right stuff"! It was a great time and it was made even better when the 99<sup>th</sup> Bombardment Group was recognized at the facility and the announcement was broadcast over the public address system.



The good times never stopped as the next day we toured the Angell & Phelps Chocolate Factory. The owner (a former school teacher) broke us up into small groups in front of windows by each station of the chocolate making operation and we were all fascinated by the details of what it takes to hand make the commercial quantities and varieties of chocolate that Angell and Phelps produces year after year. This is a quaint operation that for many of us brought back the memories of the famous "I Love Lucy" episode where the homemade chocolates coming off the conveyor line are too much for Lucy to handle and soon the chocolate candies are being stuffed everywhere. Although the facility looked much the same, watching the skilled personnel making these delicious treats and sampling the product after the fact resulted in many happy shoppers who forgot about their diets and bought items for themselves or as gifts for others. Several of us took advantage of the adjoining restaurant and had an excellent, reasonably priced, lunch while some others only had ice cream or checked out some of the other shops nearby.

Unfortunately, all good things come to a close and for many the banquet on Saturday Night was bitter sweet as we all gathered around the tables to listen to the live music, past memories, eat a fine meal of prime rib or coconut shrimp and to share some words of thanks, inspiration, comradery and mirth from our 99<sup>th</sup> BGHS officers, hosts and attendees. Everyone was in agreement that these times together are too precious and too few, and that each of us must make the most of each opportunity. Our President Vince Bell exhorted the attendees to continue to share their history and to go back and look through their memoirs, memorabilia, records, photos, scrapbooks, etc. and share this material with the 99<sup>th</sup> BGHS to preserve our heritage for future generations. With that fond farewells were exchanged with the hopes that good health will keep company with each and that we would soon be together again at the Annual Reunion in Colorado Springs, CO in September 2003.

Editors Note: Our special "thank you" to Virginia and Mort Magee for being such gracious hosts once again. God Bless you both for your hospitality, patience, hard work, and persistence, which made this so special for so many attendees.

## Chaplain's Corner - Rev. Michael J. Bucci

Comrades, by the time you read this we will be at War with Iraq. I believe that most of you wish you were 50 or 60 years younger and could get after that person who calls himself the ruler of that country. I personally tried to go as a Chaplain but I was a few years too old to travel. We have another Adolph Hitler today and he has to be stopped. My church is officially against the war because of the many civilians that will die. I personally would have invaded the country months before we did. The peaceniks are stirring it up again. They have forgotten about 911 and if they would be called to fight they would run to Canada again. We have the most powerful democratic nation in the world, but with all the privileges we have, we also have obligations, and one is to lead our country to remove Saddam because he is a madman who needs to be eradicated before he causes more trouble in the world. Most of us (Democrats or Republicans) have to admit that what our President had to grapple with after he took office and 911 happened was the beginning of a new war on terrorism. Saddam must be made an example of what will happen to those who support our enemies or risk our future peace.

I keep praying for our young men and women that are overseas to come back safely to us, but we all know that we will lose some and that our "great allies (?)" like France and Germany will come to us when they need something. We saved France twice, beat the Germans twice and then rebuilt their economy twice (after WWII and again after reunification with East Germany), so we do not want or need their help. A group of 100,000 men with their arms raised above their heads is called the French Army and we all know why their uniform pants are colored brown! So let them stay home and fry their potatoes and drink their wine. We are proud of our men and women in service and I wish this had happened while the 99<sup>th</sup> was still overseas for we would have had no problem answering the call. Pray for them and be proud of them and welcome them with great attention and respect when come back home safely. I will miss you at the Mini Reunion in Daytona Beach as I am having my second knee replacement operation being done but I hope that with your prayers and God watching over me I will see you all this September in Colorado Springs for our Annual Reunion. May God Bless each and every one of you and your family with good health and may this war end soon and bring us peace.

EDITORS NOTE: This article arrived after we had gone to press for the Special March 2003 Newsletter, but I am sure that all of you can appreciate the content and the spirit with which it was written. Father Bucci did have his second knee surgery this year and his recovery was slowed down recently when he was involved in an auto accident while returning from early morning Mass services. Please keep him in your prayers for a speedy and full recovery so that we may be blessed with his company in Colorado Springs this September 17<sup>th</sup> -21<sup>st</sup>, 2003.

### In Memoriam

Lord, grant eternal rest and happiness to all the deceased members of our Group, and to their families the joy of their memories. Father Mike.

<i>Joseph H. Chance, Jr.</i>	346	05/02/03	<i>Brewster C. Adams</i>	347	04/06/03
<i>Donald E. Hatch</i>	348	03/16/03	<i>Stanford P. Herron</i>		03/05/03
<i>D. R. Black</i>	416	05/04/03	<i>Milton M. Houdashelt</i>	347	12/12/02
<i>Frank R. Ali</i>	346	?	<i>Morris Lefitz</i>	347	?

Editors Note: We appreciate all of the members who have been so kind to notify us by e-mail, letters, and phone of the passing of our 99<sup>th</sup> BG members. Please continue to do so. We especially appreciate those who have taken the extra effort to provide us with a copy of the Newspaper Obituary, photos, or additional information about the member and his times with the 99<sup>th</sup> BG. Unfortunately, in many cases if we try to include a copy of a copy of the Newspaper clipping it does not reproduce clearly enough for publication. We are working on a way to include more detailed information in future Newsletters.

## 99<sup>th</sup> BGHS Member Profile – Col. Norman K. Mainwaring



1st Lt. Norman K. Mainwaring

This is a story of a period in American history as I, Norman K. Mainwaring remember it.

I was born in 1922, a good year for development of steam engines, skyscrapers, bridges and railroads. Steam tractors and early gas engines were challenging mules and horses. I lived in the San Francisco Bay Area (actually Berkeley) and a nickel ride on the ferry boat would take you to 'San Francisco' where the trolley ride would take you to the Cliff House, Fort Point, Krisey Field or the Sutro Baths, (where seven separate salt water pools would supply a just right temperature by trial and error testing).

My first airplane flight was in a new Ford tri-motor plane owned by Std. Oil Co. of Calif., my Father's employer. The company allowed us to fly on a flight over Santa Cruz to drop roses at a Company function. Today, lawyers would recommend against the liability of having a six-year old passenger and even against dropping roses on a crowded boardwalk.

My next flight was at 16 in a Waco bi-plane with my friend Joe Bennett. For \$5 each we squeezed into the front seat and felt the elation of soaring over Alameda and landing all too soon.

The next summer I had my first real job as a 'wiper' in the engine room of a triple expansion steam tanker "The Miller". We sailed to Honolulu, Hilo, Willbridge (Portland, OR), Richmond, CA and El Segundo, CA. I spent three plus months of sailing and mind-numbing repetitive duties below decks in an overheated engine room. Although I had planned on a career in the Merchant Marine, and had acquired a working knowledge of navigation, I felt there was 'a better way to go'.

World War II came as a shock and I felt that I should volunteer for the Army Air Corps (in December 1941). Because cadet pilots had to be 20 or older, and I was 19, I was sent off to flight engineer school at Sheppard Field, Texas. However, before completing the course, the Cadet age was reduced to 19 and several hundred of us applied but only my friends Frank Luft, Bob Roe and I passed the written test (Frank and I are still friends). Bob 'washed out' of flight training as the Cadet's training was designed to expose faults under pressure. We survived under extremely competitive pressure and concentrated requirements that eliminated 75% of our classmates. Frank and I soloed early on and had time to experience the freedom of buzzing Texas farms and presenting impromptu air shows while our instructors were busy. After combat we never quite knew this innocent freedom from responsibility.

During this period my parents were living on the East Coast. My Father was supervising construction of several Standard Oil Tankers at Sun Shipyard. Our home in the Berkley Hills was rented to Amelia Earhart's Mother all during the war. She complained that Amelia's husband was not doing enough to locate Amelia and Frank Noonan (her navigator). One of my parent's trips took them to Greenville, Texas, where I was flying Vultee BT-13s. In Basic Training, my primary training was at Corsicana, Texas in Fairchild PT-19s. Wanting to impress them, I had them park near the almost deserted golf course. I made a low pass to identify them and then did an even lower pass and fast pull-up to avoid a low hill. The engine gasped and cut out, but luckily caught again in a small cloud of smoke before contact with the golf course. My parents were delighted but I realized that I had much to learn about flying. This was the last time I saw my Father alive. On the same trip my parents stopped in Los Angeles where they took Pauline Murphy to dinner. I hadn't seen Pauline for several years so was very happy to hear of their reactions.

My advanced training in the twin-engine Cessna UC-78s was interrupted with news of my Father's death in a tanker explosion at Richmond, CA. I flew home for the funeral and was comforted to see Pauline helping my Mother with details. After a short, one-week engagement, I convinced Pauline we should marry and return to Texas (Brooks Field) together. My Uncle served as Minister and our families arranged for a reception at the Claremont Hotel, Berkeley, and a one night honeymoon at the Leamington (Oakland) followed by a train ride (coach) to San Antonio, Texas.

After graduation we flew phase training at Hobbs, NM; Alamogordo, NM and Sumpter, SC before flying overseas from Mitchel Field, Long Island, NY. Pauline and I lived precariously but treasured every moment between flights and training duties. At Mitchel, we knew my next assignment would be overseas with parkas and polar gear issued for the trip to England by way of Gander Bay, Newfoundland. Several times we said goodbye only to have a delay for plane part replacements on our new B-24 Liberator. On the final day of departure we flew to altitude, opened our sealed orders and flew to Miami to turn in our parkas and receive jungle gear for our flight to Baringwin Field, Fort Alecea (?). From there we flew to Dakar, Africa (a strange arid land with short, thick trunk trees). In Dakar, during early morning 'take offs', we lost our plane to a C47 that blew a tire and swerved off the runway into our neat row of aircraft. We were fortunate to have been late clearing operations and were walking up to the plane at the time of the accident. All the B-24s plane crews stranded in Dakar for parts, descended on our plane with tools. I'm sure ours would never fly again, but it was a shock to have this mob attacking our plane.

We didn't know at the time, but inclement weather in England had stalled the 8<sup>th</sup> Air Force while better weather allowed the 15<sup>th</sup> Air Force based in Africa and Italy to attack the same European targets with slightly longer flights and significantly greater casualties (partly as a result of lack of long range fighter cover). We were the 15<sup>th</sup> Air Force replacements for the Air Crew's lost to enemy action in 1943 and in early 1944 and for Air Crews scheduled to rotate home after raids out of Africa.

We were welcomed into the 99<sup>th</sup> Bomb Group, 15<sup>th</sup> Air Force, flying B-17s from Tortorella Airfield near Foggia, Italy. This was an ex-Luftwaffe JU-88 field and we lived in tents half buried to protect us from night bombing missions. I was lucky to be checked out as 1<sup>st</sup> pilot early and was also lucky in not having to abort any missions (due in large part to dedicated ground crews who often worked all night to make planes flyable the next day).

I lost several windscreens to flack and 20mm cannons, several engines (which we were able to feather in time before complete loss of oil pressure), part of an elevator and a complete elevator trim tab.

I was wounded on two separate missions, but able to continue flying after short field hospital visits. During this period (first half of 1944) enemy fighters had a definite advantage as they would attack us on our way to targets, land, refuel, rearm, and attack us again on our return trips. German pilots in 109's and 190's were the most skillful, while Hungarian and Rumanian pilots were the most aggressive, some even colliding head-on with our formation (apparently misjudging the rate of closure). We encountered Italian Macchi 202's in number but none seemed eager to enter our 'ring of fire'. Once long-range P-51s joined our fray, the picture changed. By the summer of 1944, our fighters were strafing the refueling Luftwaffe fighters on the ground and some rendezvoused with us in the target areas.

We were still alone after the IP (initial point) and flew into black clouds of flack until 'bombs away' at which time our B-17s were transformed from 'beasts of burden' to diving, accelerating, homeward-bound vehicles.

Staying in formation was our key to safety as enemy fighters loved to attack 'strays'. Smoke and fuel leaks were also attractants, so you hurriedly looked for these problems. Mountain ranges always appeared higher than your crippled bird, but somehow valleys open up and the crew became very silent as we skimmed over. Landing with blown tires, no brakes and engines out, may be a problem, but none of us ever complained about 'how we got on the ground'.

Targets included: Fishamend Market, Austria; Gyor, Hungary; Ploesti (5), Rumania; Belgrade A/F, Yugoslavia; Venice Harbor, Italy; Wiener Neustadt, Austria; Piombino, Italy; Toulon, France; Varese, Italy; Brasov, Rumania; Bucharest, Rumania; German HQ Tarquino, Italy; Piacenza, Italy; Porto Marghera, Italy; Ferentino, Italy; Atzgersdorf, Vienna, Austria; Lyon, France; Bihac, Yugoslavia;

### Berkeley Airman Wins Silver Star

15TH AAF IN ITALY—First Lt. Norman K. Mainwaring, 21, of 425 Kentucky Ave., has been awarded the Silver Star for gallantry in action as a B-17 Flying Fortress pilot during an attack on oil refineries at Ploesti, Rumania, June 23.

The youthful pilot earlier received an Oak Leaf Cluster to the Purple Heart for wounds suffered when his windshield was shattered by flak on the Ploesti mission. In addition he holds the Distinguished Flying Cross and the Purple Heart for similar circumstances in another mission. It will be his third Purple Heart. He was shot in front of him in the course of 50 missions flown with the 15th AAF.

Mainwaring, whose wife Pauline lives in Berkeley, was cited for the Silver Star for his actions after he himself was wounded and his plane severely damaged by a wall of flak. His citation recorded that in addition to his own difficulties he "went to the aid of another crippled bomber and kept hostile aircraft from the area until friendly fighters appeared. In spite of the almost unflappable condition of his aircraft, he skillfully brought it through for a safe landing at his home base."

Avignon, France; Wollersdorf Wiener Neustadt, Austria; Debrecen, Hungary; Galati, Rumania; Focsani, Rumania; Budapest, Hungary; Modena, Italy; Vinkovci, Yugoslavia; Bergamo, Italy; and Munich, Germany. One mission involved a scheduled stay in Poltava, Russia.

During my tour of duty with the 99<sup>th</sup> Bomb Group, I was awarded the Purple Heart with cluster, Silver Star, Distinguished Flying Cross, and Air Medal with eight clusters and a Russian medal commemorating our assistance in "the Great Patriotic War". On a mission to Ploesti on June 23, 1944, our plane was severely damaged on the bomb run and had to leave the formation. We flew with stragglers from other groups. One aircraft exploded just after it's crew bailed out. David Kingsley of the 97<sup>th</sup> BG did not get out before the explosion. He was awarded the Medal of Honor posthumously. I was awarded the Silver Star.

At the end of my tour of duty in Italy, I was assigned to Instrument Flight School in Bryan, Texas, then to Pecos, Texas instructing in UC-78s, then to Long Beach ATC 556<sup>th</sup> AAF as Instrument Check Pilot in C47s; Keesler Field, Biloxi, MS in B-25s then Langley Field 363<sup>rd</sup> Recon Group flying A-26s; Then to Shaw Field at Sumter, SC, as Group Instrument Instructor flying P-51s. My last assignment was to fly F-94 in all-weather interceptor group in Alaska (Dew Line) with no family housing provided. Since our first son was born at this time and the war had formally ended, I chose to leave the service and joined Standard Oil Co. of Calif. (later Chevron) for a 39 year career in San Francisco, Coos Bay and Southern Oregon.

After retirement an old friend, Bob Cuffel and I built an N-3 Pup (similar to J-3 Cub) Ultralight. We flew most early mornings for ten years and some 300 hours although we both experienced unscheduled landings. Our family was supportive in this project. My wife of 50 years was patient, helped make some aircraft parts and was there to video my very first test flight and my very last goodbye, as I parted with the disassembled plane (disassembled to avoid liability).

I feel that I lived an exciting time and witnessed great technical developments. I am proud of the teamwork and dedication of my generation.

## MARK YOUR CALENDARS!

### *The 99<sup>th</sup> BGHS Annual Reunion September 17<sup>th</sup> - 21<sup>st</sup>, 2003 Colorado Springs, CO*

Complete registration forms and details are provided in this newsletter. Don't wait get it done now!

**Radisson Hotel North, 8110 North Academy Blvd., Colorado Springs, CO 80920**  
**Phone: 1-719-598-5770 or Reservations at 1-800-333-3333**

There are 75 rooms held for the 99<sup>th</sup> Bomb Group at a rate of \$79.00 per night (\$84.00 with tax) or to include breakfast \$85.64 per night. Reservations must be received by August 17, 2003 in order to insure room availability at the group rate. Indicate you are with the 99<sup>th</sup> Bomb Group. There are 4 or 5 restaurants within walking distance of the Hotel. Our host will be: Robert J. Bacher, 692 N. Abbe Rd., Elyria, OH 44035-3044 Bob can be contacted directly at 440-365-3023.

**FUTURE REUNION PLANNING COMMITTEE** - If you are interested in being a host, would like to help, or have something to contribute please contact the Committee Co-Chairs:

Jules Horowitz, 3507Oaks Way #911, Pompano Beach, FL 33069-5356 Phone: 954-973-1677  
 e-mail: JHor9@comcast.net

Denzel "Arkie" Clark, 10506 Estate Lane, Dallas, TX 75238-2213 Phone: 214-348-2723

They are the focal point for members to help with the coordination, site selection, and gathering of information to help the 99<sup>th</sup> BGHS make it happen. We have already heard from several members who would like to see a mini-reunion in the Washington DC area in May 2004 as part of the National WWII reunion to celebrate the dedication and opening of the United States WWII monument on the mall.

## On the Home Front

George Hilton, Jr. an Associate Member sent me this story and recipe that was shipped to Sgt. Thomas E. Booth, 39683128, mechanic assigned to the 347<sup>th</sup>. Mrs. Booth sent her son, Tom this cake from American Falls, Idaho and taking about 3 weeks to arrive in Africa. It was always a very special treat that Tom would slice very thin and share with the guys in his tent. It was said to be one of the few delicacies they enjoyed. The cake was shipped in its baking pan and Guy Creswell, sheet medallist, would make popcorn poppers and other useful appliances out of the pans. Tom passed away in the late 1950's of a heart attack and this recipe was given to George Hilton, Jr.'s Mother and Dad. Tom Booth and George Hilton, Sr. were both ground crew on Cotton Eyed Joe in Africa.



Tom Booth at Shepard Field

### Mrs. Booth's Applesauce Cake

1 cup shortening	1 tsp. salt
2 cups sugar	4 cups all-purpose flour
3 cups applesauce	4 tsp. baking soda (dissolved in 1/4 cup applesauce)
2 tsp. cinnamon	1 cup raisins
1 tsp. cloves	1 cup chopped nuts

Mix shortening and sugar together well. Mix in applesauce (all but 1/4 cup for the baking soda), cinnamon, cloves and salt. Stir in 1 cup of flour, then add baking soda in applesauce. Add remaining flour, mix well. Stir in raisins and chopped nuts. Preheat oven to 325 degrees, bake in a large loaf pan for 1 hour 15 min. at 325 degrees, plus 15 min. at 300 degrees. It may take longer; let it cool in the pan. For a more festive look may also be baked in a bundt pan and frosted with a powdered sugar icing when cool. It is very delicious, I baked it for Jerry's mother's 93<sup>rd</sup> birthday, and it was a wonderful addition to the festivities.

I received a number of recipes from people at the Mini in Daytona Beach; thank all of you so much, look for them in future issues. This one is from our hostess at Daytona Beach, Virginia Magee. She calls it yummy and it certainly is, I would only change one thing and that is to make a double recipe because it was eaten up soooo quickly. Thank you so much Virginia.

### Virginia Magee's YUMMY Hot Fudge Sauce

2 squares (oz) unsweetened chocolate  
 1/2 cup margarine or butter  
 2 cups confectioners' sugar  
 1 can (5 oz.) evaporated milk  
 1 tsp. vanilla

Slowly melt chocolate and butter in heavy saucepan. Remove from heat, add sugar and milk alternately. Stir until smooth. Return to heat and simmer for 8-10 minutes, add vanilla. Makes 2 cups. Can be stored in the refrigerator for several weeks, can reheat over hot water or in microwave. Delicious over ice cream or toasted pound cake. I would add that if you are a microwave cook, it was very easy to cook using low power, just watch it carefully. Also is great on strawberries and many other fruits. Enjoy.





Ed Moore's Crew - 1944

347th Sq. 99th BG

Art Knipp

Ed Moore

Tom Gamm

**Membership Directory and Records Being Updated – PLEASE HELP!**

We continue to update the Membership Directory and the 99<sup>th</sup> BGHS Records to update our new computer database so that we might better serve and respond to our membership needs and inquiries we receive about 99<sup>th</sup> BG personnel. With an updated computer database we will be able to efficiently and promptly keep our Newsletter mailing list current, ensure annual dues are properly recorded, and respond to your letters and those written by others seeking long lost 99<sup>th</sup> BG crew members and friends. **PLEASE COMPLETE AND MAIL CHANGES TO:**

**Jerry Buckingham, 99<sup>th</sup> BGHS Treasurer,  
20 Flathead Drive,  
Cherokee Village, AR 72529-1805** e-mail: [JABuck@centurytel.net](mailto:JABuck@centurytel.net)

99<sup>th</sup> Bomb Group Historical Society  
**Membership Application/Address Change**

Name: \_\_\_\_\_ Squadron: **346 347 348 416** (circle)  
 Address: \_\_\_\_\_ Dates in 99<sup>th</sup>: \_\_\_\_\_  
 City, State, Zip: \_\_\_\_\_ Phone: \_\_\_\_\_  
 E-mail: \_\_\_\_\_

Membership Class – Check one of the following:

- \_\_\_\_\_ Member (A veteran or member of the Armed Forces)  
 \_\_\_\_\_ Associate (Related to Member (circle one): Spouse, Brother, Widow, Other)

Member name: \_\_\_\_\_

Check one of the following:

- \_\_\_\_\_ Address Change  
 \_\_\_\_\_ Membership Application Date Completed: \_\_\_\_\_

**REMINDER: Annual dues \$15 per calendar year payable January 1<sup>st</sup> each year**

**PLEASE COMPLETE AND MAIL TO:**

**Jerry Buckingham  
99<sup>th</sup> BGHS Treasurer  
20 Flathead Drive  
Cherokee Village, AR 72529-1805  
[JABuck@centurytel.net](mailto:JABuck@centurytel.net)**

## In Search of .....

"In Search of ....." is a column dedicated to members of the 99<sup>th</sup> Bombardment Group and friends, families, and others trying to find information about loved ones or the history of the 99<sup>th</sup> BG. If you know anything about the individuals named below, or information requested, please take a minute to get in touch with the point of contact. If for any reason you would prefer to do this anonymously or have your name withheld, contact the Newsletter Editor to forward the information without reference to the source.

**99<sup>th</sup> BG Musicians & Anthony Bella** – Eddie May was discharged from the 347<sup>th</sup> BS, 15<sup>th</sup> AF, 99<sup>th</sup> BG, and served with the 351<sup>st</sup> Service Squadron in Europe from Oct 42 to Oct 45. I played Drums with a small group in Foggia, Italy and I would like to hear from any musicians. After the War I flew home in a B17 piloted by Anthony Bella from Chicago and we stopped in Africa to change #3 engine and landed in Homestead, Florida. Contact: Eddie May, 815 E. 52<sup>nd</sup> St. N., Tulsa, OK 74126, Phone: 918-425-6430

**Paul H. (Tubby) Gaunt** - Warrant Officer pilot, served in 37 and 70 squadrons, Tortorella, Foggia, Italy, from August 1944 to March 1945 flying Wellington Bombers on bombing and staffing raids over the Balkans including many container drops to Titos Partisans. It was on one of these supply missions that he iced up and crash landed in Croatian territory near to Gerovo in the Gorski Kotar region approximately 70 miles north east of Reika, formerly Fiume, on the adriatic coast. He survived with his crew - SGT Scanlow D. (Dave) Nav., SGT Sandell M. (Scats) B/AM, SGT Mamellin J. (Mac) W/OP, SGT Hazeldin F. (Geordie) R/GNR - who were saved by the Partisans. However, he was to die of cancer at the young age of 59. Talking to his crew they have told me about his many American friends he met on his invitation to the PX. I should like to hear from anyone who may have befriended my father. Also I am looking for photographs of Tortorella base, personnel, aircraft and living quarters. Contact: Paul Gaunt, The Barn Lodge Farm, Great North Road, Stretton, Rutland England LE15 7QT. Phone: UK 01780 410544 e-mail: C/O [jane.wright2@ntlworld.com](mailto:jane.wright2@ntlworld.com)

**Pola, Yugoslavia Missions** - Raul Marsetic works as a researcher at the History Reseach Center in Rovigno in Istria (today within the Republic of Croatia, but until 1945 a part of Italy) on the bombing that targeted Pola (01/09/44, 02/25/44, ?) during the years 1944 and 1945. He would appreciate hearing from anyone who flew on any of these missions and would be willing to share any information they have from personal experience or other sources. Contact: Raul Marsetic, 52212 Fasana-Fazana, F.lli Ilic 23, Istria-Istra, Croatia Phone: 052/521580, cell: 0038598849669 e-mail: [raul.marsetic@pu.hinet.hr](mailto:raul.marsetic@pu.hinet.hr)

**Sherwood Ruster** – Crew member of "Slipstream" 99th BG, 347th BS, Aircraft B-17G #423209 that crashed near Bruenn while bombing the German Oil Refinery at Oderthal on Dec. 18, 1944 on it's 90th mission. Other crew members with my cousin were Randolph, Mansella, Massey, Penson, Anton, Bergman, Davis and Lary. The Missing Air Crew Report (MACR) was MACR 10635. Sherry (Sherwood Ruster) was a prisoner at Stalag Luft 1 at Barth. He was reported killed in action to my Grandparents in Muskegon but later short wave messages reported he was a prisoner. He grew up in Muskegon Michigan and was trained and married at the Post in Dyersburg, TN at age 20 in 1944. After the War he was a commercial pilot out of Florida and may have lived in Ajijic, Mexico a few years ago but I don't know if that was a seasonal home or permanent. Contact: Joan Bensley, 12551 Craker Rd. Northport, MI 49670 Phone: 231 386 7726 e-mail: [l.bensley@cmich.edu](mailto:l.bensley@cmich.edu)

**Saving the Legacy** - The University of Utah--American West Center (AWC) has the "Saving the Legacy" project where WWII veterans are interviewed and their stories preserved in the Universities special collections department. They would like to interview more members of the Army Air Corps. Contact: Ben Bahlmann or Walter Erickson, University of Utah, American West Center, 1901 E. South Campus, Rm. 1023 Salt Lake City, UT 84112 Phone: 801-581-7611 e-mail: [bahlmann@amwest.utah.edu](mailto:bahlmann@amwest.utah.edu) or checkout the website for more information: <http://www.amwest.utah.edu/legacy.htm>

IF YOU HAVEN'T ATTENDED A RINGO OR MURGE FAGONS SESSION, GIVE IT A TRY. OFFICERS ARE ALWAYS WELCOME TO THESE WEEKLY SQUADRON ACTIVITIES IN THE CLUBS OR MESSSES

1944 COMPLEMENTS OF THE CHAPLAIN							1944 SPECIAL SERVICES						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
							9	10	11	12	13	14	15
							16	17	18	19	20	21	22
							23	24	25	26	27	28	29
							30	31					

PROTESTANT SERVICES	CATHOLIC SERVICES	JEWISH SERVICES
0000	0000	0000
1		

99<sup>th</sup> BOMB GROUP HISTORICAL SOCIETY REUNION  
RADISSON INN COLORADO SPRINGS NORTH  
8110 North Academy Boulevard Colorado Springs, Colorado 80920  
Telephone ( 719 ) 598 - 5770 or Fax ( 719 ) 598- 3434  
SEPTEMBER 17---21 2003

RATES : \$ 79.00 with tax \$ 85.64, Includes FREE Breakfast  
6:30 AM- 9:00 AM / FREE Transportation TO and  
FROM Airport.

NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_

ARRIVAL DATE: \_\_\_\_\_ ARRIVAL TIME \_\_\_\_\_ Numbers of  
Nights \_\_\_\_\_ Rooms requires \_\_\_\_\_ Adults \_\_\_\_\_ Children \_\_\_\_\_

SMOKING: \_\_\_\_\_ NON SMOKING: \_\_\_\_\_ One King Bed \_\_\_\_\_ TWO  
double beds \_\_\_\_\_ Handicap Acessible \_\_\_\_\_

One day Deposit require : American Express, Master Card, VISA, Discover  
Card., Diners Club, or Personal Check.

Card Number: \_\_\_\_\_ Exp. Date: \_\_\_\_\_

Signature \_\_\_\_\_

Check In Time 4:00 P.M. Check Out Time 12:00 Noon

**DRIVING DIRECTION:**  
FROM I-25 TURN SOUTH AT EXIT 150 ACADEMY BLVD  
LOCATED WEST SIDE OF ACADEMY BLVD

REUNION  
99<sup>th</sup> BOMB GROUP HISTORICAL SOCIETY  
SEPTEMBER 17<sup>th</sup> to 21<sup>st</sup> 2003

WEDNESDAY 17<sup>th</sup> REGISTRATION & HOSPITALITY ROOM  
COST per PERSON \$15.00 Number Attending \_\_\_\_\_ Total \_\_\_\_\_

THURSDAY 18<sup>th</sup> Maybe a visit to AIR FORCE ACADEMY ( IRAQ & Terrorism no  
Approval yet ) We will go to the Garden of the Gods and visit the Trading  
Post . If we get approval from AFA will have lunch there.  
Cost Per Person \$35.00 Num. Att. \_\_\_\_\_ Total \_\_\_\_\_

FRIDAY 19<sup>th</sup> Board of Directors Meeting 9:30 A.M. 12 Noon Business Lunch at the  
Hotel. After lunch Board of Directors meet again at 1:30 P.M.  
Cost Per Person \$ 15.00 Num. Att. \_\_\_\_\_ Total \_\_\_\_\_

FRIDAY 19<sup>th</sup> Evening 5:30 till 10:30 trip to the Flying W Ranch for BAR-B- QUE a Stage  
Show, and a Tour of a Authentic Western Town Beef or Chicken & Fixing.  
Cost Per Person \$40.00 Num. Att. \_\_\_\_\_ Total \_\_\_\_\_

SATURDAY 20<sup>th</sup> A Tour of a Gold Camp " Cripple Creek" Enjoy the view of the Rockies. Tour  
A Three story County Historical and Mining Museum. Then to the Double  
Eagle Hotel & Casino Food & Drinks and gaming if so desire. Depart at 9 A.M.  
Arrive back at 3 P.M. Cost Per Person \$ 30.00 Num. Att. \_\_\_\_\_ Total \_\_\_\_\_

SATURDAY 20<sup>th</sup> BANQUET at the Radisson Hotel Cost \$25.00 PP # Att \_\_\_\_\_ -Total \_\_\_\_\_  
Total COST \_\_\_\_\_

YOUR NAME \_\_\_\_\_ Companion \_\_\_\_\_  
ADDRESS \_\_\_\_\_ PH. \_\_\_\_\_, SQUAD \_\_\_\_\_  
Send Check To: ROBERT J. BACHER 692 N. ABBE RD. ELYRIA, OH 44035-3044  
Ph. (440) 365-3023 PLEASE SEND EARLY!!!! If Extra Guest let me know please.

Luncheon : Salad , London Boil, Bake potato. Veg? ,dessert Apple Strudle  
Banquet: Open Bar, Salad , New York strip steak . Bake Potato Veg? Chocolate Mousse

The 99<sup>th</sup> Bombardment Group Historical Society  
Gary T. Staffo, Newsletter Editor  
6226 Garden Road  
Springfield, VA 22152-1504

NON PROFIT ORG  
US POSTAGE  
PAID  
SPRINGFIELD VA  
PERMIT NO 231

E-mail: [Gstaffo@gis.net](mailto:Gstaffo@gis.net)

## JULY EDITION CONTENTS

Presidents Message - Vincent A. Bell

Note From The Editor – Help Save Our 99<sup>th</sup> Bombardment Group History

***99<sup>th</sup> BGHS Mini-Reunion April 30<sup>th</sup> – May 4<sup>th</sup>, 2003 Daytona Beach, FL!***

Chaplain's Corner – Rev. Michael J. Bucci

99<sup>th</sup> BGHS Member Profile – Col. Norman K. Mainwaring

On the Home Front – Amy Buckingham

Ed Moore's Crew 1944 - Can You Help Us With the Missing Crew Names? 347<sup>th</sup> BS

Membership Application/Address Change

99<sup>th</sup> BG July 1944 Calendar

In Search of .....

***99<sup>th</sup> BGHS Annual Reunion September 17<sup>th</sup> –21<sup>st</sup>, 2003 Colorado Springs, CO  
PLEASE Don't Wait, Send your Registration Forms In NOW!***