



THE 99th Bomb Group Historical Society



Newsletter Vol. 5, No. 5

Sep. 1, 1985

SOCIETY OFFICERS

President, Joe Chance
Treasurer, Walter Butler
Chaplain, Harvey Jennings

VICE-PRESIDENT, Lew Boatwright
Historian, George F. Coen
Editor, George F. Coen

THE PRESIDENT'S CORNER

Greetings from your Ex-President!

General Uppie sent his personal regards and best wishes for a great reunion in Seattle. Bill Billingsly showed video tapes of Uppie and Betty in their home and in turn made video tapes of our members to be shown to Uppie upon their return to PA. Uppie we all wish you the best of health and are looking forward to seeing you in DAYTON in 1986.

Our GALA reunion in Seattle was a great success! I'm informed that 340 members and spouses attended. Everyone had a BALL. The day at Boeing viewing the B-17 brought back many memories (you saw it on TV). Minutes of our meeting will be published so if you were not there you will know what happened. This was for our own 99th BG members-there were also 22 other B-17 Groups in attendance.

After three years as your President I have resigned. I gave my resignation to our members at the membership meeting Saturday June 27th. I thank each one for your support and backing. Joe Chance was elected to be President for the coming year and the other officers were re-elected to their respective offices. Please give these your support.. You have a good group of officers.

I will take a moment to recap some of the events since I took office. In May 1982 we had some 275 members-now we have over 600-a great increase (thanks to George and members telling others). We have also had three very successful reunions. In 1983 Tom Gamm hosted 125 members in Albuquerque. In 1984 Jim Flex hosted 182 members in Houston. This year Joe Chance via long distance from Detroit with the special assistance of MARY BANNICK of Seattle hosted a group of some 340. Thanks to each of you for your efforts. You do not know this-but now you do. The last week of June I flew to Seattle and met with Mary Bannick and the HYATT management and planned the menus for our meetings and made other arrangements to assure a smooth flowing event. As I see it the meeting was a great success! I will now inform you that in my three years in office I have not been reimbursed for a single penny of monies that I expended in conducting the office of President-including the trip to Seattle in June. This has been a labor of love. The trip to Seattle was at Joe Chance's request.

As I leave office the meetings for the next two years are set. Jim Sopp is on GO with his committee for our meeting and dedication of the Memorial to the 99th Bombardment Group (Heavy) in June 1986. at the Air Force Museum in Dayton, Ohio. Wilbur Dixon called me and volunteered to host our 1987 reunion in Dallas (Big D) Texas. Wilbur is also a go-getter and will HOST a great event. Please attend each one. As I see it Joe Chance has a clear sail and a lot of pre-planning already accomplished. I ask that you give him your complete support.

When Walter Butler gave his financial report to our members of a balance of just over \$400.00 there was a spontaneous response from the members who immediately contributed over \$1000.00 to keep the newsletter going out. THANKS! The members also voted to increase the annual dues to \$15.00 beginning in January 1986. This is not a big increase but it should provide funds to keep the newsletter going your way.

Now a word about the memorial-the response from our members was not as great as we had hoped or expected. Tom Gamm reported at our meeting that he had banked about \$5000.00-not enough! Jim Sopp after having contacted monument companies says that we need about \$8000.00 at least. He also presented some general conceptional designs of what a memorial to the 99th BG might look like. The membership voted to appoint a committee to come up with a design and the detailed information that is to be engraved or put on plaques. Jim Sopp was elected to chair the committee. He will keep you informed as plans develop.

My wife, Doris, asked that I take one of my water color paintings to Seattle and sell tickets or chances on it and draw the winning ticket at our Banquet on Sat, night. I carried a scene that I had done of the Atlantic Ocean off Nags Head NC. She sold \$276 in tickets which was added to the memorial fund. Dorothy Wrentmore, the widow of Ernest and very active in our organization since the death of her husband, agreed to draw the ticket to award the painting. She drew the name of Leon Estes from Texas. Dorothy has been an artist all of her life and has had exhibits through the USA. She said that she might bring one of her works to the Dayton reunion and sell chances as I did. Dorothy please do it and Doris and I will buy the first tickets. With cash from the painting, cash donated and Checks turned in -there is now about \$5900.00 in the memorial fund. Thanks to those who contributed, To you who have not sent in your contribution-PLEASE DO SO NOW! If Norman Lee Barr III, a college student, and my neighbor, Kent Nowlin, can each make a generous contribution I'm sure you can also. At anyrate it is to each of you that the memorial will be dedicated-WHY NOT SUPPORT IT!

Doris and I have spent the past week (immediately after our return from Seattle) at our house in the mountains near Taos, New Mexico enjoying the mountain air, a little golf, relaxing, etc. The time there gave me time to relax and think. I will now give you the benefit of my thinking as it relates to our organization. To keep us active, growing, and improving our service to the membership we need to rotate the members on the Board of Directors. New members can bring in new ideas, thoughts, proposals for action, etc. Also we need to keep a certain element of expertise, knowledge, and experience on our current activities and future courses of action. In Seattle one new member, Dick Dempsey, was nominated to be a member on the Board. He was not elected because some members on the Board that had completed their four year term of office decided that even though they had not contributed a lot, there was a certain amount of prestige that went with the office and they wanted to hold their prestigious seats. The impasse was solved with a motion that all outgoing Board members be elected and that Dick Dempsey fill any vacancy that might come up in the coming year.

My thanks to CAROL RIZZO, a young writer, for her briefing to the members of the Board on her research activities at Maxwell AFB and at March AFB. Also to George Coen for his great efforts in securing members and getting out the newsletter. To Joe Kenney, as Secretary, for his record keeping and recommendations. To Walter Butler for his consistent financial accounting and support. To Joe Chance, for acting as Host for our Seattle reunion. And especially to MARY BANNICK for work above and beyond the call of duty in assisting Joe at our Seattle meeting. To Tom Gamm and Harvey Jennings for keeping the liquid assets flowing for our pleasure. I look forward with a great deal of satisfaction to our next meetings with Jim Sopp, in Dayton OH and with Wilbur Dixon, in Dallas, TX. And a great THANKS to Petter Rabini and Terry Clever of the HYATT SEATTLE for their support and great service, and the good food. Thanks everyone! This is not BYE because I'll see you next year.

Bernie

FROM THE VEEP

THE 1985 REUNION AT SEATTLE WA
by V. P. Lew Boatwright

Headquarters for the fifth reunion of the 99th BGHS was the Hyatt/Sea Tac Hotel, 25 - 28 July 1985. Chairman Joe Chance had everything well organized. Registration went smoothly and the hosts in the hospitality room made sure all were properly welcomed. The usual "dreary" Seattle weather cooperated, no fog, no rain, and bright sunshine every day pushed temperature into the eighties.

The Boeing Aircraft Company was celebrating the fiftieth anniversary of the B-17 and planned for more than fifty thousand people during the three day weekend. Friday, July 26th, was Veteran's Day which began with chartered bus pickups from about twenty hotels. The morning hours were spent touring aircraft displays on the flight line and the Boeing Museum of Flight. Among the aircraft on display were three B-17's - Sentimental Journey (a "G" owned by the Confederate Air Force), an "F" recently acquired by the Boeing Museum of Flight and another "F" in WWII camouflage paint. I was most surprised to see a pre-WWII P-12 (does anyone remember this "firstline" fighter)? There were several on Kelly AAF at the time Bernie Barr and I were finishing flight training. Compare this 150-knot "wonder" with the mach-2 F-15 which was also on display.

Boeing provided a free box lunch to more than five thousand of us (this was like feeding the multitude in biblical times, except we had fried chicken). There were twenty-six bomb groups holding reunions plus the 7th Ferry Group, 15th AF Assn., and the WASPs.

Afternoon ceremonies began with music by the McChord AFB Band and then the singing of the National Anthem. There were brief welcoming speeches by Boeing Dignitaries including Mr. T. A. Wilson, Chairman of the Board. Mr. Edward C. Wells, B-17 Chief Engineer, (now a retired senior V. P.) gave an interesting account of development of the B-17. General Curtis LeMay, USAF-Ret., was the featured speaker. He urged the Veterans to educate their Congressmen about the necessity of a strong national defense required to preserve peace. A very special treat was the aircraft fly-bys lead by the B-17's with top cover provided by WWII fighters. After a cheese and wine party, we were bussed back to the hotel. The 99'ers then boarded chartered buses for a harbor tour and salmon dinner on Blake Island.

The annual membership meeting of the 99th BGHS was called to order following lunch on Saturday, 27 July, by President Bernie Barr. The treasurer reported that cash on hand was only enough to publish half of the usual newsletter. Breadbaskets were passed and sufficient donations were collected to solve that problem. A motion was made to raise the annual dues to \$15.00 effective 1 Jan. 1986. It was seconded and passed. Bernie Barr announced that he was resigning the position of President after this reunion. The entire membership responded with a vote of thanks for his dedicated service during the past three years. A report of the nominating committee was received and the group reelected directors Coen, Greathouse, Kenney, and Yarina for another term.

Jim Sopp reported on plans for the sixth reunion to be held in Dayton, Ohio, 26 - 29 June 1986. He recommended reunion headquarters be at the Dayton Marriott, 1414 South Patterson Blvd., Dayton, Ohio, 45409.

Dear George;

I'm glad you found me.

Bruce B. Borman
P.O.Box 1388
Evergreen, Colorado 80439

Vol 4 No 3 references to Maj. Daniel V. MacDonald, the B. C. English crew and others started me digging for some long stored notes and records of my own. I remember quite well the day the English crew did not return.

I joined the Plummer Provisional Group at Pendelton A.A.B. in late June 1943. I was assigned to the W. Kietzer crew as co-pilot just prior to the groups departure for Grand Island, Neb. The other crew members were F.W.Schweke Nav., P.Capobianco Bomb., W.Keeley Flt Eng., T.Noakes Radio, Sigmond Ball Turret, J.Genisio Waist Gunner (K.I.A. Jan. 28, 1944 on 50th), Shipley W.G., Fischer T.G.. We arrived at the 99th while the group was still stationed near Constantine Algeria. Lt Col. Orance was Sq. C.O. at that time. Mac replaced him when he was rotated.

I am enclosing a copy of a little diary I kept while flying with the 416th B.Sq. which records dates, targets, and brief comments on some of my 50 missions.

I have some excellent bomb strike photos of several target areas including the August 17, 1943 mission to Istres LeTube a/d in southern France. This was our first sortie into that area and we caught them sleeping. Dropped frags and destroyed a significant number of aircraft on the ground that day. Other photos of Rome m/y, Bologna m/y, Pisa a/d (target of opp. as bombs hung up on primary target the m/y), city of Foggia, and a bombs away photo over the harbour at Toulon, France.

The October 24, 1943 mission to Wiener Neustadt mentioned by Hans-Heiri Stapher was staged from an airfield in Scicily. We left the base in Tunisia late afternoon on Oct 23. Loaded bombs and topped off the gas tanks that evening at the Scicilian field and then spent a rather cold uncomfortable night sleeping in our flight gear either on the ground or in the planes. Departed the next morning on the actual mission. I remember I had about 2 cartons of cigarettes stashed in various pockets just in case. According to my notes bombs were not dropped on the target that day due to an undercast.

Regarding Larry Cortisi's request for information on the January 29th mission to the Udine-Villaroba a/d's. I flew my 50th on the 28th of Jan. 1944 to Aviano a/d which is in the Udine-Villaorba sector. We were jumped by fighters after leaving the target. My notes do describe that day. I kept the target map from that day. It shows the Udine-Villaorba fields as well. That map was one of several items I sent to the 15th A.F. Association Historical Society Museum and should be available to Larry if he wants it.

Major MacDonald and I returned to the States together, met later at the Repl Depot in Santa Monica and drove from there to Galveston A.A.B. where we shared quarters for a brief time. Mac left for B-29 school and I went to Lockbourne Field Ohio for an Instructors Indoctrination School. I believe it was in 1963 or 64 while in Spokane, Wash. on a business trip I read Macs obituary in the Spokane paper.

After finishing the I.I.S. at Lockbourne I was assigned to a special project at the Flight Test Base, Muroc, California. Spent August thru December 1944 doing high altitude bombalistic testing. Actually got a B-17 to 41,00 feet before blowing the supercharger buckets in two engines. From there I went to Rapid City A.A.B. where I picked up another crew and on to the 384th B.G, 8th A.F. stationed at Kettering, England. Was later stationed at the Istres LeTube airfield in Southern France that we bombed in 1943.

If you have not established contact with Ernest Baldwin who was S-2 officer of the 416th B.Sq. he is now a Federal Judge in Salt Lake City. I called his home from the airport in Salt Lake about three years ago. He was out but I did have a nice visit with a very charming Mrs. Baldwin.

The enclosed picture is of then Col Fay Upthegrove. He distributed these at the time of his farewell talk to the officers of the 99th B.G.. As I recall he made some very impressive remarks relative to the future of our country and the potential influence of all who fought in the war. I came away very impressed.

Thanks for the effort you all have put forth. I am sure that those you have contacted are most appreciative.



God bless you all,
Bruce Borman



Dec. 1983

Dear George and Bernie-

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

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

Anyway Gen Atkinson listened to their story and they swore the planes hadnt been harmed with thermite being dropped in the cowlings etc. As our planes were about to take off on the daily Mission Gen A told the Sgt that we would line up and watch the planes becoming airborne and if any one had trouble He would shoot the Sgt on the spot. He meant it too and the poor Sgt, trembling in his boots, had to watch ~~to watch~~ the take off one by one until he was in the clear. After the takeoff the prisoners were taken off for further interrogation and shipped to the soft life of a prisoner in the USA.

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

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

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

Gen. Upthegrove

Sincerely,

Gen Upthegrove



There was a near tragedy at the Seattle Reunion when a boy who was unable to swim lost his hold on the pool rim. Noticing the unconscious lad under the water, Brad Whitmore, son of our own Warren Whitmore, dived into the pool, and brought the limp boy out onto the pool side. Brad went to work with him right away with CPR. The boy was brought back to life and was taken away by ambulance to the hospital to be checked out. Our compliments to Brad and to Warren and Mrs. Whitmore. geo



2800 S. Ocean Blvd.8-A
Boca Raton, FL, 33432
6 November 1984

Dear George,

As one of my time's great procrastinators, you can understand that I had my reputation to protect in not getting this off to you much earlier. First there was the Fourth of July parade, then the boat trip plans, the possibility that you might be incommunicado somewhere on the Pacific Crest Trail, Christmas shopping, etc.---that's how it goes with this talent.(You may prefer to read "affliction" in this case).

Anyway, what brings this all on is my browsing through an old Newsletter mentioning Cortesi's book "Target: Daimler-Benz" which got me back into some of my scetchy records and photos, and a couple of contradictions. I'm really nota nitpicker by natural calling, but in the interest of historical accuracy I felt I should bring up these several: Was the Daimler-Benz complex really a target of the Fifteenth AF twice in March 1945? My info and the mission log of the 99th BG would indicate that it was just once, on mission #368 of 24 March 1945. I only remember one mission to Berlin and the reason I recall that one so well is because we had to have the right kind of weather combinations of enroute clear skies (for a long, slow climb to altitude) and favorable winds aloft to get there and hope to get back. Also it was the only one I can remember getting kissed before debriefing!

I am enclosing some fairly poor reproductions of a photo of the 5th Wing Mission Board and the 99th's Weekly and several other pictures you may find of interest. For a guy who claims not to find nitpicking his real bag, I appear to have gone to some lengths to prove that if the mission of 24 March 1945 is the subject, the group leader was miss-identified. I can only plead an interest in historical accuracy, I guess, and knowing that this is one of your interests, thought it worth pointing out.

Referring to the other photos enclosed (they are all duplicates of others I have, and you are welcome to them) maybe there are some leads to names of former 99ers who are still among the missing for possible location, and I have no former addresses, unfortunately. Maj. Charles Regan, 347th Exec.; M/Sgt. Brown, 346th (Joe Chance knows his first name); Capt. Paul Franklin, 99th BG Opns. Off.(early 1945); Capt. Bill (William) Chamberlain, 346th Opns. Off.(mid-1944).

If I have shot any holes in Cortesi's researching for this book, it wasn't so intended, but you are getting up toward that part of the group history where I knew you would have a special interest in its accuracy, and I share that---besides, that's the only time I've ever been to Berlin!

Best wishes, as ever,
Al Schroeder

PRESS RELEASE

AN ADVANCED NORTH AFRICAN AIR BASE--Staff Sergeant Eldon B. Austin, 25, of Victoria, Va., a Flying Fortress gunner who has flown with British Gen. Sir Bernard L. Montgomery, is on his way from North Africa after completing his allotted 50 bombing missions.

Austin was detached from combat flying for a month to be a member of the crew which flew Montgomery on battlefront tours in a Fortress presented to the famed British general by Gen. Eisenhower.

"We landed in a lot of different countries," Austin recalled, "and once when we arrived at Tripoli I had the honor of being presented by Gen. Montgomery to King George of England."

The gunner began combat flying March 31, 1943, with a raid on Villacidro Airdrome, Sardinia, and finished up October 29 with a mission to Genoa, Italy. He has been credited with a Messerschmitt 109 destroyed in serial combat and awarded the Air Medal.

born at Hudson, N.C., Austin was graduated from Victoria High School in 1936 and was employed as a cabinet maker until entering the army Sept. 15, 1941. He is unmarried.

ATTENTION: Haverhill, Mass., Gazette
Lawrence, Mass., Eagle

AN ADVANCED NORTH AFRICAN AIR BASE--On his way home from North Africa is Technical Sergeant Leo J. Gosselin, 22, of 1 Temple St., Haverhill, Mass., a Flying Fortress engineer-gunner who has completed his allotted 50 bombing missions.

Gosselin began combat flying May 28, 1943, with a mission to Leghorn, Italy, and finished up October 24 on a raid to Austria. He has been awarded the Air Medal and nine Oak Leaf Clusters.

Born at Kingston, N.H., Gosselin was graduated from West Newbury, Mass., High School in 1941, and was employed as a steamer operator for the Pacific Woolen Mills of Lawrence, Mass., until entering the army Jan. 6, 1942. He is unmarried.

Nov. 3, 1943

ATTENTION: McAlester, Okla., News Capital
Oklahoma City, Okla., Daily Oklahoman
Oklahoma City, Okla., Times

AN ADVANCED NORTH AFRICAN AIR BASE--Staff Sergeant June H. Garland, 22, 1001 N. 13th St., McAlester, Okla., a Flying Fortress tail gunner who once was rescued, injured, from a burning, bomb-laden plane minutes before it exploded, is on his way home after completing his allotted 50 bombing missions.

Garland came near death the night of May 3, 1943, when his Fortress group had to abandon a North african target because of pea soup weather. His pilot cruised until gas was low without finding a landing spot. Once the plane clipped a mountain peak and the stabilizer just aft of Garland's head was chopped off.

A lucky lightning flash illuminated a landing space and the gunner's pilot set down, still with a bomb load aboard. The landing was rough, two engines caught fire and the plane began to burn. The crew scattered until they realized that Garland was missing. Two men went back to the burning plane, where they found him crawling out a hole in the radio compartment with back and rib injuries. He was dragged to the safety of a sand dune 300 yards away before an even dozen 500 pound demolition bombs let go.

The gunner also survived many a rough battle with enemy pursuit in the air. He was credited with shooting down an enemy fighter on his first mission--to Monserrato Airdrome, Sardinia, April 14--and added another over Foggia, Italy, August 25. He has been awarded the Air Medal.

Born at Poteau, Okla., Garland was graduated from McAlester High School in 1942 and went immediately into the army. He is unmarried.

Nov. 2, 1943

ATTENTION: Chicago, Ill., Papers

AN ADVANCED NORTH AFRICAN AIR BASE--Credited with shooting down a German fighter plane in aerial combat, Technical Sergeant Walter F. Pusan, 24, of 3529 McLean Ave., Chicago, Ill., a Flying Fortress gunner, is on his way home after completing his allotted 50 bombing missions.

Pusan bagged the fighter--a Messerschmitt 109--over Foggia, Italy, and was also credited with damaging another on the same raid. A veteran of both historic Fortress raids on Rome, Pusan began combat flying March 31, 1943, with a mission to Villacidro Airdrome, Sardinia, and finished up October 24 with a mission to Austria. He has been awarded the Air Medal and nine Oak Leaf Clusters.

A native of Chicago, Pusan was graduated from Trinity High School in 1938 and was employed as a machinist with the Imperial Brass Mfg. Co. of Chicago until entering the army Jan. 17, 1943. He is unmarried.

Nov. 4, 1943

ATTENTION: Thorp, Wis., Courier

AN ADVANCED NORTH AFRICAN AIR BASE--Credited with destroying two enemy fighter planes in aerial combat, Staff Sergeant Leon E. Piatek, 24 year old Flying Fortress gunner of Thorp, Wis., is on his way home from North Africa after completing his allotted 50 bombing missions.

Piatek bagged his first fighter July 5, 1943, over Gerbini Airdrome, Sicily, when more than 100 Jerry pursuit attacked a handful of Fortresses in the greatest aerial battle of the Mediterranean air war. He added a second victory over Foggia, Italy, when 60 fighters attacked.

The gunner is a veteran of the first historic Fortress raid on Rome, a mission on which he came near disaster. Over the target a life raft sprung from its hatch on his Fortress and caught on the stabilizer, sending the ship out of control. A quick thinking engineer smashed a hole in the fuselage and worked it loose.

Piatek began combat flying June 5 with a mission to Spesia, Italy, and finished up October 30 with a raid to Turin. He has been awarded the Air Medal and 11 Oak Leaf Clusters.

A native of Thorp, Piatek was graduated from his home town high school in 1938 and was employed as a roofer and bricklayer in Chicago until entering the army June 11, 1942.

Nov. 4, 1943

ATTENTION: Cairo, Ill., Evening Citizen
University of Illinois Alumni News (Champaign, Ill.)

AN ADVANCED NORTH AFRICAN AIR BASE--On his way home from North Africa is Capt. John Thistlewood, Jr., 25, of 2515 Washington Ave., Cairo, Ill., a Flying Fortress pilot who has completed his allotted 50 mission with the Northwest African air armada.

Thistlewood began combat flying March 31, 1943, with a mission to Villacidro Airdrome, Sardinia, and finished up October 30 with a raid on Turin, Italy. He has been awarded the Air Medal.

A native of Cairo, Thistlewood was graduated in 1936 from Cairo High School, where he earned a letter in football, and received a B.S. degree from the University of Illinois in 1940. Unmarried, he was employed as an accountant in Cairo until entering the army April 23, 1941.

Nov. 5, 1943

AN ADVANCED NORTH AFRICAN AIR BASE--Lt. Gen. Carl Spaats, chief of the newly formed 15th Air Force, (at the microphone) congratulates one of his Flying Fortress bombardment groups upon the celebration of its 100th mission. Seated at the right is Maj. Gen. James Doolittle, master strategist of the Fortresses.

Said Gen. Spaats: "Good work."

Subject: Historical Records
To: Commanding General, Fifteenth Air Force, Attention: Historian

30 June, 1944

1. Unit History of the 99th Bombardment Group (H) Headquarters for the period 1 June, 1944 to 30 June, 1944

- a. The present designation of the Unit is Fifteenth Air Force through 5th Wing (US)
- b. Change in organization
 1. No change in unit designation
 2. No transfer of units
 3. No change in commanding officer
 4. 10 June, 3rd Lt. Robert Littleton of the 346th Squadron was appointed Group Navigator, succeeding Capt. Benjamin Jones, who completed 50 missions.
- c. Strength, commissioned and enlisted
 1. 26 officers and 51 EM on 16 ships
 2. Decrease of 4 officers
 3. Increase of 1 EM
 4. 22 officers and 52 EM on 30 June
- d. Station: tortorella, Italy (Foggia #2 airdrome)
- e. No movements
- f. Campaigns
 1. Italian
 2. Begun 8 September, 1943, and still in progress
- e. Operations

The Group pulled only 12 missions in June, but nevertheless it was a historic month. The 99th was picked to lead the first shuttle mission into Russia. The big event began 2 June when we bombed rail installations at Debreczen, Hungary (well beyond our normal range from Italy) and continued on to Poltava, Russia. On 6 June we raided Calati A/D, Roumania, from Russia, and on 11 June hit Focsani A/D, Russia, and returned to base. Not only did we inaugurate shuttle bombing on 2 June, but the mission also was our 200th in combat. For the remainder of the month we concentrated on knocking out axis oil centers, pounding plants in the Vienna area twice, and others at Ploesti, Budapest and Sete, France. (middle of report missing...continued as follows)

 - h. Outstanding job of command was Col Lauer's leading of the shuttle mission to Russia 2 June
 - i. No headquarters combat losses
 - j. On 23 June, Col. Lauer, the CO, received the Silver Star for gallantry in landing the group on the hazardous February 25 raid on Regensburg, Germany. Col. Barnett, deputy CO, received the Distinguished Flying Cross.
2. Enclosed is the war diary of this unit for the period 1 June, 1944, to 30 June, 1944, and historical photographs of the group.

NARRATIVE

July 1944

Probably the most important aspect of group life in the month of July was the fact that good flying weather enabled us to accomplish 21 missions, more than in any month since January, when we hit 25.

No doubt about it, a heavy month of operations absorbs the full attention of the group on the business of winning a war, and leaves little time for anything else. The days become an unbroken string of the thousand and one tasks necessary to put a bomber fleet in the air, but there are no complaints, especially those days when the end is somewhere in sight.

The month saw a change in the manner in which combat crews are interrogated after each mission. Former Intelligence personnel went directly to the airfield and quizzed each crew as they alighted from the plane. But now the new movie theater at group headquarters is a central meeting place for interrogation. Crews are brought in from the line in trucks and are interrogated by squadrons at tables inside the theater. The Red Cross girl dispenses coffee and doughnuts from a special serving counter erected in one corner of the theater. Then the trucks take the men back to their squadrons. Once a barn, the theater has been enlarged to hold about 700 seats, and it has a stage and a big movie screen at one end, and a smaller stage and a big briefing board at the other. Thus it serves the triple purpose of briefing-interrogation-theater.

The 348th squadron lost a ship in an unusual way, and it resulted in the first searching party we've send out in more than a year. The plane had weathered the hazards of a mission and was almost home when it suddenly lost airspeed and drifted into the propellers of the ship behind it. It plummeted like a stone into the wild mountains north of our base. A searching party went out the next day, advanced as far as possible by vehicle and then went ahead on foot. No luck. Next day a Cub was enlisted to spot the wreck from the air and guide the party. This time the search was successful. The findings: pieces of airplane and 10 battered, many unrecognizable bodies.

We changed commanding officers during the month, losing Col. Ford J. Lauer, who returned to the States for a furlough after completing 35 missions. In his place came Col. Truehelm J. Mayer.

A hangover from the late days of last month were the 8th Air Force shuttle bombers on our field, waiting to go home. Before departing, they pulled a mission from our base and had a chance to compare operations here with those in England. As it happened, the 8th hit a milk run, and they loudly scoffed at the easy missions here. More soberly, however, the 8th fliers noted chiefly the lunacy of climbing on course which is impossible in England, so close to enemy territory. They also marveled at the brilliantly clear weather, the lack of flak enroute and found some differences in wing formation. On the ground, 8th personnel took full advantage of the sun they seldom see in England. They flocked to the Adriatic beaches and came back with sunburns beautiful to behold and no doubt painful to possess. They also invaded Foggia, looking out of place in the O.D.'s which are year-round wear in England, and made acquaintance with Italian sardines.

Morale was at a peak during the month and almost the sole reason was the appearance of real American canned beer--Schaefer's and Honigold. The ration was three cans per man the first week, and worked up to five by the end of the month. American beer may sound like an inadequate reason for soaring morales, and yet it was almost the sole topic of conversation when it first showed up, and despite speculation that the supply would probably dry up, the ration actually increased.

A prominent visitor this month was world-renowned violinist, Jascha Heifitz. Playing in Foggia, Heifitz dropped around at the base one day and was taken for a ride in a Fortress, later sat down to lunch in the 416th squadron. He reciprocated this hospitality by giving us an impromptu afternoon concert in the group outdoor theater.

SECRET
WAR DIARY OF THE 99th BOMBARDMENT GROUP (H) HEADQUARTERS
MONTH OF JULY, 1944

July 1--Tonight we had our last movie in the outdoor theater, located in the squadron areas, since the combination briefing-interrogation-theater at group headquarters is virtually complete. The show was Frederick March in "Mark Twain."

July 2--A supply of American canned beer (Schaefer's), long rumored as coming to the theater, showed up today--enough for three cans apiece to officers and enlisted men. Reportedly the beer will be a weekly gift from the Gods. In the EM club the occasion was celebrated with a party featuring sandwiches, hardboiled eggs and cucumbers. For a few hours it seemed like home.

July 3--Tonight we inaugurated the new group theater, without searchlights and limousine bearing celebrities. Principally the old barn was made over by knocking out the thick masonry pillars in the center and replacing the flat roof with a high peaked one of tin. It now holds about 700 men. At one end is a small stage and the board niche is used for mission briefing. For movies the projector is placed on this stage and the show thrown on a big white screen of smooth concrete on the opposite wall. Under the screen is a larger stage for theatrical productions, flanked by a dressing room on one side and a coffee and doughnut counter on the other. Crews returning from missions will also be interrogated here and served their coffee and doughnuts. This system replaces the old practice of interrogating at the planes as they land. The first show was Kay Kyser in "Swing Fever," and in spite of all hopes, the acoustics are still bad because of the bare walls.

July 4--There was no celebration for Fourth of July, but business as usual. Col. Semans, Captain Philips and other group officers made our first trip by air to Rome since its fall, planning on a five day stay. Four Hq. EM made the trip for the day, returning with the plane. The stage version of "This is the Army," with Irving Berlin, opened in Foggia and lucky first night ticket holders pronounced it super.

July 5--Our planes went to Montpellier, France, today to screen the 8th Air Force shuttle planes on their last leg home. The 8th boys on our field seemed to have enjoyed their stay in Italy--their first experience in a foreign-speaking country except for the brief stay in Russia. We had tur key for supper, a belated Fourth of July present from quartermaster. Because of a late ETA and interrogation in the group theater, the movie had to be held in the outdoor theater. It was "Lady, Let's Dance."

July 6--A routine day.

July 7--An unexplained fire in the field back of headquarters caused some excitement and a good deal of damage to propaganda leaflets stored under a tarpaulin.

July 8--Big crowds turned out for the longest show yet (almost three hours) and one of the best. It was the Academy award winner "Song of Bernadette."

July 9--Another beer party tonight with three cans apiece, although we hear that some of the squadrons and other units around and about are getting four cans. However, we have ice to make ours plenty cold, which some of the squadrons don't have.

July 10--Despite a broken projector and a quick trip to Foggia to borrow another, we were able to have one performance of Bob Hope and Betty Hutton in "Let's Face It."

July 11--A routine day.

July 12--Rain today settled the pregnant dust on the field, at least for a day. Move tonight was "Tampico," with Edward G. Robinson, Victor McLaglen and Lynn Bari.

July 13--Only thing to break the monotony was a mediocre Italian stage show.

July 14--Today Col. Lauer, the CO, Capt. Jacobs, assistant operations officer, and Lt. Kittleson, group navigator, left for the States for a 30 day furlough. Lt. Collins, group bombardier who has only two more missions to fly, also went along. They'll be back in several months. Col. T.J. Meyer took over in Col. Lauer's absence.

July 20--Under a new rest camp setup men and officers are now going to Rome for a three day stay. The first contingent went by truck and reported it a rugged trip, with the sights of Rome however, more than making up for the discomfort. It is planned to send planes soon.

July 21--Shades of civilian life! A truck backed up to photo section today and unloaded a gleaming white Frigidaire, not a GI version but a regular civilian model with ice cube trays and everything. Its purpose of course is to keep film cool and developing chemicals. But many see great possibilities for it as a "storehouse for beer, cantaloupes, watermelons, etc. The Italians these days are burning the stubble off their fields, causing great rolling fires which at night light up the whole horizon. Acrid smoke fills the air.

July 22--A sirocco wind swept in from Africa today bringing with it a 100 degree heat wave and mounting dust. In fact, some airfields were closed in by dust causing the 463rd Bomb Group to land here after the day's mission. By the time our planes and theirs had landed, our field was practically closed in. Movie tonight was Red Skelton in "Whistling in Brooklyn."

July 23--Beer rations again today of four cans per man, and in the evening a return engagement of a swell movie in color, "Thousands Cheer."

July 24--Movie tonight was Tom Conway in "The Falcon Out West."

July 25--An Italian field fire today swept too close to the photo section and threatened the building until the photo boys rallied around to beat it out.

July 26--Movie tonight was "Four Hills in a Jeep," with Kay Francis, Carole Landis, Martha Raye and Mitzi Mayfair, the original troupers of England and North Africa.

July 27--A new face in headquarters today was Master Sergeant William Braasch, just over from the states and now the new section head in S-2.

July 28-29--Routine days.

July 30--Master Sergeant Dick Mahar, popular section head in group operations, today was sworn in as a second lieutenant, a well-earned honor. At the same time he received the Air Medal for combat experience which led to the appointment. Movie tonight was Monty Woolley in "Holy Matrimony."

July 31--A quiet day featured only by the excellent movie, "Madame Curie."

SECRET
HEADQUARTERS FIFTEENTH AIR FORCE
APO 620, U.S. ARMY

5 May 1944

ESCAPE STATEMENT

Sgt. Frank L. Cramer, 39307278, 99th Bomb Group, 416th Bomb Squadron.

1. Personal History:

Duty: Engineer
Age: 32
Missions: 4
Returned to duty: 2 May, 1944

2. On 2 April, 1944 mission to Steyr, A/D 062, about 20-30 minutes after target had No. 2 and No. 4 engines go out; then No. 3 engine failed; A/C fell out of formation and lost altitude; a successful crash landing was made in plowed field near Ogulin, Yugoslavia at approximately 1200 noon. Crew believed engine failures were result of flak before and after target, combined with pressed home attacks by single and twin engine fighters before and after target.

3. 2nd Lt. Baldwin, S/Sgt. East and Sgt. Cramer (Copilot, waist gunner and engineer, respectively) never were in enemy hands and didn't get interrogated by enemy. Remaining seven members of crew were uninjured in crash landing, but no reports have been received on them and it is assumed that they were captured by Germans.

4. Survivors of this crew had received briefings on Partisan activities but didn't know enough about Allied mission in Yugoslavia. Neither did they know enough about activities of "A" Force. They had been well briefed on necessity of staying away from large towns, etc. They found that bombed out towns, with few roofs remaining, are pretty safe places of refuge. Believe Escape Maps should include more information on mountain ranges and small towns; also think a spoon is valuable item to take in pocket on missions. Purse was used to advantage in small villages--especially before getting in with Partisans. Escape kit food was also quite handy during first 24 hours hide out.

2nd Lt. Vernon L. Baldwin, Jr., 0-755264, 99th Bomb Group, 416th Bomb Squadron.

1. Personal History:

Duty: Copilot
Age: 24
Missions: 6
Returned to duty: 2 May, 1944

APPENDIX A

A/C 062 crash landed successfully at approximately 12 noon, 2 April, 1944, near Ogulin, Yugoslavia. Secret equipment was destroyed and all 10 crew members climbed over snow covered hill, because they were being fired at by Germans. Split up into two groups of three and one of four. Pilot, navigator, bombardier, left waist, ball turret, radio and tail gunner haven't been heard from and were evidently captured by enemy. Copilot, right waist gunner and engineer (Lt. Baldwin, S/Sgt. East and Sgt. Cramer) made one group of three and came out successfully together. Stayed in hills first night; S/Sgt. East made contact with partisans with help of peasants in small village and use of purse money. All three men were assembled following night at Partisan Stab Hq. at Plaski; where they were joined by two other American evaders. Went from Plaski to Slunj; traveled several days in circles; traveled thru Plitvice to strong Partisan Hq. at Korenica, where they joined a lone American airman and also where they first heard of Allied Missions. Saw some German prisoners at Plitvice, who asked how badly New York City had been bombed and who expressed a wish that they could be in British or American hands instead of with Partisans (who no doubt promptly shot them the next day). Went from Korenica to Udbina, thence to Masin, then across Bihac-Knin highway. Stayed rest of night in hills near Una River and went to Drvar, where they saw British and American Mission officers. Reached Petrovac 16 April and were evacuated by air to Bari, Italy night 1/2 May, 1944.

5 May 1944

ESCAPE STATEMENT

S/Sgt. Gene East, 32266074, 99th Bomb Group, 416th Bomb Squadron.

1. Personal History:

Duty: Right waist gunner
Age: 27
Missions: 37
Returned to duty: 2 May, 1944

3 May 1944

ESCAPE STATEMENT

2nd Lt. Satiris G. Fassoulis, 0-744841, 99th Bomb Group, 348th Bomb Sq.

1. Personal History

Duty: Navigator
Age: 22
Missions: 15
Returned to duty: 4 May 1944

2. Took off 2 September 1943 to bomb Bologna Marshalling Yards. Just north of Florence was hit by machine gun fire which source feels may have come from escort due to direction of hits. No. 2 engine was knocked out immediately and when plane dropped out of formation, was attacked by seven enemy fighters, two of which were shot down. Subject's plane headed for Switzerland and when No. 1 engine went out, bail out order was given while in vicinity of Modena. Bombardier, 1st Lt. Hooper, Copilot, Lt. Clayton Bean, and the Navigator, subject, bailed out. No knowledge of what happened to either the Bombardier or Copilot. Plane flew on to Domodessela near Swiss border where balance of crew bailed out. This part of crew was picked up by Italians. To subject's knowledge the EM are still Prisoners of War, last heard of in vicinity of Rome. Pilot, Lt. Careberis, was taken to St. Valentine, Poggio Mireto along with subject and is now believed to be in Valle Pistrina with an injured leg.

3. Lt. Fassoulis was first taken to Medena and placed in a dungeon and was interrogated by the German equivalent to a 2nd Lt. It is believed that this was not a formal interrogation. Subject was given fruit and cigarettes but was not urged at all when he refused to give answers other than name, rank and serial number. A Red Cross form was given him but

he did not complete it. Was interrogated three times in four day stay at St. Valentine, a medical colony, by the commanding officer who was an Italian Fascist Captain. At each interrogation emphasis of questioning was placed on home base. Subject was asked a lot of questions which he thought irrelevant but refused to answer any of them. The Captain became a little indignant at the American for not answering "social" questions. No tricks were known to be used except Lt. Fassoulis was told they had found his plane in Northern Italy and that there were six bodies found, that if he would give the names, proper official notice would be given the American authorities. This was not done.

4. Escape purse was taken by Germans when first captured. Managed to carry food packet through searches until after released from prison and then it was stolen by Italians. Used tape and mercurechrome to dress cuts on mouth and arm. Escape briefing had been generally accurate except subject had been told if our forces had a chance of moving into the area to wait until they got there. This proved to be wrong in Italy. Subject believes that escapees should continue to try to get through regardless. Experience led him to believe that an escapee should travel as light as possible without a kit. It is his opinion that it not only slows him down but makes him conspicuous and more likely to be picked up. Subject urges the wearing of GI shoes. It was his experience that one pair of GI's outlasted three pairs of shoes they were able to pick up on the way. Priests are usually safe people.

APPENDIX A

Subject landed in town of Rubgiera northwest of Modena and was captured immediately by mixed group of Germans and Italians. They took him into Modena and placed him in a dungeon where he stayed for only eight hours. He was spirited away that night by Italians who took him to an airfield nearby and then taken by train to Poggio Mirteto and to St. Valentine, Medical Colony. After four days he was told that the Italian Armistice had been signed and they were free to take off. Wing commander Ogleby, who was senior Allied Officer, requested the entire contingent, consisting of 18 American Air Officers, 1 Australian and the Wing CO, to stay in the camp and wait for the Allies to take over. Party stayed one day and night and then left he next day taking rations, blankets, rifles and ammunition and went into nearby hills. Made contact with a wealthy helper at Poggio Mirteto, by name of Guiseppi Conforci, who it is understood is wanted by the Germans for having killed a German and also for his Anti Fascist activities. He may be reached by contacting Gervasio or Gustavo Leti at Rocoantica which is just north of Poggio Mirteto. These contacts are also wealthy, influential men. About 1 December, with the help of these Italians, party of twelve moved south through the following towns which subject believes are "safe" towns: Rocoantica to Montenero to Oliveto to Collegiove to Rocoacero, crossing the railroad at Rocoacero by going over the tunnel, then to Valle Pietra. Here party met some Italian officers who were supposed to be in contact with a British General posing as a member of the Swiss Legation in Rome. Reports later came through that he was picked up by the Germans and the office abandoned. Attempted to come through the lines and was forced to turn back due to weather and two comrades feet going bad. Source reports that in the Liri valley the Germans have placed English speaking German and Fascist in civilian clothes who pose as helpers and pick up Allied evaders and escapees coming through. The only friendly town in the Liri Valley is Villa Vallelonga.

When returned to Valle Pietra after Christmas, got in contact with the Vatican through Guiseppi Bartochelli and Monsignor O'Flaherty sent out 40,000 lira for the prisoners in the area. Also Monsignor O'Flaherty claimed to have contacted the War Department and forwarded names as being somewhere in Italy.

When subject heard of the beachhead landings he attempted to get through to our forces via Norma; tried to get into Littorio but ran into a German road block and had to turn back. Stayed at Norma for three months with a Partisan band until their leader, one Americo, was caught with a radio transmitter and fake identification cards. Word came from the Marchale of the Carboneri there that Germans were coming so party moved to Gorga, stayed there for about a week and then moved back to Norma and stayed with the so-called Communists Beniamino Cappelletti and Michele Alfonso who would ride on German trucks back and forth to Rome and bring escapees food.

About the 20th of April after having been given 7000 lira by Felicetto Acoroca, F/Lt. John Hall (who had been prisoner since 1941) and subject decided to make a determined attempt to get through the lines. They came around to the south of the beachhead area and to Terracina. After a couple of days was able to get hold of a small boat and get it into the Cisto. After waiting for favorable conditions put off at night and next morning rowed to Island of Zannone. The Governor of the Pontini Islands took them in a motorboat to Ponsa Island and then British Air Sea Rescue brought them into Naples on 5 May 1944.

Subject reports a house inhabited by about six German soldiers who round up the livestock to be slaughtered, is located NNE of Norma about 700 yards from edge of town.

Escapee was interrogated for tactical information by P/W point 326 on 6 May.

APPENDIX C

Subject report German Quartermaster dump located at Allti Piani, NNE of Piglio has never been bombed and would be a good bombing target.

The following are Italian Partisan leaders at Sermoneta:

Dr. Cavalucchi]
Lt. Cavalucch] --Brothers
Brig. Candido
Engineer Piats

Lt. Tito, (last name unknown but may be reached by priest as Tito) Sgt. Maggior Etsio (also can be contacted through priest whose name is Lorenzo) and several other Italian officers at Norma are attempting to reorganize Partisan band at Norma (Both these bands are connected by the same leader somewhere in Rome.)

Following are influential people who are able to give help in way of food, clothing and money:

Town	Name
Rocoantica	Gervasio and Gustavo Leti
*Poggio Mirteto	Guiseppi Conforci
Sermoneta	Prince of Gaetona
Norma	Geniamino Capellett
Norma	Michele Alfonso
Gorga	Giovanni Recohia (Listed as Fascist)

*Guiseppi Conforci can produce large sums of money, speaks English perfectly and is one of the bravest Italians subject met. he can give some arms and ammunition. He tried twice to cross the lines with subject but returned to take money to evaders at Valle Pietra.

The following evaders are believed to be at points indicated:

At Sennino - 18 April

2nd Lt. Hal Rigney (P-38 Pilot)
2nd Lt. Walter Morrison (P-38 Pilot)

At Valle Pietra k- 2 February 1944

2nd Lt. John Careberis
2nd Lt. David Parlett
Lt. Curdes
Capt. Donovan Rulien
Capt. Ken Johnson
Syt. William S. Nelson (USAAF)
2 other USAAF P-38 pilots, 1 Yugoslav and several other Allied evaders.

C.P.O. Wm. Morris (English Navy)
Chas. Nicholas (English Navy)
Major H.M. Evans (New Zealand)
Ivan C. Mileham (South Africa)
W.J. Rawlinson (South Africa)
2nd Lt. Remi T. Delouche

At Aquila

Large concentration of Allied evaders and escapees.

"Ball turret, what are you firing at?" the perplexed pilot asked. There was no immediate answer. Instead, the guns in the ball turret continued to fire for several seconds. Finally the tense voice of the ball-turret gunner came over the interphone.

They're coming after us. Can't you see them? See, there's one now! A quick check by the pilot revealed that another B-17 was moving into the wing position on the left to fill an empty slot and the mad gunner in the ball turret was firing toward it. The pilot--knowing there was a distinct possibility of his ball-turret gunner killing someone in the other bomber or perhaps, in his mental condition, even shooting it down--quickly pulled his plane out of formation and drifted about a mile to the left of the group. He maintained his altitude, however, since he wanted to rejoin the formation as soon as he got the crazed ball-turret gunner out of the glass ball. A lone B-17 over enemy territory was nearly always a sure statistic for a Luftwaffe fighter pilot. When the other crew members tried to get the mad gunner out of the ball turret, however, they soon discovered they had a problem. The gunner kept the turret revolving electrically so fast that they could not stop it in the stowed position. The bewildered pilot considered cutting the electrical power long enough to crank the ball turret into the stowed position by hand and to risky; too much of the equipment in the plane was operated by electrical power, and to shut it off, even temporarily, might cause disaster. While he was still trying to discover a way to get the gunner out of the ball turret, his B-17 was attacked by four FW-190s, and two engines were damaged so severely that they had to be feathered. On the second pass the Luftwaffe fighters made at the lone Flying Fortress, part of the control cables were severed and the life raft over the radio compartment was jarred loose and caught in the vertical tail section of the bomber, jamming the rudder.

The pilot had a difficult time holding the plane level, even with the control wheel turned all the way to the left and using maximum trim. Knowing it was only a matter of time before he would lose complete control of the aircraft, he ordered the crew to bail out. Unfortunately, as the gunners prepared to jump, two of the FW-190s roared in for another attack and it was impossible for them to bail out unless they wanted to risk being struck by the fire from the enemy fighters.

At that moment the ball-turret gunner, firing at any plane, American or German, that approached the B-17 in which he was riding, swung his guns toward the two FW-190s. He shot the canopy off the lead fighter and evidently wounded the pilot, because according to the testimony of the surviving crew members, the first FW-190 swerved sharply and collided with the second Luftwaffe plane. The both burst into flames and spun to earth.

This gave the crew men aboard the doomed Flying Fortress the time they needed and they all bailed out except the pilot, who struggled to hold the plane straight and level a few minutes longer. After he was certain his crew had jumped, the pilot checked his own parachute pack and prepared to release the controls and try to get out through the nose hatch before the B-17 went into a spin and trapped him. Just before he released the controls, however, he called the ball-turret gunner once more on the interphone.

"Ball turret, do you hear me?" There was no answer and the pilot, knowing he had very little time left to get out of the burning aircraft, turned to head for the nose hatch. At that moment, a pitiful call reached his ears through the earphones still on his head.

"My god, what did I do?" The pilot recognized the voice of the ball-turret gunner immediately and asked him if he was all right.

"I guess so, but when I came to my senses a while ago I was shooting at another B-17. I didn't hit it, did I?"

The pilot tried to convince him that everything was all right, that the important thing now was to bail out immediately, but the ball-turret gunner, realizing that he probably had shot at other planes in the formation on earlier raids, that he was the "mad" gunner everyone was searching for, refused to jump.

The desperate pilot stayed with the doomed B-17 as long as he could, but when it finally did a wingover and started into a spin, he bailed out. He was rescued from the Channel four hours later. The remainder of his crew, which had bailed out earlier, were captured by the Germans and taken prisoner. Only the ball-turret gunner died, and the fact that he was the so-called mad gunner was never revealed except at a private meeting at High Wycombe a week later. It was decided that he had given his most treasured possession--his life--in return for the hope that he would be forgiven. He was.

Big Week
by Glenn Infield

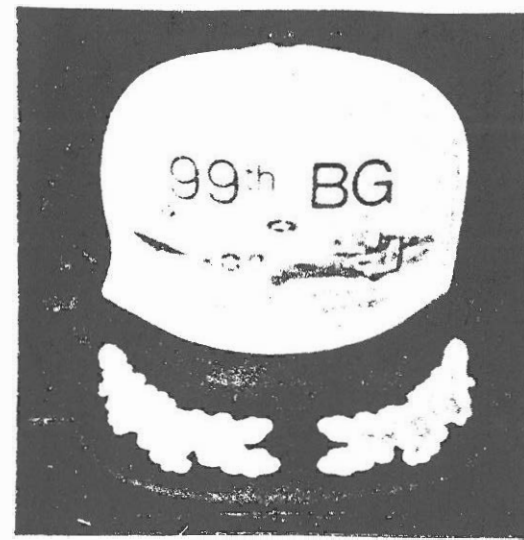
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This picture of the cap is not too good.
Under the silhouette of the B-17 it reads
B-17 FLYING FORTRESS
Hq Sq, 346th, 347th, 348th, 416th

The printing is nice and clear on the cap

Jim Sopp would like to know if there is a singer who is an active member of our organization and is willing to sing two songs at the dedication ceremony at the U.S. Air Force Museum during the 1986 Reunion.

Jim has also asked if there is an ordained Minister, Rabbi or Priest who would like to participate in the ceremony.

Jim can be reached at 2418 E. Rahn Road, Dayton OH 45440. His phone is 513-434-2593. geo.

TAPS

DAVIS, WILLIAM R. We have been notified of the death of William Davis by Paul Root, P.O. Box 247, Berrien Springs MI 49103. We have no further details. geo.

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