



# THE 99th Bomb Group Historical Society

Newsletter Vol. 5 No. 6

Nov. 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

The 1985 Reunion in Seattle has come and gone but the memories of one of our most pleasant and successful reunions will linger, I'm sure, for some time to come (even the weatherman smiled on us). Not only did a record number of members attend, but we had some 40 new members show up who had not known of the existence of the 99th Bomb Group Historical Society before. They will be regulars now! Incidentally, 350 members and guests registered for the festivities this year (a record) and I expect this number may increase next year at our annual meeting in Dayton, Ohio.

Your President for the past three years, Bernie Barr, retired from the office, but fortunately for us, remains on your Board of Directors. Bernie gave his all for the 99th and was most instrumental in directing the good fortunes of our Society. My hat is off to you, Bernie, and we hope you remain permanently to give us the benefit of your expertise and judgment. Thanks!

New officers and Board of Directors have been elected for the coming year and I am looking forward to working with them to carry on the business of our Society as well as expanding our membership and spreading our good name from coast to coast.

I want to take this opportunity to thank all those who helped in the hospitality room and at the registration desk during the Reunion, and last but not least, I want to thank Mary Ann Bannick, my gal Friday, who worked from the Seattle end throughout the year to help make this a successful and fruitful Reunion.

Sincerely,

Joe Chance

SECRETARY'S REPORT

August 9, 1985

99th Bomb Group Historical Society  
Joe Chance, President  
6250 Pepper Hill Drive  
W. Bloomfield, MI 48033

Dear Joe;

Reflecting on our Reunion with the very significant attraction of our splendid day at Boeing on the 26th of July I must say that the whole thing was an absolute success.

It is always my pleasure to seek out others in our Group to make new friends and to find how we, as a Group, are doing. This year, again, I was able to converse with several and find we still have the concern of those who did not fly feeling that they do not have the support they need to tell their story as well. I spoke at length with a very fine individual named Parkman, in fact sat next to him at our Banquet Saturday evening, and I know he has some very interesting occurrences to relate and I'd encourage him as well as others to relate those experiences to our Historian, George Coen. Rest assured that George will print those letters in the bulletin. Each of us had a hand in successfully getting the 99th Bomb Group through the war and I believe our record shows how truly well the Group did. It took every one of us to do it.

It was truly gratifying to see the response of our membership with the donations to our treasury to cover the shortfall created by the doubling costs of the publishing of our fine News Bulletin.

It was good also to see the support for the raffle of the painting done by our own Bernie Barr and his donating it to generate more funds for our Memorial to be completed and in place for our Reunion next June 27th, 28th and 29th at Wright/Patterson A.F.B.. Also the response from our membership during the past year in support of this 99th Bomb Group Memorial.

Recalling our day at Boeing on the 26th, I for one, had a mighty fine, relaxing day enjoying the B-17's, enjoying our fine friends. My emotions ran mighty high when we experienced that first fly by with those two splendid old B-17s. Personally I had some difficulty in choking back some tears that seemed to want to come forth. I felt a little guilty until I saw others with the same problem. George Coen said he had to choke down a dry piece of corn bread about that time. Then, the program went well with much good information and General Curtis LeMay did a great job with his fine speech. The Oregon Air National Guard with their F-4's executing the "Missing Man Formation" right on cue with "taps" was a great experience for all of us.

It was likewise great to see Kenneth Kelstrom on TV Saturday night and didn't he do a great job of telling us about it at the Banquet? He had no idea he would be called upon to give that report to us. In this organization just about anything can happen to create a situation where you might find it necessary to speak to 400 eager members.

It appears that across the board the 99th Bomb Group Historical Society is operating very well. We look forward to seeing all of you again at Wright/Patterson.

Respectfully;  
*Joe C. Kenney*  
Joe C. Kenney, Sec'y

CHAPLAIN'S CORNER

The reunion in Seattle is over and let's give thanks to the Lord for allowing us a safe return trip home. A pat on the back to you, Joe Chance, for a job well done. I had a good time and hope that each of the attendees did too. For those who didn't, I believe it was your own fault. Even the weatherman did his bit by giving us such beautiful weather. It was good meeting old friends and making new ones.

Taps for

*Harvey*  
John E. Roquemore, 1714 Cesery Blvd, Jacksonville, FLA  
William R. Davis, 1200 E. Empire Ave., Benton Harbor, MI - 416 Sqdn

And now from our own Past President Bernie Barr

99th BOMB GROUP FLYING FORTRESS CAPS-----COMMENTS FROM MEMBERS

"What a nice surprise to open the little brown box and find an ALL NEW 99th B. G. CAP. I'm on top of the world-haven't seen another around town. Exclusive making it very special. I thank you" Wilbur Dixon. "Received the caps (five caps) to-day thank you very much... We hope to see you in Dayton next year. Thanks again, the caps are beautiful". Maggie & Mike Burke. (Mike was on Lyon's crew in 346th Sq.) Caps are still available and if you haven't ordered-see the last newsletter and order from BERNIE BARR. Profit goes to the 99th Bomb Group Fund.

IF YOU HAVE NOT CONTRIBUTED TO THE 99th BOMB GROUP ~~MEMORIAL~~ FUND\*\*PLEASE DO SO NOW!

*B B B*



From Ted Papermaster  
Ex-Flight Surgeon  
347th

Jour. A.M.A.  
Oct. 30, 1943

MEDICINE AND THE WAR

SOLDIER'S MEDAL AWARDED FOR HEROISM AT ALGERIAN BASE

Twenty-two medical officers and enlisted men of the Army Medical Corps and two officers of the Air Corps were recently awarded the Soldier's Medal for outstanding heroism during an explosion of bombs on June 26, 1943 at an Algerian base under the command of Major Gen. James H. Doolittle, commanding general of the Northwest African Strategic Air Force, according to an announcement made by the War Department, Washington, D.C., October 10. When a number of bombs exploded at an ordnance area these officers and enlisted men aided in removing the injured and placing them in ambulances and in checking the spreading flames, in spite of the danger of continued explosion. The citation states "The heroic action and valiant work continued until they were forced to withdraw by superior authority. The heroism, valor and courage in the face of great danger reflect credit on themselves and on the armed forces of the United States." The medical officers decorated are Frederick D. Koehne, Major, M.C., Oakland, Iowa; Raymond J. Beal, Captain, M.C., Kansas City, Mo.; Milton J. Layden, Captain, M.C., Philadelphia; Theodore C. Papermaster, Captain, M.C., St. Cloud, Minn.; Wayne W. Warren (dentist), Captain, M.C., Fort Dodge, Iowa; James L. Smitherman, First Lieutenant, Air Corps, Overton, Texas.



The Newsletter staff has survived the annual Guilt Festival which is celebrated around here every August 5th. One might read reams of the bois de vache from the local editors without ever getting the slightest hint that Hiroshima was the Headquarters of the Japanese Second Army. Once again we recommend to all the book THE HIROSHIMA PILOT by that excellent reporter, William Bradford Huie.

- 4 -  
325<sup>th</sup> Fighter Group  
15<sup>th</sup> Air Force

Col Chet Sluder

The 325<sup>th</sup> Fighter Group, upon completion of the Sicilian Campaign, was re-equipped from P-40s to P-47s, and reassigned from the 12<sup>th</sup> Air Force to the new 15<sup>th</sup> Air Force. The invasion of Italy was under way. There was no airdrome space available for the 325<sup>th</sup> in Italy, so it remained in Tunisia, training in the new aircraft. It escorted President Roosevelt to the Cairo Conference, and then, on 9 December 1943, the air echelon flew from Soliman, Tunisia, to Foggia Main Airport, Italy.

The 325<sup>th</sup> destroyed 133 e/a while flying P-40s in Africa and added 152 more while flying the P-47 in Italy. During each phase of its operations, it received a Distinguished Unit Citation. In late May 1944, it was re-equipped with P-51Bs and Cs. It flew its last mission in the "Jug" on 24 May and its first mission in the P-51 on 27 May. My first mission in the P-51 was escorting B-17s of the 5<sup>th</sup> Wing to Wiener Neustadt on 29 May. It was a milk run for us, but on the radio common frequency I could hear P-38s behind us, escorting B-24s, having a helluva fight!

My second mission in the P-51 was leading the escort for the task force flying the first shuttle-bombing mission to Russia on 2 June. There has been quite a bit of material published about these missions, some of which is accurate. I hope to clarify some points.

This first shuttle-bombing mission was classified Top Secret, but we were able to make our preparations without compromising the program. This included equipping selected airmen and ground officers with new uniforms and transporting them to the various bomb groups on 1 June, where they would board the B-17s the next morning and ride in them to Russia. On 2 June, we held our briefing at 0300 hours (an ungodly time for a fighter pilot!). Brig Gen "Doc" Strother, commander of the 15<sup>th</sup> Fighter Command, was present to give us some admonitions about our proper behavior while in Russia, and some words of encouragement.

At 0700 hours we were airborne and rendezvoused with the B-17s near the Yugoslav coast with 64 P-51s. The target en route was Debrecen, Hungary, about 115 miles due east of Budapest. Our function was to escort the total bomber force with the 325<sup>th</sup> Group--our squadrons were not allocated to individual bomb groups. We reached Debrecen uneventfully and proceeded to Russia. (We later heard that a B-17 had caught fire near the target, but the crew (including one of our armorers) had bailed out safely.) There were no enemy fighters and I did not see the B-17 go down. The 99<sup>th</sup> Bomb Group War Diary states that a P-51 was forced to turn back and was shot down. This is not true--we lost no P-51s during this trip.

We escorted the bombers to the Dnieper River, where we left them; and I set course for Piryatin, our destination. We had been unable to get adequate maps in Italy and I was navigating from three unrelated sections of different scales. At our briefing, however, we had been told that there would be a DF station at Piryatin which would assist us. I called this mythical station several times, using the proper VHF channel, but got no response.

This part of Russia is pretty featureless, and I was navigating using time-and-distance. It became apparent that we had overshot Piryatin and so I reversed course, planning to return to the Dnieper and follow it to Kiev. Shortly, however, I spotted a GI 2 1/2 -ton truck and a P-39 on the ground. Some of my troops were complaining about being short of fuel, so we landed--at Piryatin!

On 6 June, we escorted the B-17s to Galati, Roumania. Shortly before reaching the target, I spotted a couple of FW-190s flying in trail, climbing toward the bombers. I let down behind them and deliberately overflew the rear 190, thinking my second flight would take care of him. I clobbered the leader and the wingman got away, having split when I passed over him. I should have been greedy and knocked him off first! We got 6 e/a that day, but lost two P-51s. The 99<sup>th</sup> War Diary states that they saw no enemy fighters or flak and had no losses. They saw no enemy fighters because we saw them first!

On 11 June, we escorted the B-17s back to Italy, by way of Foksani, Roumania. On the way into the target, I noticed a B-17 lagging badly and tried to keep my eye on him. Our instructions were to escort the main body of bombers and not to detach fighters to protect stragglers. Suddenly I saw two fighters peel away from the straggler, which was several thousand feet below us, and I said "to hell with it" and started down to help him. At the same time, I got an Me-109 on my tail and had to take the necessary measures to keep from getting perforated. A P-51 brushed him away and I started after the B-17 again, but it was too late--he was going straight in, on fire. I saw two 'chutes.

-5-

The 99<sup>th</sup> War Diary states that "about this time the good old P-38s showed up and the Jerries departed in a hurry." The author was hallucinating. There were no good old P-38s (or any other kind) anywhere in that part of Europe that day. It was our turf. We got 3 e/a, plus one Probable, with no losses. We felt badly about losing the B-17.

The 325<sup>th</sup> continued on ops until VE-Day, with a total of 529 e/a destroyed, plus 56 Probables and 88 Damaged. It did not credit e/a destroyed on the ground.

*Thanks, Chet, for everything.'*

Jan. 16 1985

Dear George;

C.D. Mitchell's letter in the Jan. '85 issue of the Nesletter re-counts incidents of the first Rome Raid in July 1943. Another interesting account of this raid is related by Richard Tregaskis of Intl. News Service, in his book "Invasion Diary" published by Random House in 1944. He flew in 229790 - "Queenie" - piloted by Bob Elliot of the 348 Sq. I was copilot (my first mission). The following day his account of the raid appeared in the Hearst papers (N.Y. Journal American).

In the same Jan. issue Bernie Barr quoted from A.T. Lloyd's letter asking for photos, etc. I sent him a very good picture of "Queenie" (obtained from H Q) and recounted the above info. . .

regards,  
Jules Horowitz  
545 Oaks Lane, #407  
Pompano Beach FL 33069

\* \* \*  
Thanks, Julie, for answering the call. I got a real good look at the Colosseum when our left turn brought it under my machine gun. Real educational.  
\* \* \*

George F. Coen  
99th Bomb Group Historical Society  
2908 Aliso Dr. N.E.  
Albuquerque, New Mexico 87110

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

Dear George;

June 25, 1984

I'm glad you found me.

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 (A.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 Sicily. 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.

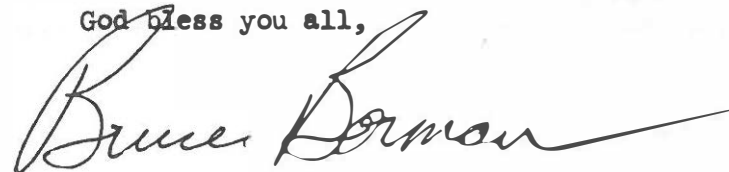
After finishing the I.I.S. at Lockbourne I was assigned to a special project at the Flight Test Base, Muroc, California. Spent August thru December 1944 doing high altitude bombalistic testing. Actually got a B-17 to 41,00 feet before blowing the supercharger buckets in two engines. From there I went 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,



VERNON E. FAIRBANKS  
Major, Air Corps  
S-2, 99th Bomb Group

By S/Sgt. William Brink Jr.

PRESS RELEASE  
FROM: 99th Bomb Group  
THRU: 5th Wing (US)  
Nov. 7, 1943

ATTENTION: Lafayette, Ind., Journal Courier  
Indianapolis, Ind., Times, Star, Howe

AN ADVANCED NORTH AFRICAN AIR BASE--One of North Africa's top Flying Fortress gunners with five enemy pursuit to his credit; Technical Sergeant Dale E. Owens, 24, of Route 1, Francesville, Ind., is on his way home from North Africa after completing his allotted 50 bombing missions.

Owens also had the distinction of flying with famed Gen. Sir Bernard L. Montgomery of the British 8th army. The gunner was detached from combat duty for a month to be engineer on the crew which flew Montgomery on a tour of battlefronts in a Fortress presented to the British leader by General Eisenhower. At Tripoli on this tour Owens was presented to King George of England.

"He was a democratic person," the sergeant recalled.

Owens began combat flying April 11, 1943, with a raid on Marsala, Sicily, and finished up October 30 with a raid on Turin, Italy. He was awarded the Air Medal and his record of five Jerry fighters destroyed was one of the best in his Fortress bombardment group.

Owens was graduated from Brookston, Ind., High School in 1937 and was employed in the milk business in Lafayette until entering the army Feb. 19, 1942. He is unmarried.

--bb--

VERNON E. FAIRBANKS  
Major, Air Corps  
S-2, 99th Bomb Group

By S/Sgt. William Brink Jr.

PRESS RELEASE  
FROM: 99th Bomb Group  
THRU: 5th Wing (US)  
Nov. 7, 1943

ATTENTION: Minneapolis, Minn., Papers

AN ADVANCED NORTH AFRICAN AIR BASE--Veteran of the historic first bombing of Rome by Flying Fortresses, Staff Sergeant Lloyd E. Montgomery, 24 year old former University of Minnesota football player from Minneapolis, is on his way home from North Africa after completing his allotted 50 missions as a Fortress ball turret gunner.

Montgomery, who lives at 2424 Stevens Ave., S., in Minneapolis, recalled of the Rome raid: "It was the most amazing example of precision bombing I have ever seen."

The gunner began combat flying March 31, 1943, with a raid on Villacidre Airdrome, Sardinia, and finished up October 31 with a mission to Anth or in southern France. He has been awarded the Air Medal.

Born in Ireland, Montgomery was graduated from Central High School of Minneapolis in 1936 and received an A.B. degree in education in 1939 from the University of Minnesota, where he won a football letter in his senior year.

Unmarried, the gunner entered the army Nov. 12, 1940.

--bb--

VERNON E. FAIRBANKS  
Major, Air Corps  
S-2, 99th Bomb Group

AN ADVANCED NORTH AFRICAN AIR BASE--Staff Sergeant Robert E. Joyce, 23, of 1134 Rutledge Ave., Cincinnati, Oh., a Flying Fortress tail gunner who has completed his allotted 50 bombing missions, is on his way home from North Africa with a healthy respect for German pursuit pilots.

He got a look at "some of the best flying I had ever seen" on a mission to Foggia, August 25, when swarms of Jerry pursuit attacked the big Forts.

"The pursuit came in from every angle flying mostly in formation of three and four wing tip to wing tip," he recalled. "I know I hit some pursuit that day but it was impossible to follow them to see if they were destroyed."

Joyce began combat flying May 25, 1943, with a raid on Messina, Sicily, and finished up October 29 with a mission to Genoa, Italy. He has been awarded the Air Medal.

Born in Newport, Ky., Joyce attended Highland High School at Ft. Thomas, Ky., in 1935-36 and was employed as a glass blower in Columbia, S.C., until entering the army Jan. 3, 1941. He is unmarried.

--bb--

VERNON E. FAIRBANKS

PRESS RELEASE

FROM: 99th Bomb Group

THRU: 5th Wing (US)

Nov. 7, 1943

By S/Sgt. William Brink Jr.

ATTENTION: Chicago, Ill., Papers

AN ADVANCED NORTH AFRICAN AIR BASE--Technical Sergeant Theodore E. Vanderwall, 27, of 7237 South Eberhart Ave., Chicago, Ill., a Flying Fortress gunner and veteran of many aerial battles with enemy pursuit, is on his way home from North Africa after completing his allotted 50 bombing missions.

Vanderwall began combat flying March 31, 1943, with a mission to Villacidre Airdrome, Sardinia, and finished up October 31, with a raid on Anthor in southern France. He has been decorated with the Air Medal.

The gunner was graduated from Pio Nono High School at St. Francis, Wis., in 1934 and was proprietor of a liquor store in Chicago until entering the army April 1, 1942. He is unmarried.

--bb--

VERNON E. FAIRBANKS  
Major, Air Corps  
S-2, 99th Bomb Group

Nov. 7, 1943

ATTENTION: San Francisco, Cal., News, Chronicle, Examiner

AN ADVANCED NORTH AFRICAN AIR BASE--1st Lt. Fritz A. Lippmann, 22 year old former San Francisco truck driver who became a Flying Fortress pilot, is on his way home from North Africa after completing his allotted 50 bombing missions.

Lippmann, who lives at 219 18th Ave., began combat flying March 31, 1943 with a mission to Villacidre Airdrome, and finished up October 30 with a raid on Turin, Italy. but he recalls best a mission to Messina, Sicily, on his 22 birthday, when flak knocked out two engines on the same side of his Fort. The crippled plane straggled out of formation and was immediately attacked by 12 Jerry fighters. In a 20 minute running battle Lippmann's gunners knocked down two pursuit.

"When the fighters left us," Lippmann recalled, "I got control of the plane 300 feet above the Mediterranean and flew back 500 miles to a safe landing in North Africa." He has been awarded the Air Medal.

The pilot graduated from George Washington High School in 1938 and was employed as a truck driver for the Huber Catering Co. of San Francisco until enlisting as a cadet Jan. 21, 1942. He is unmarried.

--bb--

VERNON E. FAIRBANKS  
Major, Air Corps

We admit error; we did indeed somehow skip a number of War Diary sheets, and what's more, we did it at a time when we had to prepare two newsletters before leaving for Seattle. Hence it is taking some time to obtain prints of the missing dates. Please bear with us. geo.

## MISSION REPORT

1. UNIT: 99th Bomb Group. TIME: 1330 DATE: 15 February 1944
2. 39 OFF TO Bomb Monastery at Cassino, Italy
3. 1 EARLY 38 sorties.
4. 38 OVER TARGET AT: 0930 HOURS, AT: 18,000 FEET.
5. 35 DROPPED ON TGT: 104 TONS 500 LB 2P BOMBS .1x.01 FUSES
6. 3 OTHERS Returned bombs to base.

10. MAH FLAK AT TARGET: Heavy and light, moderate and fairly accurate as to deflection, accurate as to range.

14. RESULTS. ESCORT GAVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS:

Bombs hit in smoke which covered the target. A few hits were observed slightly to the NW of target. The target area appeared to be well covered.

## SPECIAL NARRATIVE REPORT:

MISSION: 15 February, 1944 -- MONASTARY AT CASSINO, ITALY.

I. ENEMY RESISTANCE:

A. Fighters: None.

B. Flak: In the target area, the 99th Bomb Group experienced moderate heavy flak of the tracking type.

II. SIGNIFICANT OBSERVATIONS:

A. Land: (All observations from 17,000' - 19,000')

0926 The A/D at 41° 30' N - 13° 44' E was worst

0927 4 convoys totalling 100 motor trucks were seen at 41° 30' N - 13° 44' E heading east toward Cassino.

0930 Heavy artillery fire observed coming from a point 5 miles N of Cassino

B. Flak Positions: From a mean altitude of 18,000 feet, the following guns positions have been pinpointed:

41° 29' N - 13° 47' E

41° 31' N - 13° 50' E

41° 32' N - 13° 50' E

41° 34' N - 13° 42' E

41° 35' N - 13° 55' E

41° 37' N - 13° 43'

III. CONCLUSION:

A. Total Losses: None.

B. Damage: None.

C. Victories: None

D. Corrections on Telephone Mission Report: None.

## MISSION REPORT

1. UNIT: Notary GROUP. TIME: DATE 17-2-44
2. 39 OFF TO: Repair shops and vehicular concentrations near Lake Albano.
3. C EARLY. 33 SORTIES. #164 crashlanded before target.
6. 1 OTHERS: Crash landed before reaching target.
7. 3-5 E/A SEEN: \_\_\_\_\_ identified. No attacks.  
Target area.

MISSION REPORT

- 1. UNIT: Notary GROUP: TIME: 1506 DATE: 22 February 1944
- 2. 21 OFF TO: Zagreb A/D, Yugoslavia
- 3. 3 EARLY 18 SORTIES
- 4. 18 1052 21,500
- 5. 18 54 500 .1 nose .025 tail

10. Slight, inaccurate, light. From hillside N of target.

14. RESULTS. ESCORT GAVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS  
Weather prevented approach to primary target so Zagreb A/D was bombed as a target of opportunity. Bombs scattered over a wide area with hits in the dispersal areas, east of hangars then held 10-20 a/c. Some fires were started and it is believed 4 T/E a/c were hit. There was considerable snow on the ground which made observation difficult.

SPECIAL NARRATIVE REPORT:

MISSION: 22 February, 1944 - ZAGREB A/D, YUGOSLAVIA

I. ENEMY RESISTANCE:

A. Fighters: None

B. Flak: Over the target area the Group observed a few bursts of light, inaccurate

flak which appeared to come from a hill just south of Zagreb. None of our aircraft were hit.

As the Group passed over Sibenick harbor on the return, a few ineffectual bursts of light flak were seen to burst below and at some distance from the formation.

II. SIGNIFICANT OBSERVATIONS:

A. Communications: Seven or eight trains were observed in the marshalling yards at Zagreb and one 50 to 70 car train was observed leaving the yards in a southeasterly direction.

B. Flak Positions: Some flak was observed coming from a hill south of Zagreb, Yugoslavia and from the harbor at Sibenick, Yugoslavia.

C. Smoke Screen: None.

D. Naval: Three large M/Vs were seen heading north at 8-10 knots from 21,000 feet altitude at the following locations: 44° 20' N, 14° 20' E at 1040 hrs. At 1233 hrs a large vessel, possibly a troop transport or cruiser, was seen heading 30 degrees at 10 knots from 17,000 feet at the following location: 44° 20' N, 14° 20'E.

E. Land: An airdrome located in the vicinity of 45° 40' N, 15° 40' E appeared inactive with no aircraft visible. The airdrome at Sinj, Yugoslavia, located at 45° 42' N, 16° 40'E, was seen to have 10 TE/AC present at 1150 hours.

III. CONCLUSION

A. Total Losses: None.

B. Damage: None.

C. Victories: None.

D. Correction on Telephone Mission Report: None.

14. RESULTS. ESCORT GAVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS  
Clouds covered primary as well as alternate targets, so bomb s returned or jettisoned.  
No action of enemy planes in our area and \_\_\_\_\_

- 1. UNIT:Notary 0810 DATE: 25 February 1944
- 2. 21 OFF TO: Pola, Italy

6. 1 OTHERS: Dropped 5 tons on Zara harbor while returning early. Hits were at I-9-10 on TC #-132-NA, starting at the edge of the water and going on ----- axis of 50° 1100 hours.

7. 5 E/A SEEN: over target at 1000 ft alt. coming from SW of target.

10. MAH Moderate, accurate and heavy.

14. RESULTS. ESCORT GAVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS  
Good coverage of area included in N 0-7 and along water front installations westward to J 5 and 6 with several bombs hitting in water of the harbor.

SPECIAL NARRATIVE REPORT

MISSION: 25 February, 1944 - POLA, ITALY

I. ENEMY RESISTANCE

A. Fighters: None.

B. Flak: The 99th bomb Group went over the target with squadrons in trail, echelon left. From a mean altitude of 22,000', moderate accurate and heavy flak was encountered. This was of the tracking type.

II. SIGNIFICANT OBSERVATIONS

A. Land: (All observations from 21,000' to 23,000')

1105 - Large coal docks and loading piers at Osere, 45° 10' N, 13° 37' E.

1106 - Landing ground seen at 44° 56' N, 13° 57' E, no planes, runway is good shape.

1112 - Large oil and gas dumps at F-13 on Target Chart #4-51-NA.

1129 - What appeared to be an army camp area was observed at 45° 10' N, 14° 07' E.

B. Water: 1052 - A large M/V anchored at the SW tip of Silba Island at 44°21;N, 14°43;E. Possibility that this may be a CC.

1053 - No. large M/Vs in Zara harbor 44°21'N, 14°43'E.

1110 - 16 M/Vs and 2 CC in Pola Harbor.

1113 - 5 Medium M/Vs heading NW out of Pola Harbor at D-10 on target Chart 4-51-NA.

1114 - 12 seaplanes in water at E 18 and 19, 4 seaplanes at G-10, 3 seaplanes at U-9.

MISSION REPORT

- 1. UNIT: 99th GROUP: TIME: 1940 DATE 25 Feb 1944
- 2. 18 OFF TO: Regensburg, Germany
- 3. 4 EARLY 14 SORTIES.
- 4. 14 OVER TARGET AT: 1250 HOURS, AT 21,400 FEET
- 5. 10 DROPPED ON TGT 30 TONS 500 LB. BOMBS .1/.01 FUSES

6. We don't know if other 4 planes dropped on target as they were hit before target time.

7. 100 E/A SEEN: Wara ME109s, 110s, 210s, FM190s, JU88s, and JU87s

8. 100 E/A TARGETS, ETC. Will be covered in the special narrative report.

9. 20 CLAIMS for e/a destroyed. 1 JU88, 6 ME110s, 1 ME210, 2 FM90s, 10 ME109s

10. FLAK AT TARGET: Heavy, intense and accurate.

11. 4 Enemy fighters.

14. RESULTS. ESCORT GAVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS  
Target apparently was well hit but intense smoke over target made accurate observation impossible.

SECRET  
HEADQUARTERS FIFTEENTH AIR FORCE  
APO 520, U.S. Army

21 July 1944

ESCAPE STATEMENT

1. George, Richard N., 1<sup>st</sup> Lt., 0-814887, 348<sup>th</sup> Bomb Sq., 99<sup>th</sup> Bomb Gp.  
Age: Twenty-eight  
Home Address: 2015 West 65<sup>th</sup> Street, Chicago, Illinois  
Missions: Twenty RTD: 20 July 1944  
Duty on A/C: Pilot

1. Hines, Sidney C., 1<sup>st</sup> Lt., 0-563313, 348<sup>th</sup> Bomb Sq., 99<sup>th</sup> Bomb Gp.  
Age: Twenty-five  
Home Address: 1525 South Elizabeth Street, Denver, Colorado  
Missions: Thirty-two RTD: 20 July 1944  
Duty on A/C: Navigator

1. Crow, James W., 2<sup>nd</sup> Lt., 0-765572, 348<sup>th</sup> Bomb Sq., 99<sup>th</sup> Bomb Gp.  
Age: Twenty-eight  
Home Address: Gooding, Idaho  
Missions: Nineteen RTD: 20 July 1944  
Duty on A/C: Bombardier

1. Hackenberry, Donald., 2<sup>nd</sup> Lt., 0-819799, 348<sup>th</sup> Bomb Sq., 99<sup>th</sup> Bomb Gp.  
Age: Twenty  
Home Address: 1711 Lycoming Creek Road, Williamsport, Pennsylvania  
Missions: Twenty-one RTD: 20 July 1944  
Duty on A/C: Copilot

1. Richler, John J., S/Sgt., 32509328, 348<sup>th</sup> Bomb Sq., 99<sup>th</sup> Bomb Gp.  
Age: Twenty-two  
Home Address: 49 South Washington Ave., Hartsdale, New York  
Missions: Nineteen RTD: 20 July 1944  
Duty on A/C: Tail Gunner

1. VanCleaf, John T., T/Sgt., 12065353, 348<sup>th</sup> Bomb Sq., 99<sup>th</sup> Bomb Gp.  
Age: Twenty-three  
Home Address: 15 College Ave., Westerleigh, Staten Island 10, New York  
Missions: Twelve RTD: 20 July 1944  
Duty on A/C: Radio Operator

1. Beale, Paul F., S/Sgt., 12139333, 348<sup>th</sup> Bomb Sq., 99<sup>th</sup> Bomb Gp.  
Age: Twenty-two  
Home Address: 10 N. Tisrunda Drive, Buffalo, Il. New York  
Missions: Nineteen RTD: 20 July 1944  
Duty on A/C: Assistant Engineer

1. Givinello, Michael J., S/Sgt., 15018321, 348<sup>th</sup> Bomb Sq., 99<sup>th</sup> Bomb Gp.  
Age: Twenty-seven  
Home Address: 55 Spring Street, Delaware, Ohio  
Missions: Nineteen RTD: 20 July 1944  
Duty on A/C: Assistant Radio Operator

1. Ritz, Ernest E., Jr., T/Sgt., 18161675, 348<sup>th</sup> Bomb Sq., 99<sup>th</sup> Bomb Gp.  
Age: Nineteen  
Home Address: 5428 West Fifth, Tulsa, Oklahoma  
Missions: Nineteen RTD: 20 July 1944  
Duty on A/C: Engineer

1. Down, James B., S/Sgt., 35879429 0-819799, 348<sup>th</sup> Bomb Sq., 99<sup>th</sup> Bomb Gp.  
Age: Twenty-six  
Home Address: 1223 29<sup>th</sup> Street, Cincinnati 9, Ohio  
Missions: Nineteen RTD: 20 July 1944  
Duty on A/C: Armorer Gunner

2. Never in enemy hands.

3. Target was Vienna on 16 July 1944. As ship pulled off target, ran into heavy intense accurate flak. No. 4 engine knocked out, No. 3 engine hit, knocked out supercharger. Ship started slow spiral to right, losing altitude and falling out of formation. Equipment jettisoned. Headed for Yugoslavia, losing altitude. About 25 miles SW of Lake Balaton, at 4,000' ran into .50 caliber and 40 mm A/A. Crossed Yugoslav border and crash landed about two miles east of Keprevnica.

Crew ran into a wooded hill nearby then split up into three groups. Lts. George and Hackenberry were soon picked up by a Partisan in the woods. Shortly afterward they picked up three others of their crew. Were joined by two more Partisans in civilian clothes. Later joined by other five of the crew. All left in southeasterly direction and headed for Papuk Mountains. Were told that Germans were in that area. Heard guns off in distance where Germans and Partisans were fighting. On second day of walking they reached a Partisan Headquarters and here they were joined by a British officer and five other American airmen. Walked on to Allied Mission Headquarters and then to Air Strip, being evacuated on night of 19 July 1944.

Had been well briefed. However, navigator did not know of safety maps and safe areas in Balkans. Allied Mission suggested crews be briefed on location of evacuation strips in Yugoslavia. All had GI shoes and escape kits. Did not carry pistols.

John A. Blatnik  
First Lieutenant, AC,  
Interrogator

11 Incls:

Incls 1-10 - Ltr. 383.6  
Incl 11 - Appendix B

APPENDIX B

About a day before Allied Mission was reached, the crew was joined by a British Officer, Lt. R.R. Infori, who had five other American airmen with him. At the Allied Mission they met a British major and a captain, and by Lt. Nowell and his sergeant, the latter two of SBS.

SECRET  
HEADQUARTERS FIFTEENTH AIR FORCE  
APO, U.S. Army

ESCAPE STATEMENT

Sgt. Neil E. Terssell, 16020988, 99<sup>th</sup> Bomb Group, Hq. Sq.

1. Personal History:

Duty: Aerial Photographer, B-17, at this time on A/C 229483, 348<sup>th</sup> Sq.  
Age: 24  
Home Address: 517 Jefferson St., Waupaca, Wisconsin  
Missions: 16  
Returned to Duty: 27 June 1944

2. On July 5, 1943, were over target, Gerbini (Airdrome) Sicily, about 40 miles inland from Catania. Heavy flak all way in to target; about 75 ME109s in the air; dropped bombs over target. Coming back got hit by flak; No. 3 engine ran away; E/A pressed attack and ship was riddled with machine gun and cannon fire. Most of controls were shot away, back part of plane caught on fire; copilot Ewald was killed by 20 mm in chest; the tail turret was out with the tail gunner Sgt. Mills hit in stomach by explosive 20 mm; ball turret knocked out, with Sgt. Esposito shot in legs and bleeding badly; top turret was out with Sgt. Huckabee wounded. Sgt. Mills, with a large hole blown in his stomach crawled from the tail to the waist gun position, and with one arm clutching his stomach, he used his other to help feed the machine gun until he fell over dead. Then seven men bailed out and four remained in the plane which made two complete loops and was going into the third when it hit the ground and burst into flames.

Terssell landed near a farm house; about 20 civilians came around; no attempt was made to hold him. Was taken to a house when Carabinieri came and took him to a hospital in nearby town. Other six that landed safely were Lt. Davis, pilot; Sgt. Huckabee Top Turret; Sgt. Fleming, radio operator; Sgt. John Withrow, engineer; Lt. Shanks, bombardier, and Lt. Ferry, navigator. Fleming and Huckabee, badly wounded, were taken away to a hospital.

3. Sgt. Terssell was interrogated by an Italian officer, who made much noise and threatened him, but did not lay a hand on him. Didn't get any information so Terssell was taken to dispensary and then to local police station. Then taken to Genise, Sicily, put in jail for about 4 days with the bombardier and navigator. On July 9, the pilot, navigator, bombardier, engineer, and Sgt. Terssell were taken to Messian and up to Rome to Poggio Mirteto, a quarantine camp; thought one of the rooms had a concealed microphone. From here to a small air corps transient camp near the Vatican; treatment was bad, and very little to eat. Next moved to Camp No. 59 at Servigliane on July 29, 1943. Got some clothes and one Red Cross parcel each week. An Italian Colonel was Camp Commandant; a Captain Derick Miller was Senior Allied Officer. Were in camp for about 1-1/2 months; left on September 14, after Armistice.

4. Seven headed cross country into the hills; thought Allied troops would be through in about two weeks. Heard Germans put out reward 1,000 or 1,800 lire for each prisoner turned to them. Fascists and Germans were active in area, particularly the fascists. Stayed near Penna San Giovanni. Last part of November went south cross-country; found out that lines were tight and difficult to cross so moved back north. People were very good as a rule, even the Carabinieri. Terssell left in the middle of March and moved, living in area until about June 20, 1944, then headed south finally reaching Bari July 2, 1944.

John A. Blatnik  
1<sup>st</sup> Lt., Air Corps,  
Interrogator

APPENDIX A

1. Movements after leaving Servigliane on September 14:

Near Penna San Sigovanni until last part of November 1943; went south and got near Ascoli, where found lines were difficult to cross; returned back to Comunansa (?), stayed at Villa Para until Christmas. People very good. Moved to San Vittorio near Montelparo, stayed until 9 March 1944, when about 15 German trucks and cars went up road; Germans found two prisoners in a house, took them and all the meat and wheat; made Italian owner put straw under bed and set it afire. Terssell saw house burning and started to leave area.

Regarding the two American prisoners, Sgt. Terssell knew them to be Cpl. Martin Majeski, Artillery, home address, 605 Lanford St., Anderson, S.C.; and Cpl. Robert Newton from Indiana. Terssell used to go across the road and visit them. He learned that these two Americans were taken by the Germans to the Asso River about 2 kilometers south of Santa Vittorio and were shot in the back of the head by the Germans; the bodies were light covered with snow and dirt and left there. This story was told to Terssell by an Italian ANTONIO AGUSTINI, from near Santa Vittorio; AGUSTINI had lived in the U.S., in New England, perhaps near Boston, for about 15 years; has two brothers there now. The Italian civilians removed the two bodies to Santa Vittorio church, and just a few were allowed to see the church services and the burial in the cemetery.

Terssell then went to Penna San Giovanni, then Sarnano for two weeks, then to San Angelo. Fascists and Germans were very active in area. Returned to San Angelo and stayed until 20 June 1944, then went south to Ascoli where he met a British officer and was taken to British camp at Ortena, then to Foggia and then to Bari on 2 July 1944.

2. Persons who helped:

Luigi Liegi; Villa Mali (?); Penna San Giovanni; Prov. of Macerata; gave food and shelter for 2 months.

Ricordo Valentino Terenzi; Comunansa, Prov. of Ascoli; same for one month.

Cupelli Guiseppi; Amondala; Prov. of Ascoli, San Christopher; food and shelter for 1-1/2 months.

Valori, San Vittorio, Prov. of Ascoli; for 2-1/2 months.  
Antonio Augustini, San Vittorio, is to be seen for information regarding local fascists in that area; speaks English.

3. Pro Axis personalities:

Resholi (?) lives between San Vittorio and Servigliane. A brother of his, also a strong Fascist, believed to live in Montelparo.

Resholi is known to have shot and captured Allied evaders and escapees; rumor that Resholi was killed later but is not certain.



Your editor has some lovely photos which were left in the hospitality room at Seattle. Houston pictures show Norm Kaufman, Bill Holt, General Uppie, B.C. Rogers, Jim Flex and others. Sandia Peak pictures show snow, Frank English, and Max Dunn. B.C., these look like they might be yours. A reward of one short beer will retrieve them. George



In reading the last issue of November 1, 1984 newsletter, I was following the daily War Diary and to my surprise I found a gap from January 5-6, 1944 to January 13, 1944. There certainly was some action in that period because I was piloting a B-17 over Sofia and we were shot down by flak and fighters. Are the records lost? If I remember correctly, my aircraft number ended in ---070. Can't remember all of it. But, I can clearly remember the date of the raid; it was January 10, 1944. We were taken as POWs and held until September 1944. Recent news article enclosed.

Sincerely, Dale E. Shupe  
1620 California Avenue  
Ft. Wayne, IN 46805

15 Jun 85

Dear Dale;

I am still trying to find out what happened to the War Diary for that week and will find it and print it, if it is our possession. We do have a few problems with the records, but this looks like my fault.

Sorry geo.



### THE DAY B-17s BUZZED THE YANKEES

The memories of "one of the greatest damn airplanes ever built" and the men who flew them are bringing thousands of World War II veterans and their families to Seattle to salute the 50th anniversary of the B-17 Flying Fortress.

Some 10,000 people are expected Friday for the anniversary celebration of the bomber's first flight in July 1935, said officials at Boeing Aerospace Co., prime builder of the aircraft.

United Press International Washington correspondent Daniel F. Gilmore, who was a radio operator-gunner on a B-17, recalls one memorable flight in the following story.

By DANIEL F. GILMORE

Our final salute to the United States before flying off to the war came on Oct. 5, 1943.

We were in a three-plane V formation of B-17s flying up the East Coast from Florida and headed for Bangor, Me., en route to a combat bombing base in England when I tuned in the World Series.

New York Yankees vs. St. Louis Cardinals.

"Radio operator to crew," I announced. "Anybody who wants to listen to the Series, it's on channel 4.

I allowed that since I was a New Yorker, my money was on the Yanks.

And as the only native aboard, I was invited up front by our pilot to point out the sights.

Lt. Jack Watson of Indianapolis, flying the lead plane ahead of us, asked where to find Yankee Stadium.

"Right up the river and to your right," was the response.

Beautiful day. We passed over the Statue of Liberty, the Battery, Chrysler Building, Empire State Building, Yankee Stadium.

Top of the eighth inning. Cards up.

"Let's take a closer look," Watson radioed.

Down zoomed Watson. We followed.

The New York WOR radio announcer broke off his play-by-play to exclaim excitedly: "Look at those glorious planes...there they are...Our brave boys off to fight the Hun."

Then confusion. The announcer stuttered. The 68,676 fans cheered or screamed as Watson's sturdy Fort buzzed in and out. We followed.

The game broke up briefly in confusion. New York Mayor Fiorello LaGuardia went bananas.

That episode was the first of our misdeeds that day.

It was noted that a very convenient air base was nearby--Mitchell Field on Long Island. Less than an hour ground travel from Times Square.

A 90-degree turn was in order and within minutes we were over Mitchell Field.

Our planes "spontaneously" developed all sorts of trouble. Pilots feigned concern in reporting non-existent low oil pressure; manifold pressure down; No. 3 engine running rough. Terrible shape. Had to land.

Mitchell tower directed us in.

I got back to my home on Long Island for a few hours to say goodbye to the folks and the rest of the crews went into New York city on the town.

The next morning, on the way back to Mitchell for a dawn takeoff, I picked up a copy of the New York Daily News, which carried a front-page picture showing one of our planes zooming out of the flag-draped stadium.

"Unwelcome Series' Guest," read the caption. "Mayor LaGuardia, spectator at the game, protested to headquarters First Air Force that such a flight violated Army rules."

We stole out of Mitchell Field, refueled at Bangor and flew on to Gander, Newfoundland, where LaGuardia's ire caught up with us.

He had demanded the Army take disciplinary action. A court martial was in order, but there was a war on.

A tearfully patriotic cable was dispatched to LaGuardia stating that "we are needed over there" and we were sprung with fines of about \$50.

But LaGuardia, A World War I pilot himself, had the last word the following Jan. 11.

That was the day those same three bombers returned to England from a punishing raid on Germany during which many of our buddies went down.

Watson's B-17, "Meathound," with one of its four engines already gone, was mauled by a swarm of Luftwaffe fighters on the way home.

Another engine went kaput.

Watson fought the controls to get the shattered plane across the English Channel. He ordered his nine-member crew to bail out when the shoreline appeared. They did and survived.

Watson carried on alone, looking for any air field, radioing a distress call and the message, "If you see a B-17 with two engines out, you'll know it's me."

A fighter field responded, "Come on in big friend." Watson landed safely. The story was highly publicized.

"All is forgiven," LaGuardia cabled. "I hope you never run out of altitude."

Oh yes, the Yankees took the opener 4-2 and went on to win the Series.

Furnished by Dick Dempsey in the form of a newspaper clipping from a paper identified only as the Journal, which must be the Colorado Daily Journal.  
geo

## NEWS, DUES & VIEWS

Your Editor yields the floor to an expert expediter, Jesse Hobbs.

On a routine flight shortly after our move to Italy in Dec. 1943 we spotted a large British motor vehicle depot about 20 miles north of the base. A huge olive grove partially consealed acres of almost all types of vehicles in their inventory. A hard surface north south highway formed the east border. On the west side about 300yds from the trees was a narrow little used dirt road with ditch banks covered with heavy brush running parallel to the highway. The point of interest was no less than 100 motorcycles just inside the tree line adjacent to the dirt road. We made mental photographs of the area before returning to the base.

One german light truck was the only privately owned vehicle among the combat crews of the 347th. The relocation or reverse lend lease of a couple of english motor bikes would be welcome additions to this community.

On a cold non-operational morning early in Jan. Lt. Robert Norton, Lt. John Collins, S/Sgt. Harold Griese, and I, S/Sgt. Jesse Hobbs took off in the german truck on this mission of mercy. The trip to the target area was uneventful. Griese and I dropped off on the dirt road and walked into the olive grove. We found the motorcycles selected one with very low milage and pushed it from the pack. I had started back for another when Griese began cranking the first selection. I tried to stop him but was too late, it started. Later he tried to justify this action with this statement, I had to know that it would run. The engine was shut off but too late. An italian in civilian clothes appeared some distance away, then disappeared in the trees. We had been detected. We ran, pushing the motorcycle. We reached the road, dropped the bike into the brush covered ditch and took cover before the alarm sounded. A language barrier between the italian and the english could have given us the time we needed. Shortly after the sirens sounded pandemonium ensued. Vehicles filled with armed guards were moving at high speed weaving in and out of the trees, Vehicles were moving in both directions around the perimeter narrowly missing each other as they passed. Trucks with guards standing in the back, firing rifles in all directions were among a wide assortment of vehicles in the search. Everyone seemed in panic and none of them came to the dirt road where we were hiding. I don't know why these guards were shooting at imaginary targets, but they sure got our attention. Griese and I were wearing fleece lined flight jackets. In an attempt to disguise ourselves, they were removed and covered with brush. When the vehicles finally vacated the area, we started walking north along the road. We walked about a mile, then cut across to the highway and continued north. Armed guards were patrolling in both directions. The disguise worked, we were not stopped. We walked about a mile and were picked up by Norton and Collins. They said to avoid suspicion they had moved farther away than planned when hell broke loose along the highway. About 2hrs later we drove past the depot and everything appeared normal. Just before dark we returned, loaded the bike, retrieved our jackets and returned to base.

The motorbike served us well and was operating when the four of us left for the states in late April 44.

Jesse N Hobbs

Dear George:

November 25, 1983

The newsletters for 1980 and 1981 came this afternoon...thank you very much. I also noted that the 99th was mentioned in the CAF Dispatch that just arrived. I will get a copy of the Thundering Peacemakers (B-36) and the B-52 books off to you. The 99th as a Bomb Wing is noted in both of them. The B-36 was as an RB-36 (recon) and the B-52 was a Bomb Wing. Joe Upchurch was in both of them as well as I was. I mentioned this to Bernie Barr and he said he was not aware of this activity.

I will get additional pictures of our crew and 44-6868 for your archives (I have the negatives) and send them to you. Also, the 15 AF Association could use a set as well... they seem woefully lacking a lot of information so far, although it will be forthcoming when the need is known, I'm sure.

I will make some copies of the application for the 99th and get them included in the Arizona Wings PX for distribution to prospective members as the need arises.

"Sentimental Journey" is grounded for replacement of wiring in the wings and other work as necessary for the winter. I'm not sure of all to be done, but it is necessary to keep her flying.

I enjoyed the visit with all of you and meeting some of the people I had not met before at March AFB.

We had a local static display at Falcon Field this past weekend, and the proceeds are going for a new hangar and development of our property at Falcon Field. We desperately need a hangar as we are out in the Weather at present.

Again, thanks for the 1980 and 1981 newsletters. I will make good use of them. I will also get the ledger that the Combat Crewmen are signing and run off some addresses for you and March AFB, and will also attempt to contact the other aircraft (B-17, B-24, and B-29) and get them to do the same.

Sincerely,

Jim S. Peters  
5450 East Corrine Drive  
Scottsdale, AZ 85254

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### QUOTES

from PANZER LEADER, by Heinz Guderian

On March 28th, 1945 . . . Hitler said to me: 'Please do your best to get your health back. In six weeks the situation will be very critical. Then I shall need you urgently. Where do you think you will go?' Keitel advised me to visit Bad Liebenstein. It was very beautiful there. I replied that it was already occupied by the Americans. p. 357

Barrie Pitt in "Japan, the Final Agony"

And the Japanese army considered itself undefeated. In the spring of 1945, at a PoW camp for Allied captives near Mukden, Japanese officers told the prisoners that if they observed all rules for the next ten or twenty years, their relatives might be permitted to come from home to visit them.

from DREW PEARSON by Oliver Pilat

A third (controversial tip) revealed that four hundred U.S. paratroopers were shot down by U.S. and British naval vessels during the invasion of Sicily. When Pearson was called disloyal for these disclosures, General George Marshall, U.S. Chief of Staff, defended him as "my best Inspector-General."

### INTREPID

When Hitler marched into Russia, Stephenson knew that the Fuhrer's generals had a more concrete cause for confidence than Nazi claims to mystic infallibility. They felt certain their country could build an atomic bomb. p. 457

Twenty-four hours later, a local German communique was intercepted by Bletchley. "Two British bombers, towing gliders loaded with saboteurs, flew yesterday over southern Norway and were forced down by fighter aircraft of the Luftwaffe. The crews of the enemy bombers and gliders were annihilated to the last man in the air fight."

This was a lie. One glider crashed when the tow rope broke under the weight of ice. Eight of the seventeen uniformed commandos crawled out of the wreck alive. Four were killed by the injection of air bubbles into their veins at a German field hospital. The remaining four were executed. The second glider crash-landed after the towing bomber flew into a mountain. The fourteen survivors were shot, starting with the wounded, who were propped in front of their comrades against a wall. p. 467

from PIERCING THE REICH

In the end, the capricious, the absurd, the unanticipated might still undo the best-prepared spy. The British warned the Americans of an agent they had lost in Cairo. The fellow had failed to bend his knees in the Egyptian style when he urinated. p. 55

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