



THE 99th Bomb Group Historical Society Newsletter



Vol. 7 No. 6

Nov 1, 1987

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THE PRESIDENT'S MESSAGE

GREETINGS:

On March 30, 1944, the 15th. Air Force bombed the city of Sofia, Bulgaria. All published accounts of this Mission indicate that we bombed the Marshalling Yards at Sofia. The only account I can find that indicates otherwise is that of my "50 Mission" record and that states that we bombed "Sofia City." It is a fact that we did hit the rail yards but those were included within the "Total City". Our date with Sofia was "heralded" by the Royal Air Force dropping leaflets the three preceding nights and these leaflets were reported to have told the Bulgarians to pull out of the War or Sofia would be destroyed on March 30, 1944. (Recently, our Prestigeous Historian, George Coen, advised that this Mission had something to do with the Bulgarians moving their Jewish Population into Hitler's death camps.) As we went into this Target, we were preceded by 5 or 6 B-24 Bomb Groups, and then following the 5th. Wing were 4 or 5 additional B-24 Bomb Groups. I believe that we had only the 4 original B-17 Bomb Groups in the 5th. Wing at that time. In any event, the Air Force reported a total of 367 Bombers, 253 B-24's and 114 B-17's. The placement of bombers into the bomber stream is probably not correct, I do know that we had B-24's ahead and B-24's behind us, but the numbers reported are those of the 15th. Air Force. This Target was heavily defended, given the advance information from the R.A.F. Flak was very heavy and accurate and fighter opposition was hot and aggressive. There were enough enemy fighters in the area to engage all of our P-47 Escort with plenty more ME 190's to go after us with great determination. When we were over the Target, Sofia was more than half destroyed. As we rallied off the Target, we could see the final B-24's going into the Target. We saw as following Bomb Groups dropping their bombs would pick up exactly where the preceding Bomb Groups bombs ended, and the strike would carry on from that point. It was a most fantastic example of the very great effectiveness of straight forward "Pattern Bombing". The City of Sofia was most certainly effectively destroyed. I know that several B-17's were in trouble and that some went down. I saw one B-17 explode. How many B-24's were lost, I really have no idea. This was my 3rd. Combat Mission and I did have mixed emotions over this particular Mission. In any event, "Pattern Bombing" is tremendously awesome and effective.

As the year progresses, we have both Bill Smallwood and Dick Dempsey working diligently on a possible Reunion in the Boston area and their efforts have been most significant. We also have another bid from the Confederate Air Force that we must address. And we still have that excellent proposal from Huntsville, Alabama. These proposals are to be considered very soon. The Reunion at Ft. Lauderdale, Florida for June 2nd. through June 5th. is in good hands with Jules Horowitz heading that up with the full support of our Vice President, Al Schroeder. Those of you 99'rs in that area, your help would be greatly appreciated. We need your helping hands as well.

After reviewing Bernie Barr's efforts in making the Colorado Springs Reunion with the 15th Air Force Association the success that it is, I believe we all owe Bernie a heart felt thanks for those tremendous efforts. Bernie is always there with the great boosts that this organization needs from time to time. His efforts have gone somewhat unsung but I wish to express the appreciation this Group has for the ongoing efforts of this gracious man. He has been there with strong support, fund raising efforts, personal donations and his own well thought considerations passed on to others within the 99th



DEDICATION CEREMONY OF THE 99TH. BOMB GROUP, as reported
in advance.

AIR FORCE ACADEMY, OCTOBER 16, 1987

It was on the 25th. day of September, 1942 that orders were cut activating the 99th. Bombardment Group at Gowan Field, Boise, Idaho. The original personnel which comprised about 20% strength of the new Bomb Group, came from the 29th. Bomb Group of the 2nd. Air Force, forming the nucleus of the 346th., 347th., 348th. and the 416th. Squadrons of the 99th Bomb Group.

By the end of September, this nucleus, with the balance of the Cadre and equipment coming from Salt Lake City, began operations at Walla Walla, Washington. During the month of October, 12 Flight Leaders and their crews joined the Group. To begin with, just one B-17 was available for each of the Squadrons. They began flight training with the Flight Commanders and their model flight crews, flying these four aircraft. The minimum number of Bombers was increased to ten for the Group later in the month.

Consider the complicated and extensive task of assembling such an organization. All Personnel including Administrative for Head Quarters and each of the four Squadrons, all the Ground Support Personnel, and all the Flight Crews, each faction with their own full complement of Technicians and equipment, and supplies necessary to place this Bomb Group into operation, had to be assembled. All men went into vigorous training along with the Flight Crews, working together cohesively for the ultimate plan which was to get the 99th. into the air on time and with as many airplanes as the Mission called for.

Training began seriously at Walla Walla where the discipline of close formation flying was stressed with significantly more emphasis placed on close formation than was generally required by many other Bomb Groups. This same discipline was passed from Commander to Commander through out the remainder of the War. This aided substantially in keeping the casualty rate of the 99th. as one of the lowest in the European Theater of Operations.

This intensive training included all phases of the operating Group and developed into a force that functioned well under very adverse conditions. These adverse conditions became all too evident when Air Crews arrived overseas ahead of the Ground Crews. Combat operations began on March 31, 1943, just six months after that modest beginning in September. This first Mission was flown to Villacidro Air Drome on the Island of Sardinia and was the first of the 395 Combat Missions to be flown by the 99th. The Air Crews did all the necessary maintenance on their aircraft, refueled them from 55 gallon drums of 100 octane gasoline, loaded and fused the bombs and then flew their assigned Combat Missions. During the nearly two month period before the Ground Crews arrived, the 99th. flew 21 Combat Missions. Ground Crews arrived at Navarin on the 25th. day of May after a long and harrowing trip from Mid-Atlantic when the U.S.S. Edmund B. Alexander developed engine trouble. The rest of the Convoy went on ahead, leaving this ship to more or less fend for herself as she crippled that tremendous distance on into Oran. Never has a group of men been more welcome than those of that final arrival of the Ground Crews on that fateful day in May.

Casualties came within the Ground Crews as well as the Flight Crews. Most notable was the explosion in the Bomb Dump which took the lives of 16 men and wounded a number of others. Our Physicians and Medics were on hand giving assistance valiently when this explosion occurred.

In August 1943, the 99th. moved from Navarin to Oudeni, just 22 miles west of the City of Tunis. On the first day of November 1943, the 99th. Bomb Group was transferred into the newly formed 15th. Air Force along with all the other Heavy Bomb Groups out of the 12th. Air Force. Subsequently, we moved to an Air Field just nine miles north east of Foggia, Italy, known as Foggia Number 2, beginning operations from that Field December 11, 1943.

The 99th. Bomb Group sustained its first significant loss of one entire element of three B-17's being shot down by a tremendous force of enemy aircraft numbering more than 100 fighters. This was over the AirFields of Gerbini, Sicily.

Some of the more significant targets were located at Gerbini along with Foggia and a number of airfields such as Villaorba and Udine in northern Italy. Places such as Augsburg, Regensburg, Munich, and Berlin in Germany and Vienna, Weiner Newstadt and Linz in Austria, all of the Balkans with the most notable of these targets being the Ploesti Oil Fields in Romania. Ploesti was significant enough that the 15th. Air Force flew 19 separate Combat Missions to this location alone. The total loss of Heavy Bombers on this one target grew to a total of 223 out of the 15th. Air Force.

Usually, over these targets, aggressive fighter opposition along with heavy to intense flak could be expected. Battle damage ranged from light to very heavy and those heavily damaged aircraft, (the ones that made it back,) more often than not, would be ready to fly on the next assigned Combat Mission. To accomplish this, many times the Ground Crew would work the night through so their airplane would be on the line and ready to fly that next Mission. Truly deep dedication on the part of our most able Ground Crews.

On June 2, 1944, the 99th. Bomb Group led four Groups of the 5th. Wing of the 15th. Air Force on the first "Shuttle Run" into Russia. We bombed a Marshalling Yard at Debreczen, Hungary on the way in to Russia. Our Field destination in Russia was located at Poltava, about 65 miles southeast of Kiev. On June 6th., we bombed an airfield at Galeti, Romania, returning to Russia where we learned that the Normandy Invasion had taken place. After some bad weather, we returned to Italy, bombing Foscani Air Drome in Romania. All of these targets were pretty much beyond our range from and back to Italy and this did help the Russians significantly in their war with Hitler. This Operation was Code named "F.R.A.N.T.I.C., or FRANTIC JOE.

On an early morning H-hour, all supportive Ground Crews were on duty and these ranged from Operations to Cooks, to the Motor Pool, the full Ground Crew Personnel on the line. All B-17's would be fueled up, bombs loaded and properly fused, the plane mechanically ready to go. Specific take-off times were set, the whole complement of the men of the 99th. working together to get us into the air on time. Timing had to be perfect because there were 20 other Heavy Bomb Groups going into the air at the same time, so take-off, assembly of the Group, rendezvous and placement into the Bomber Stream in their proper sequence was critical. The whole of the 15th. Air Force had to be "Orchastrated" perfectly so this could be accomplished.

The 99th. Bomb Group through its highly trained and dedicated men and its most competent and brave Flight Crews, earned two Presidential Distinguished Unit Citations and flew in 14 separate Aerial Campaigns.

What was it that made the 99th. Bomb Group the highly successful organization that it was? It was the hard work and total dedication of every man in this Bomb Group. Administrative, Operations, Cooks, Motor Pool, Medics, Ground Crews and Air Crews alike. Our great successes would not have been possible without that total dedication and cooperation.

At this time we will unveil our 99th. Bomb Group Plaque and we dedicate this Plaque to the Honor of all those Brave and Dedicated Men who served within the 99th. Bomb Group, of the 5th. Wing, of the 15th. Air Force. We now present this Plaque to the Air Force Academy for future generations to view and remember the tremendous contributions made by the 99th. Bomb Group in helping to win the Second World War, 1942 into 1945.

Thank you. Joe!



RECOLLECTIONS BY LEW BOATWRIGHT

In past newsletters, I have described some of the activities of the 99th Bomb Group from the time it was formed in Boise, Idaho thru the first few months of combat in 1943. As commander of the 347th Squadron I completed fifty missions, the last one on 8 September 1943. I do not recall the details of many of these missions but some are etched indelibly in my memory. My first two missions were with the 97th Bomb Group to Sousse Marshalling Yards and Djibel Tabaga on twelfth and twenty-first of March. The 97th had been transferred from England after completing more than fifty missions over Europe. Shortly after arriving at Lasenia Airdrome, Algeria, Col. Uppie suggested that I fly a couple of missions with them and report back to him. In the meantime, the group had started moving to our first base at Navarin which was near Constantine and about 75 miles from the front lines.

Among the events that have made a lasting impression was the May 3rd mission to attack vessels unloading supplies on the harbor docks at Bizerte, Tunisia. It was unusual to fly an afternoon mission, especially when a weather front was predicted to pass during the evening hours. When we arrived over Bizerte, the harbor was absolutely clean, not even a rowboat in sight. The Group turned back towards Navarin without firing a shot or dropping a bomb. About halfway there it became obvious the weather was going to be a problem. The group circled in a clear area surrounded by a wall of clouds until the order was given to break formation. Everyone was to shift for himself with the suggestion to head south and land in the desert. Col. Rainey, the group leader, leveled off and entered the clouds. This wiped off his wing-men and all others who had not heard the order. For a short time there was utter chaos with B-17s flying in and out of clouds. It was a miracle no midair collisions occurred.

The situation was serious because there was 1) no instrument approach and let-down facility within range, 2) no radio aids for air navigation, 3) only about thirty minutes of daylight remaining, 4) about four hours of fuel on board, 5) severe weather to the west and north, 6) enemy territory to the east and 7) scattered mountain peaks rising to seventy-five hundred feet. In reference to number (2) above, it should be mentioned that vectors could be obtained from radar sites operated by U.S. Army anti-aircraft units. Also there was a low-power NDB (non directional beacon) located at Bone on the Mediterranean coast.

On that mission I occupied the copilot's seat and was probably checking out the crew. When the order was issued to break formation, we descended from twelve thousand feet to get below the clouds. The ceiling was about eight hundred feet and while looking for a landing strip I spotted a railroad. This was most welcome because many times in the past I had used the old reliable "iron compass" for navigation purposes. It was the only east-west railroad in North Africa. Since the weather was west, we turned east and followed the rails through a couple of narrow valleys - too narrow to turn back the B-17. The ceiling was getting lower and the terrain on each side was obscured by clouds. I was concerned the next narrow pass would lead to a tunnel through the mountain but instead the terrain widened into a broad plain. There was a runway adjacent to the railroad and after landing we were greeted by officers assigned to a P-38 Photo Recon Squadron. (To be continued)

Bernice S. Barr
7413 Vista Del Arroyo
Albuquerque, NM 87109

Wallace A. Bush
308 N. Red Hill Rd.
Martinsburg, WV 25401

January 14, 1986

Dear Bernie,

I received the cap today and the nice little note of greeting. Thanks for both. I think I'll wear the cap on the way to Dayton this June. I may meet another 99th and it will shorten the flight. First I'll have to make my reservations.

In your note you said you arrived at the 99th after I had left. I thought I'd give you a little information about our crew anyhow. We were a real bastard crew. ~~Mr~~ Osborne, a B 2 pilot was our first pilot. Bob Braungart, the copilot, was trained in B 17's. The navigator, Nicholson, had been a navigator in cargo carriers. One waist gunner had been trained in A 20's. His name was Coury. The tail gunner, Phillip O'Reilly, was trained in B 26's. The ball turret gunner, John Morris, not to be confused with Major John Morris, was trained in B 26's. The other waist gunner was trained in B 26's. His name ~~is~~ is Joe McGuire. The top turret gunner, Pappy Carter, was trained in B 26's. The radio gunner, yours truly, was trained in B 26's. The last three trained together at Barksdale Field where our original B 26 crew was formed. Our original B 26 pilot, Charles Boggs, became our B 17 pilot when ~~Mr~~ Osborne was rotated. We couldn't keep a good bombardier. He would be put on another crew. The bombardiers were all B 17 trained.

Four of us, Boggs, Cardwell, and Pierce, the navigator/bombardier, and I crossed the Atlantic via Ascension Island. We were assigned to a B 26 group. Boggs flew one mission. We were sent back to Rabat and were given three weeks training in B 27's. We arrived at the 416th squadron of the 99th and occupied a tent of a crew that had just been shot down. We inherited Sweater Girl from the original crew and flew most of our missions in her. I mention this because she keeps popping up in the news letters I am reading. Some years ago I found her picture in the Ballantine book, Schweinfurt, Disaster in the Skies. Sweater Girl was shown as one of four examples of art used on planes during WWII. I have enclosed three xerox copies of pictures I have. Two are of Sweater Girl. The third picture is also that of 416 planes. Bob Braungart has the k 20 negatives. I borrowed them from him 41 years ago. I recently had a negative made of the wheels down Sweater Girl. I gave 8 x 10 copies to the crew members. I had an 11 x 17 made for myself which I intend to frame.

One newsletter in 1984 had a letter from a young man whose father was a staff sergeant gunner in the 416th. By the dates I see he was in the 416th during the same time I was there. His father's picture was taken in front of Sweater Girl. I'm going to send him the same enclosures I've sent you and tell him what I know although I do not remember his father's name. If I saw his picture I'd probably remember that I had known him.

Boggs at first did not like the transfer from B 26's to B 17's. For me it was just what the doctor ordered. I got a nice big private office. Another stripe was added to make me a tech sergeant. My duties were reduced when the radio compass became the function of the navigator. It was just like civilian life: The less you do the more you get paid and the bigger the office. When I returned to the States I taught the radio compass in ground school.

I have always been envious of my brother who was the first sergeant of a mtse company in Europe. He has attended reunions of his company for the last forty years. When my pilot, Charles Boggs, found me via the police chief here in Martinsburg, I was pleased to find at last there was something I could become a part of, the 99th BGHS. I couldn't believe it when I heard his voice on the phone but it was his voice. I gave him enough info with which he found Braungart, O'Reilly, and Morris. O'Reilly is not responding and Coury whom Boggs found some years ago also is not responding. I've written O'Reilly and Morris and have given them application forms to be used if either wants to join the 99th BGHS.

No one in the same plane with me on any mission was injured throughout the entire 50 missions we flew. I read those newsletters and think how fortunate we were. Most of the crew finished it's missions the first of April. Boggs finished his fiftieth mission the last of April. It was over Wiener Neustadt. His Bombardier, Pace, was killed.

When I got out of the service I went to Capital Radio Engineering Institute for three years and went into TV broadcasting for NBC's station WRC in Washington, D C as a TV camera man. The last six years I was a technical director. All of this was a direct result of being in the service.

This is not a letter to be answered. It's in response to your note and I just felt like talking.

Best regards

Wally Bush

Ken Bale W7VCB
Rt 2 Box 300 B
Raymond, Wash. 98577

11 Feb 87

DEAR MR. COEN,

I HAVE FOUND YOUR NAME AND ADDRESS IN COPIES OF THE 99TH BOMB GROUP NEWSLETTERS SENT TO ME BY GEORGE PERRY IN PORTLAND, OREGON. WE MET AT BOEING FIELD ON THE WEEK-END OF THE B-17 50TH ANNIVERSARY IN JULY 1985. THAT WAS REALLY A GREAT EXPERIENCE AND WISH IT COULD BE REPEATED EVERY YEAR. I WILL NEVER FORGET IT.

MY MAIN PURPOSE IN CONTACTING YOU IS TO MAKE A SUGGESTION. I AM NOT EX B-17AIR CREW BUT VERY INTERESTED IN MILITARY AVIATION. BACK IN 1976 A TEAM OF US MADE MANY MANY ORAL HISTORY AUDIO TAPE RECORDINGS IN THIS AREA. IT IS A GREAT TOOL FOR RECORDING INFORMATION. MY SUGGESTION IS FOR YOU AS GROUP HISTORIAN TO ASK FOR AUDIO TAPES FROM ALL MEMBERS OF YOUR ORGANIZATION. THEN YOU COLLECT THEM ALL IN ONE PLACE FOR PRESERVATION, WHAT A GOLD MINE OF INFORMATION YOU WILL HAVE.

I HAVE KEPT MY OLD INTERVIEW OUTLINES, IF YOU LIKE, I'LL DONATE COPIES TO YOU.

WE HAVE A LOCAL RADIO AMATEUR CLUB, THIS YEAR WE ARE STUDYING MILITARY AVIATION COMMUNICATIONS. CAN YOU LOCATE FOR US, ONE EX B-17 RADIO OPERATOR AS WE WOULD LIKE TO IF POSSIBLE GET AN AUDIO TAPE TELLING HOW THE JOB WAS DONE IN WWII TIMES.

GEORGE HAS SENT ME THE NEWS LETTERS VOL 5 No. 1, AND VOL 6 No. 5. THEY ARE REALLY GREAT READING. IS THERE ANY WAY I CAN GET A COMPLETE SET ONE DAY.

KEEP UP THE GOOD WORK. HOPE TO HEAR FROM YOU.

WORK PHONE 206-942-2486
HOME PHONE 206-942-2168

BEST WISHES
KEN BALE

P.S. WE HAVE ONE VERY FINE TAPE FROM GEORGE PERRY.

Dear Ken;

This one of those good ideas which will have to wait Until The Rush Is Over. Our letters received have been too good to throw away, and we are presently printing some which we have had for two years. And not a one of 'em was written with crayon!
geo.

JOHN F. O'CONNELL
321 LINDSEY DRIVE
BERVYN, PA. 19312



Dear George:

On page fourteen of the 1/1/87 Newsletter there was an article pertaining to military unit histories kept on file at the National Archives in Washington. I wrote to the National Archives requesting information about the 99th. Bomb Group. I thought you might be interested in the reply I received.

"Unit histories and supporting documents of Air Force units are in the custody of the Air Force Historical Research Center, Maxwell Air Force Base, Alabama 36112. These files often include historical reports. You should write directly to the above address for further information concerning these records.

We have in our custody roughly 33,000 pages of operational files for the 99th Bomb Group during this period. We will gladly make these files available to you here in our research room.

The Military Field Branch is located in the Washington National Records Center Building, 4205 Suitland Road, Suitland, Maryland, about one mile from the District of Columbia line (Southern Avenue). Research room hours are 8:00 a.m. to 4:15 p.m. Monday through Friday, except legal holidays."

It would appear that one could make it his life's work to go through 33,000 pages of files!

Sincerely

Dear John;

Too true! We learned early that the best of the stories are not in the official records anyway. We hope that you khaki-clad killers will continue to write in and tell how it really was, for the benefit of a generation that has little comprehension of it all.

your friend,
george



And here's to our ground crew,
may they all prosper.

From Dave Halverson's files



ISSUED BY AAF PUBLIC RELATIONS OFFICE SPECIAL HANDOUT
FRIDAY, 29 SEPTEMBER 1944

99TH BOMBER GROUP AWARDED PRESIDENTIAL
UNIT CITATION IN SPECIAL CEREMONY

A Presidential Unit Citation was awarded in formal ceremonies Wednesday (Sept. 27) to the 99th B-17 Flying Fortress Group of the 15th AAF.

Major General Nathan f. Twining, commanding General of the 15th, attached to coveted blue streamer to the 99th's colors and added his personal congratulations. Colonel Ford J. Lauer, of 504 61st Terrace, Kansas City, Mo., is commanding officer of the 99th.

The group was cited for distinguished achievement on July 5, 1943, when 27 of hits bombers battled through a force of 100 enemy fighter planes to attack the main airfield at Gerbini, Sicily. During a furious air battle the group gunners destroyed 38 enemy fighters, probably destroyed 11 others and damaged one.

Said the citation: "The knocking out of 70 enemy fighter planes by the 99th Bomb Group in a single mission was a serious blow to the defenses of Sicily. It played a major part in setting the stage for the invasion five days later."

Also attending was Brigadier General Charles W. Lawrence, of Orlando, Florida, a former 99th commander and now Commanding General of the Fortress wing of which the 99th is a part.

General Twining addressed the group after its personnel had passed in review to music of the 15th AAF military band: "I wish to tell the members of the 99th Bomb Group how proud I am to present the Presidential Citation of which you may well be proud. your record has been outstanding in fine performance and few losses, and for fine leadership and maintenance by group personnel. May your good luck continue."

Veteran of more than 260 combat missions and 18 months of continuous operation, the 99th bomb Group, from Africa and Italy, has helped pioneer strategic bombing attacks throughout the Mediterranean theater. Its commander, Colonel Lauer, led the historical first shuttle to Russia in June.

Dec 22, 1943

FROM A 15TH AIR FORCE BOMBER BASE--1st Lt Robert N. Schneider, 24-year-old AAF Flying Fortress bombardier of 5230 Brandell Place, Toledo, OH., has been officially credited with destroying a Messerschmitt 109 fighter plane in aerial combat over Innsbruck, Austria during the raid of December 19.

Schneider's victory--his first--was verified by another member of his crew who saw the fighter's belly gasoline tank explode and the plane go down burning.

"Three enemy planes, one behind the other, came in on our nose," the bombardier said in describing the battle. "I fired at all three with the nose gun--one long burst of about 75 rounds. The first and third planes peeled to the left and down. But I hit the middle one squarely in the belly tank."

The Lieutenant, a former University of Toledo student, is the son of Mr. and Mrs. Herman Schneider of Toledo.

FROM A 15TH AIR FORCE BOMBER BASE--Sergeant George Koster, 23-year-old AAF Flying Fortress tail gunner of 304 SW Harley St., Pendleton, Ore., has been credited officially with shooting down two Messerschmitt 109 fighter planes during the Fortress raid on Innsbruck, Austria, December 19.

Koster's victories--his first in aerial combat--were verified by another member of his crew who saw the enemy pilots of both ships bail out.

"The first plane came in behind three others, and slightly above our level," the gunner said in describing the battle. "I opened fire at all of them at 800 yards. The first three peeled off, but the fourth rolled over on its back and went down.

"The next victim was third in a formation of five which came in almost dead on the tail. I fired about 75 rounds in three bursts. The first two planes peeled off. Pieces of cowling flew off the third, it fell off, rolled over on its belly and went down smoking."

The gunner is married to Regina L. Koster of Pendleton, and is the son of Mr. and Mrs. George Koster, Sr., of Box 313, St. Ansgar, Iowa.

FROM A 15TH AIR FORCE BOMBER BASE--2nd Lt Glenn D. Sweem, 25-year-old AAF Flying Fortress bombardier of 145 W. 5th St., Sheridan, Wyo., has been credited officially with destroying two Messerschmitt 109 fighter planes in aerial combat during the raid on Innsbruck, Austria, December 19.

Sweem's victories--his first--were verified by other members of his crew who saw one plane crash into a mountain side and the pilot bail out of the second.

"The first enemy plane came out of the sun in a head-on attack designed to split up our element of Fortresses," Sweem said in describing the battle. "I fired about 100 rounds until it was within 50 yards of our plane. It went into a vertical spin, the engine caught on fire and smoke came from the cockpit. It crashed.

"The second plane also came out of the sun dead on our nose. I fired about 50 rounds into its side and top. It started to fall apart in the tail section and it looked to me like the left elevator or rudder broke off. The pilot hit the silk from 18,000 feet."

The bombardier, who starred in football, track, basketball, boxing, and wrestling at Colorado State Teachers College, is the son of Mr. and Mrs. O.J. Sweem of Sheridan. He has a wife residing at 466 1/2 Smith St., Sheridan.

FROM A 15TH AIR FORCE BOMBER BASE--Staff Sergeant Howard P. Carter, 23-year-old AAF Flying Fortress engineer-gunner of Route #4, North Kansas City, Mo., has been credited officially with destroying a Messerschmitt 109--his third victory in aerial combat--during the raid on Innsbruck, Austria, December 19.

Carter's victory was substantiated by two other members of his crew who saw the Jerry go down in flames.

"The enemy plane came out of the sun in a head-on attack," Carter said in describing the battle. "I commenced firing when he was about 1,000 yards out and held down on the trigger. The plane burst into flames and passed under us enveloped in fire."

The gunner is the son of Mr. and Mrs. T.V. Carter of North Kansas City.

FROM A 15TH AIR FORCE BOMBER BASE--Staff Sergeant Anthony A. Giarrana, an AAF Flying Fortress engineer-gunner of 1321 Seventh St., Canton, O., has been credited officially with shooting down a Messerschmitt 109 fighter plane--one of eight destroyed by his Fortress group in the December 19th raid on Innsbruck, Austria.

Giarran's victory--his first--was verified by two other members of his crew who saw the enemy plane crash into a mountain side.

"The Jerry came out of the sun to the right of our nose," Giarrana said in describing the battle. "I started firing when he was out about 300 yards, and pumped out 200 rounds while he came in to 200 yards. The plane caught on fire and went down in a spin."

FROM A 25TH AIR FORCE BOMBER BASE, DEC 28--The 99th Bombardment Group totted up its contribution to the crushing of German airpower today and discovered that its AAF Flying Fortresses had destroyed or damaged 842 enemy planes in the air and on the ground in nine months of combat flying--almost 100 planes a month.

Of this impressive total, 427 planes represented losses to the enemy on the ground, while 415 were losses in the air. A further breakdown showed that of the 415 air losses, 297 planes were destroyed, 68 probably destroyed and 50 damaged.

On the other side of the nine-month ledger, the Group chalked up 19 Fortresses lost to enemy air opposition--both flak and fighters--but the crews of many of these were saved to fly another day.

To accomplish this record, 99th Fortresses met and battered the best the enemy had to offer over North Africa; Pantelleria, Sicily; Sardinia, Italy; southern France; Greece; Germany; and Austria. Most of the aircraft wiped out were the enemy's top-flight warplanes--JU 88s, ME 109s, and FW 120s.

On the ground, great chunks were hacked out of German air strength in four notable raids in which 99th bombing accuracy was at its best. Outstanding among these was a raid on the Milo Airdrome of Trapani in Sicily, April 5, 1943. the Group, flying only its third mission in combat, destroyed or damaged 85 of 150 enemy aircraft present on the field. Photographs of this mission, showing virtually all bomb strikes within the target area, later were published widely as examples of near-perfect bombing.

The Group also: knocked out 48 enemy aircraft on Castelvetro airdrome in Sicily, May 21; 51 on Naples-Capodichino airdrome in Italy, May 30; and 88 on Istres Le Tube airdrome in southern France, August 17. The latter raid was the first by Mediterranean heavy bombers on France.

Similarly, in the air the 99th made large inroads on German fighter strength in three outstanding encounters with Hermann Goering's crack pilots. Few of the Group's airmen will forget the raid on Gerbinni airdrome in Sicily on July 5, when a solid wall of more than 100 pursuit tried to keep a mere handful of 27 Fortresses from reaching the target.

In a running battle lasting almost an hour, the Group's gunners blasted down 38 fighters, probably destroyed 11 and damaged one. The target was hit and only three Fortresses were lost. Crewmen dubbed it the mission "To Hell and Back." The men who man the "twin .50s" considered it a complete course in gunnery from primary to postgraduate.

In a raid on Foggia No. 2 airdrome in Italy, August 25, the Group was credited with destroying 40, probably destroying 18 and damaging 12 of 100 attacking fighters. Over Foggia main airdrome on September 7, the count was 32 destroyed, 1 probably destroyed and 6 damaged of 50 attacking pursuit.

Almost hidden in these statistics was the drain on the Luftwaffe at times when allied movements into Pantelleria, Sicily and Italy depended heavily upon an impoverished enemy airpower.

And, while the Group took pride in its achievement, much of the credit was due to individual exploits of airmen--pilots, navigators, bombardiers, and gunners--who gave the 99th its fighting tradition.

Outstanding among these was the feat of Staff Sergeant Benjamin F. Warmer, a six-foot-six waist gunner from San Francisco, Cal. (340 Hayes St.) who shot down seven axis fighters in one day--the Gerbini raid. Other gunners on Warmer's crew boosted the total to a record 12 planes destroyed by one ship in one raid.

Another "hot gun" was staff Sergeant Jack D. Guerard, a pint-sized tail gunner from Beaufort, SC, who bagged four fighters in the September 8th raid on Frascati, Italy. 1st Lt Lewis S. Franck, a quiet, retiring bombardier from Scotland Neck, NC, also hit a four-bagger when he grabbed a nose gun on the October 1st raid on Augsburg, Germany, and sent a quartet of Nazi fighters earthward. This raid was the first by Mediterranean heavy bombers on Germany.

On many occasions, 99th fighting men carried on at their guns despite great physical pain from wounds. There was Staff Sergeant Eugene L. Cantley of Dry Creek, W. Va., a waist gunner who was wounded in the knee and back along with five others of his crew over Messina, Sicily. Although he collapsed once from pain and shock, Cantley rallied to shoot down a fighter. He was decorated with the Silver Star.

Staff Sergeant Floyd Laxson, a tail gunner from Colorado Springs, Colo. (719 E. Cache La Poudre) shot down a fighter after its fire had blown him out of his seat and tore a hole in his feet which put him in the hospital for weeks.

The comic touch was added by Capt Frank Was, a pilot from Santa Ana, Cal. (617 Orange St.) who once flew his lumbering Fortress up behind a idling Focke Wulf 190, one of Germany's fastest fighter planes. Unaware that the Fort was within 100 yards of its tail, the hapless Focke Wulf went down under the fire of Was' gunners.

These and other men made the stories behind the statistics. The enemy had failed to keep the 99th from its target on any of the Group's 119 missions. Each time it tried it lost--heavily.

FROM: 99th Bomb Gp.
THRU: 5th Wing (US)
Dec 22, 1943

FROM A 15TH AIR FORCE BOMBER BASE--Private Abe Radel, 24-year-old AAF Flying Fortress waist gunner of 2414 S. Franklin St., Philadelphia, Pa., has been credited officially with shooting down a Messerschmitt 109--one of three destroyed by his Fortress group in the December 20th raid on Athens-Elusis airdrome in Greece

Radel's victory--his first in aerial combat, was verified by another member of his crew who saw the enemy plane crash to the ground in a great column of smoke.

"The Jerry came in all alone and on the left our our ship," Radel said in describing the battle. "When he turned his nose on me at 800 yards I let go with 20 or 25 rounds. As he got closer I gave him half a dozen short bursts which hit his nose. He plummeted straight down."

The gunner, a one-time welder in the Philadelphia Navy Yard, is the son of Mr. and Mrs. Sam Radel of Philadelphia.

NEWS RELEASE
PUBLIC RELATIONS OFFICE
22 Sept 44

15th AAF IN ITALY -- First Lieutenant James W. Knox, 21, of 506 East 16th Street, Austin, Texas, Navigator on a 15th AAF Flying Fortress, returned to his base recently from a Bulgarian prison camp.

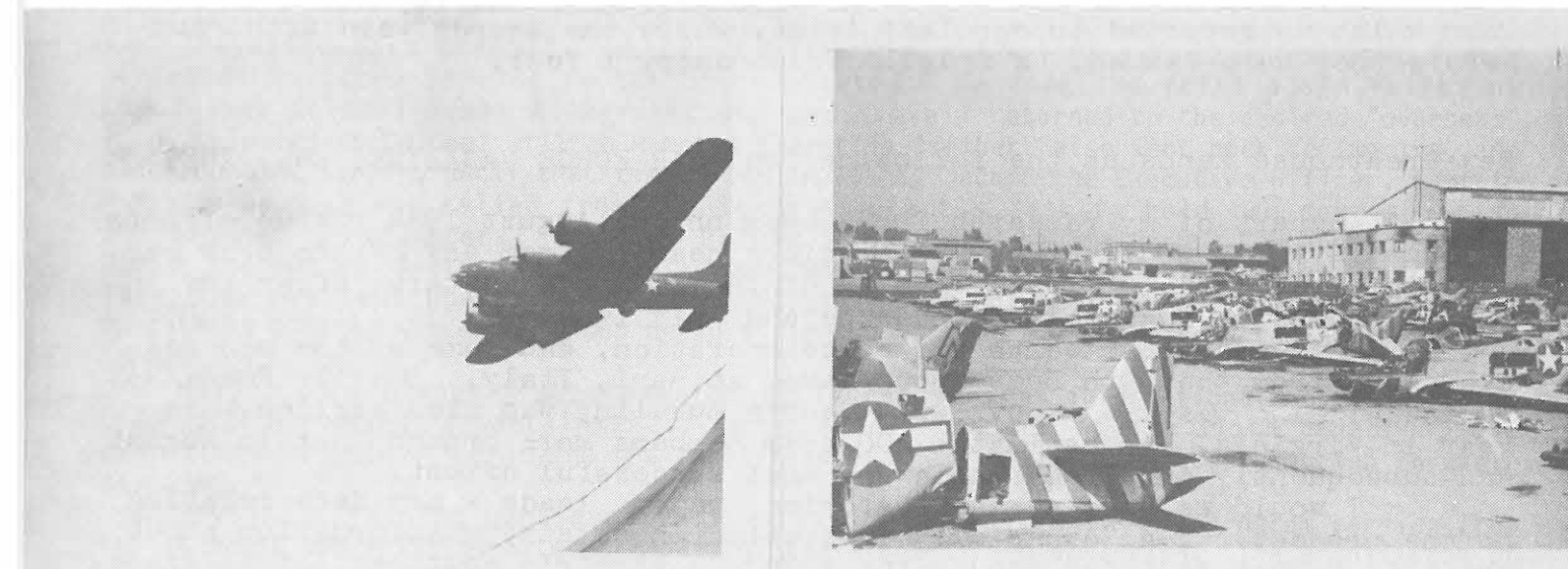
On a mission to Sofia, January 10, his aircraft was hit by flak over the target knocking out two engines. Immediately after leaving the target his ship was attacked by 12 enemy fighters. Another engine was set on fire by 20mm cannon shells from the fighters. Unable to cross over the mountains on one engine, he and the rest of the crew parachuted to the ground and were immediately picked up by the Bulgarian troops.

Lt Knox said, "The food and medical aid was very poor and several men had to undergo amputation without the aid of anesthetics as there was none to be had. The living conditions weren't any better, either. We were introduced to countless species of bugs, insects, and lice. During the course of our interrogation, the Bulgarian officers were very harsh and tried to force us to submit to their questioning."

After the Armistice was signed, the Bulgarian women wore red dresses, peasants in the fields wore red sashes around their waists. When they were being evacuated from Bulgaria by train, people would cut a watermelon in half, holding up the red pieces to show they were friendly. The Bulgarians thought the American soldiers were the Russians. All Nazi insignia was removed from trains, busses, and buildings and were replaced by red flags.

Lieutenant Knox is a graduate of Austin High School and attended the University of Texas until his enlistment in March 1942.

His wife, Mrs. Margaret R. Knox, resides in Austin. He is the son of Captain and Mrs. Warren P. Knox of Austin.



NEWS, DUES & VIEWS

We received a welcome phone call from General Upthegrove from Omaha. "Our Colonel" and Mrs. Upthegrove will be unable to attend the 15AFA Reunion, but both of them extend best wishes and congratulations.

Thank you both for calling. geo.

Florence (Mrs. Rex) Carnes is presently recovering from knee surgery at Longmont and will be unable to attend the Colorado Springs Reunion. We all wish Florence a speedy recovery and hope that she will soon be able to return home.

We have received a cheery phone call from Frank English from Whittier California. The earthquake did break some crockery and glasses and hurled Frank's whiskey funnel across the kitchen, but it did no harm to Frank and none to his house. Frank says that he is recovering from his surgery quite rapidly and that he will see us in Colorado. geo.

We are informed by C.D. Boggs that the Washington State 99BGHS was planning a dinner meeting at Wenatchee for May 23rd. Good work, fellows!

As I write, the Virginia creeper is turning scarlet here in Albuquerque, and the barefoot season is almost over. I suppose the Antlers will insist on shoes, regardless of our difficulties in resuming the wearing of footgear in the Fall.

We have not yet gotten any response from Galaxy Tours about the Foltava trip. We hope that you uncultured hooligans will not attempt to take the Kursk bar apart. Try to be cultured hooligans.

The Soviet Government will be a very hospitable host, perhaps partly because they need the exchange, a portion of which will be used to purchase materiel for the Peace-Loving Red Army.

For those of you who are not already aware of it, your editor was once County Engineer of the County (and City) of Los Alamos, New Mexico. We had an exchange program with Chernigov which seemed to work very well and which is probably still going well. My neighbors, mostly staunch Republicans and capitalists, were well-treated, so I presume that the program was mutually beneficial.

We note that our correspondence of last October concerned a Friendship Tour to France for the awarding of the Croix de Guerre. That is the Tour which we reported in our last issue, where the awards were withdrawn before they were issued. A fragile friendship, I fear.

Rex Greathouse sends us the following from AIR FORCE MAGAZINE, Sep. 1987

As part of my research for a book on the August 1944 rescue efforts in Yugoslavia, I would greatly appreciate hearing from any of the crew members involved. Most of them were in hiding with the Chetniks after the Floesti raids in August 1943 and June and July 1944.

This was a Fifteenth Air Force operation, and some of the men rescued were from the 99th Bomb Group based at Bari, Italy. The Air Force/OSS rescue mission was headed by Capt. George Musulin, who died earlier this year in Virginia. An estimated 400 crew members were brought out in August and subsequently in a remarkable and most successful effort.

I would welcome personal stories, names, leads - any data relating to the project. I am especially interested in obtaining information about the action that centered around the Pranjane airstrip southwest of Belgrade.

Charles M. Holloway, P.O. Box 497, Williamsburg, VA 23185

You snowbirds who would rather shovel sunshine than snow - be sure to notify Walter of your change of address. We do our damndest!

We recommend the Barr Trail at Colorado Springs to all. Well, to all who like hiking, since the Frank Barr Trail leads upward to the 14,310-foot summit of Pike's Peak. There is a real good view from there.

A fellow at the 17th Bomb says that his health is so bad that he won't even buy green bananas,



The first three days of September found our group with but one mission accomplished as mission #255 was flown to the Sava River Bridge, in Yugoslavia. Operational for the next three days however, and the 99th flew to bomb a sub base at Genoa, Italy, a railroad bridge at Budapest, Hungary, and a target at Ordea, Roumania, on consecutive days. The seventh of the month was non-operational and ground crews readied up for the next mission. This mission, #259 for the group, found the Brod Railroad Bridge, Yugoslavia, as the target. Another no-op day preceded the mission of the tenth and on the latter date, oil refineries at Vienna, Austria, felt the wrath of the 99th's bombs. With the 11th again a stand-down, mission number 251 to Lechfield A/D in Germany, was flown on the 12th. On the 13th members of the 8th AAF landed again on our field after flying from Russia and dropping on the Miskolo Steel Works in Hungary. Meanwhile our aircraft flew to Blechhammer North Synthetic Oil Plant, in Germany proper. Another stand-down and on the 15th, mission #263 to Kalamaki A/D at Athens, Greece, was accomplished. A day of rest for the combat crews followed and the next day bombs were dropped on the marshalling yards at Budapest Rakos, Hungary. After another off day the men sharpened up their eyes and a fine job was done on the Novi Sad Railroad Bridge, Yugoslavia. The 3rd Division of the 95th Bombardment Group of the 8th AAF flew to the Szolnok M/Y, in Hungary with Tortorella A/D as their temporary home base, on the 19th. The target for the day on the 20th was the Szob RR Bridge, Hungary for the 99th Fortresses, and on the following day another Hungarian target was dropped upon by the crews as the Forts went to the Bekescaaba, M/Y. On consecutive days, mission #268 and 269 were made, the first to the Munich Industrial Area in Germany, and the latter to the Brux Synthetic Oil Plant in Czechoslovakia. A full week of inactivity as far as operating in the air was concerned followed and the month ended with 15 missions of our own group and two missions flown by members of the 8th AAF at our base. Weather proved to be the factor limiting the groups total missions.

However, although the inclement weather kept the aircraft on the ground, the time was not wasted for the ground crews used the needed time for maintenance and worked rain or shine on the aircraft.

The 99th again changed Commanding Officers as Colonel Ford J. Lauer returned from a period of Detached Service in the United States. He took the reins again relieving Lieutenant Colonel James A. Barnett who was himself returned to the desired "overseas" land. Lieutenant Colonel William Hampton Executive Officer, also went back to America, and Major John A. Sarosy, until that time Group Adjutant, became the Executive Officer. Captain N.M. Scarborough was called from the 347th Adjutant's desk to hold the corresponding position at Headquarters. Colonel Pelham D. Glassford became Deputy Commanding Officer during the month. Another Major replacement was made when Lieutenant Colonel Bernice S. Barr took over the Operations Office and Lieutenant Colonel Lawrence Seman who had been Operations Officer since the group began flying combat got a well earned change of station to America.

Movies thrice weekly supplemented by Thursday night informational movies were the order of the evenings entertainment. For the enlisted men of the 346th Squadron, the evenings were spent in enjoying the facilities of their newly opened bar and club in their dayroom.

Physical Training continued in full swing each day with the program varying from calisthenics and drill to alternate days of calisthenics and athletics. The acquisition of an enlisted Physical Education instructor in the Special Service branch made the program a little more polished and organized than it previously had been.

In addition to improving the men's physical condition, the Special Service Department began preparation for the increase of educational facilities that will be called for at the end of the European conflict whenever that may occur. Many of the men in the group are availing themselves of the Army Institute courses or Correspondence Sources with various colleges and universities.

Major Charles F. Weeden took over the Executive Officer's post of the 347th Squadron and Major Frank B. Knepper relieved Lieutenant Colonel John A. Christensen who returned to the USA after a tour of duty, thus giving the 348th Squadron a new Commanding Officer.

During the month's operational activities the 99th Bombardment Group in flying the 15

HEADQUARTERS
NINETY-NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of the Intelligence Officer

missions sent over the target 409 aircraft, averaging 27.27 aircraft per mission. A total of 1067.44 tons of bombs for the 15 missions averaged 71.2 tons per mission with each aircraft dropping 2.609 tons of bombs each time. Total operational hours for the 15 sorties were 101:45 which averaged 6:47 per mission.

During the month Major Fred Koehne's new hospital building began to take shape from the plans and when finished this aid station will have a 36 bed infirmary. The enlisted men have had refresher courses in various medical branches, receiving training at the 61st Station Hospital.

UNIT CITATION

27 September 1944

The 99th Bombardment Group today received the Distinguished Unit Citation by the President of the United States for the attack on Gerbini, Sicily, 5 July 1943.

Major General Nathan F. Twining, Commanding General of the 15th AAF and members of his staff were present for the presentation of the award.

The ceremony was opened with Major John A. Sarosy, Group Executive Officer, in charge.

Military music was furnished by the 15th AAF Band.

Captain N.M. Scarborough, Group Adjutant, read the citation "for outstanding performance of duty in armed conflict with the enemy on 5 July 1943."

Major General Twining then affixed the blue streamer to the unit colors assisted by Major Yount of his staff. The color bearers were M/Sgt L. Firewald and T/Sgt F. Freer, both of the Headquarters Detachment and the color guards were M/Sgt W. Bransch, of HQ and M/Sgt J. Egan of the 416th Squadron.

General Twining then commended the Group for its "outstanding record in fine bombing performance and few losses," and "for fine leadership and maintenance by ground personnel."

The Group then passed in review. On the reviewing stand were Brigadier General Fay R. Upthegrove, Brigadier General Charles W. Lawrence, Colonel Ford J. Lauer (Commanding Officer of the 99th), Colonel F. D. Glassford, Lieut-Col L. Semans, Lieut-Col. B. Barr, Major P.M. Philips, and Major General Nathan F. Twining and Major Yount.

The review was led by Major Garosy and Captain Scarborough, and the squadrons followed, the 348th squadron led by Captain R. Masters, the 347th by Captain Stasser, the 348th by Captain Kane, and the 416th by Captain E. O'Rourke.

An interesting sidelight occurred after the performance in the room in the rear of the stage when Major General Twining himself pinned on the blue ribbon for Brigadier General Upthegrove who at the time of the attack on Gerbini was Group Commanding Officer and had led the Group. At that time, Upthegrove was a Colonel.

MISSIONS FLOWN IN NOVEMBER

1	Nov 44	#286	Vienna South O/D, Austria
2	Nov 44	#287	Klagenfurt, Austria
3	Nov 44	#288	Vienna South O/D, Austria
4	Nov 44	#289	Regensburg Winter Harbor Oil Storage, Germany
5	Nov 44	#290	Florisdorf Oil Refinery, Vienna, Austria
6	Nov 44	#291	Kapfenberg Steel Works, Austria
7	Nov 44	#292	Maribor M/Y, Yugoslavia
7	Nov 44	#293	Florisdorf Oil Refinery, Vienna, Austria
13	Nov 44	#294	Blechhammer south Oil Refinery, Germany
14	Nov 44	#295	Lins Bensol Plant, Lins, Austria
16	Nov 44	#296	Munich West M/Y, Germany
17	Nov 44	#297	Salsburg M/Y, Austria
18	Nov 44	#298	Florisdorf Oil Refinery, Vienna, Austria
19	Nov 44	#299	Winterhafen Oil Storage Depot, Vienna, Austria
20	Nov 44	#300	Brae M/Y, Czechoslovakia
22	Nov 44	#301	Munich West M/Y, Germany
25	Nov 44	#302	Lins Bensol Plant, Austria
30	Nov 44	#303	Lins Bensol Plant, Austria

SPECIAL NARRATIVE REPORT:

MISSION: 1 November, 1944 - Vienna South Ordnance Depot, Austria

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were reported at any stage of the mission.

B. Flak: Over the primary target at a mean altitude of 26,000 feet this group encountered heavy, intense, and accurate flak of both barrage and tracking variety.

On the return route, light to heavy flak of varying intensity - inaccurate to accurate was encountered in the Lake Balaton, Papa and Byor areas, when Group dropped down to 14,000 feet to protect a straggling a/c of our formation.

II. SIGNIFICANT OBSERVATIONS

A. Flak Positions: Zagreb 45/39N, 15/58E, light, slight, inaccurate
45/55N, 15/05E, L - M - A
46/32N, 16/40E, H-S Inac; L-S Inac; 15-20 rocket
projectiles seen
45/49N, 16/00E, H-M Inac
47/28N, 17/18E, H-M Inac (20 guns)
47/30N, 17/08E, H-S Inac (5 guns)
47/41N, 17/36E, H-L Ac (4 guns)
48/09N, 17/06E, H-S Inac.

B. Land: 1250 - 23,000, 47/22N, 17/30E, large factory in operation and long runway close by.

1150 - 27,000', large factory at 46/24N, 15/46E, in operation and large barracks nearby.

1253 - 21,000', A/D, 47/50N, 17/22E, 20 a/c a/c on A/D.

1235 - 27,000', A/D, 48/12N, 16/20E, 17 unidentified a/c on ground.

1244 - 25,500', A/D at 47/41N, 17/36E, no a/c observed.

1204 - 21,000', A/D and bivouac area at 47/21N, 17/31E, papa - no E/A observed.

1330 - 21,000', M/Y at 47/10N, 17/09E, 700-800 cars.

1335 - 15,000', large bivouac area 46/29N, 16/46E, (flak from this point)

1330 - 17,000', bivouac area, 46/35N, 16/37E, (light flak)

1402 - 14,000', A/D, at 44/47N, 15/49E, no a/c observed.

C. Water: 1510 - 14,000' - 1 corvette heading 10 degrees approximately 32 knots -44/22N. 14/20N.

D. Air: 1346 hours - 16,000', Zagreb - B-24 losing altitude no chutes seen.

1615 - San Severe A/D, 7 chutes seen - did not see a/c.

III. CONCLUSION

A. Total Losses: None.

B. Damage: 12 a/c received flak damage.

(17 a/c received minor)

(1 a/c major - 1 man received slight wound).

C. Victories: None.

D. correction on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 2 November 1944 - Klagenfurt, Austria

I. ENEMY RESISTANCE

A. Fighters: There was no interception by enemy fighters, nor were any a/c seen.

B. Flak: No flak was encountered until just after bombs away. Altitude was 24,000 feet and flak heavy, intense and accurate.

II. SIGNIFICANT OBSERVATIONS: The fact that mission was a night mission, and weather, heavy overcast, precluded making of any observations.

III. CONCLUSION

- A. Total Losses: None
- B. Damage: Only a/c to reach target received a number of flak holes, no serious damage.
- C. Victories: None.
- D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 3 November 1944 - Vienna South Ordnance Depot, Austria

I. ENEMY RESISTANCE

- A. Fighters: No enemy fighters were observed during the mission.
- B. Flak: Our first 3 a/c went into the target at altitudes ranging from 25,500 feet to 28,200 feet and encountered no flak whatsoever. The 4th and last a/c over the target at 29,000 feet and approximately 1 minute later, met heavy, intense accurate flak, receiving minor damage.

II. SIGNIFICANT OBSERVATIONS

- A. Land: 1015 - 24,000', A/D 46/55N, 17/06E, 8 unidentified a/c.

III. CONCLUSION

- A. Total Losses: None.
- B. Damage: 1 a/c received minor flak damage.
- C. Victories: None.
- D. Correction Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 4 November 1944 - Regensburg Winter Harbor Oil Storage, Germany

I. ENEMY RESISTANCE

- A. Fighters: No enemy fighters were seen today.
- B. Flak: Flak over the target at a mean altitude of 27,600 feet was heavy, slight and inaccurate. The only flak encountered on route was at 48/50, 11/40, approximately 35 miles southwest of Regensburg. It was heavy, slight and fairly accurate.

II. SIGNIFICANT OBSERVATIONS

- A. Flak Area: Flak from 48/50, 11/40 - Heavy, slight and accurate.
 - B. Water: 1000 hours, 18,000 feet - Rimini, 1 M/V (medium) standing off shore.
 - C. Land: 22,000 feet - 4 A/Ds 45/56, 13/08 no E/A observed.
- 1040 hours, 23,000 feet - A/D 46/10, 12/33, no A/C observed.
 1118 hours, 26,600 feet - 47/69, 13/37 factory in operation
 1234 hours, 24,000 feet Salzburg, ineffective smoke screen starting up.
 1236 hours, 21,000 feet, A/D 46/03, 12/35 vacant.
 1237 hours, 21,000 feet, A/D 46/05, 12/40 vacant.
 1257 hours, 18,500 feet, 46/15, 13/04 Air strip with large barrack type bldgs adg.
 1303 hours, 16,000 feet, A/D 46/01, 13/11 No A/C observed.
 1305 hours, 18,000 feet, A/D 3 miles SW of Udine 10 S/E A/C observed.
 1305 hours, 18,000 feet, 3 A/Ds 45/50, 12/15, 25 JS/E on ground.
 1300 hours, 18,800 feet, 46/04, 12/48 Bivouac area
 1308 hours, 17,800 feet, A/D 45/56, 12/56 S S/E A/C on A/D
 1307 hours, 18,000 feet, 45/40, 12/10 Several new air strips being built, 4 S/E A/C present on one air strip
 1310 hours, 16,800 feet, A/D 45/55, 12/29, JS S/E A/C in revetments
 1300 hours, 16,000 feet, A/D 46/02, 13/02 7 S/E A/C on ground.

III. CONCLUSIONS

- A. Total Losses: None.
- B. Damage: None.
- C. Victories: None.
- D. Correction to Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 5 November 1944 - Florisdorf Oil Refinery, Vienna, Austria

I. ENEMY RESISTANCE

- A. Fighters: When this group was at 48/50N, 16/20E, approximately 20 miles southwest of Brao at 1155 hours and 26,000' altitude, four (4) ME 109s were seen flying at about same level at 6 o'clock. They were well out of range and being engaged by F-51s.
- B. Flak: Over the target at a mean altitude of 26,600 feet, intense, inaccurate, heavy flak was encountered. Three (3) a/c received minor flak damage. Slight to moderate, heavy flak was encountered in vicinity of Gyor en route.

II. SIGNIFICANT OBSERVATIONS

- A. Flak Positions: Heavy, slight, inaccurate flak at 47/45N, 17/21E. Heavy, moderate, inaccurate, 48/10N, 17/05E.
- B. Land: 1020 - 21,000', M/Y, 45/16N, 17/07E, large fires visible in M/Y.
 1055 - 22,500', a train 30/40 cars at 46/43N, 15/45E, heading east.
 1100 - 24,000', Graz, 47/05N, 15/27E, smoke screen, 8/10 to 10/10 effective.
 1111 - 25,300', 47/56N, 15/27E, 3 large active factories also several barracks buildings.
 1102 - 24,000', large factory at 47/02N, 15/29E, number of trucks leaving a factory headed for Gras.
 1110 - 24,500', 47/16N, 15/41E, 9 large factory buildings in operation with approximately 150 RR cars in factory sidings. 1223 - 23,000', A/D Gyor, vacant.
 1226 - 24,000', 47/59N, 17/26E, 1 whole squadron of another group dropped on 2 warehouses and missed.
 1223 - 27,000', 48/00N, 16/50E, JA/D, 3 t/c and 4 a/c on field
 1235 - 22,000', A/D Papa, 47/20N, 17/30E, Vacant.
 1234 - 19,500', A/D 47/40N, 17/40E - vacant.

- C. Water: 1354 - 11,500', 43/10N, 11/10E, 3 N/Va medium heading east.

- D. Air: 1105 - 23,600', 48/43N, 16/12E, a/c #908 picked up call by a B-17 making for position and heading - gave call as Play Boy 105.

III. CONCLUSION

- A. Total Losses: None
- B. Damage: 3 a/c received minor flak damage
- C. Victories: None
- D. Correction on Telephone Mission Report: None

PHILIP M. PHILIPS
 Major, Air Corps,
 S-02, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT:

MISSION: 6 November 1944 - Kapfenberg Steel Works-Austria

I. RESISTANCE

- A. Fighters: Three (3) unidentified fighters were observed at 48/05N, 15/43E, approximately 35 miles southwest of Vienna. They were flying about 5000 feet below our formation in the opposite direction and made no attempt to come in.
- B. Flak: Flak over Kapfenberg was moderate, accurate and heavy, of tracking variety. Mean altitude was 26,100 feet.

II. SIGNIFICANT OBSERVATIONS

- A. Flak Positions: Flak from Vienna Area - N - I - A.
 47/20N, 16/00E, N-S-Inac
 Moosbierbaum, N-M/I-Acc
 47/13N, 14/42E, H-S-Inac
 Gras, N-M-Acc
 Fandord, H-Scant-Inac
 Klagenfurt, H-M-Accurate, tracking

B. Smoke Screen: Smoke screens were noted at several points en route (indicated under land observations)

C. Land: 1000 - 20,500', 45/14N, 15/16E, 2 factories in operation.

1004 - 24,000', 45/26N, 15/16E, smoke screen

1030 - 26,000', 46/30N, 15/18E, smoke screen

1035 - 24,000', 47/04N, 15/02E, large factory in operation

1040 - 24,000', Pals area - smoke screen

1044 - 25,000', 47/43N, 14/20E, possible storage or ordnance depot.

1047 - 25,000', 47/23N, 17/06E, RR junction - many factory buildings active.

1044 - 25,000', 47/20N, 15/00E, St. Michael - a large factory, 15 smoke stacks, very active.

1215 - 26,000', large column smoke at north end of Gras as though result of bombing

1313 - 26,000', 43/57N, 15/31E, large unidentified plane in field.

D. Air: 1155 - 27,000', 47/43N, 14/20E, 1 B-17 flying around formation, had our Group marking, but old star, no squadron designation. No aerial number, last seen at about 1300 hours - 44/45N, 16/00E.

E. Water: 1005 - 21,500', 45/37N, 14/45E, large (4) barges in river.

III. CONCLUSION:

A. Total Losses: None

B. Damage: Illegible

C. Victories: None

D. Corrections on Telephone Mission Report: None.

PHILIP M. PHILIPS
Major, Air Corps
S-2, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT:

MISSION: 7 November 1944 - Maribor M/Y - Yugoslavia

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen today.

B. Flak: Mean altitude over the target was 16,100 feet at which point flak was heavy, moderate and very accurate. Two (2) a/c or our a/c were lost to flak, 18 other a/c being damaged. No other flak was encountered en route.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1240 - 18,000', 45/42N, 14/51E, a large factory, very active.

1251 - 17,000', 46/39N, 18/09E, huge fire burning in clearing in mountainous covered area 1/8 of mile in rectangular area.

B. Water: 1132 - 16,300', 2 freighters heading 360 degrees, 8 knots, at 43/37N, 14/48E.

1145 - 16,500', 2 M/V heading 270 degrees, 10 knots at 44/15N, 14/30E.

1149 - 16,800', 3 freighters in harbor at 44/09N, 14/52E, one of them moving out towards sea.

1459 - 2,000' B-17 down on Lake Lesina.

C. Air: 1311 - 1 B-17 Group ahead down in flames in target area.

1312 - 1 B-17 #430 down in flames over target - 4 chutes seen.

1313 - 1 B-17 #408 down in flames over target - 10 chutes observed.

III. CONCLUSION

A. Total Losses: 2 a/c down over target, from flak
10 chutes from one a/c - 3 from another.

B. Damage: 18 a/c received flak damages 14 minor; 4 serious

C. Victories: None

D. Corrections on Telephone Mission Report: Change report of 10 chutes - 2 burning from one a/c to 10 chutes observed - none burning.

PHILIP M. PHILIPS
Major, Air Corps,
S-2, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT:

MISSION: 7 November 1944 - Florisdorf Oil Refinery, Vienna, Austria

I. ENEMY RESISTANCE

A. Fighters: No enemy aircraft were seen

B. Flak: At a mean altitude of 27,200 feet, moderate, accurate, heavy flak was encountered.

II. SIGNIFICANT OBSERVATIONS: None

III. CONCLUSION

A. Total Losses: None

B. Damage: None

C. Victories: None

D. Corrections on Telephone Mission Report: None.

The month of December, 1944, was a busy one operationally for the Ninety-Ninth Bombardment Group as the aircraft of the unit completed 19 missions and received credit for a mission flown in November that had previously not been credited.

On the 19 operational missions flown in December, the 420 aircraft dropped 985.25 tons of explosives on enemy targets in Germany, Austria, Yugoslavia, Czechoslovakia, and Italy.

Three years from the date of Japan's attack on Pearl Harbor, December 7, 1944, in addition to the operational bombing mission, Lieutenant Colonel Bernice S. Barr and his crew flew a mission of mercy dropping supplies inside Greece.

During the first part of the month, an editorial staff was appointed [and] authorized to publish a newspaper celebrating the Group's 300 missions. First Lieutenant Harold Blum, of the 416th, and Sergeant John Wiggin, of the Headquarters Public Relations Office, were the editors of the eight page "Three Hundred Mission Log."

The Officers of the entire Group, including Headquarters and the Squadrons, held a dance and party on the 16th of December at 366th Service Squadron's Officers' Club which was well attended. The party was in celebration of the 300 missions. Each Squadron had an Enlisted Men's party on or about the same date.

A ping-pong tournament for the enlisted men was well underway in the month with each Squadron, Ordnance, and the Headquarters personnel sponsoring a team. By the end of the month, it was noted that the 346th team and the Headquarters boys would be battling for top place at the finish.

During the month, the 99th bombardment Group Hospital building was opened and the first patients were admitted to Major Koehne's establishment. It is a well equipped building with its ward room, operating room, supply, laboratory, x-ray equipment, and living quarters for the Group surgeon. All this in addition to the dispensary gives the 99th a medical set-up of which to be proud. Three patients were admitted to the ward on opening day and several have been cared for since that time.

Christmas day was a big day at the base and another super dinner was cooked up by the kitchen crews. Turkey and all the fixings were served at each mess hall and every man had all he wanted to eat. As many men as possible were given half-holidays to spend on the base. Church services on the base and in Foggia were well attended and the real meaning of Christmas was not forgotten.

The Italian kiddies were not forgotten on Christmas and the men of the 99th provided a party for several hundred of them at the St. Michael's Church in Foggia. Staff Sergeant Louis Libutti of the 346th Squadron has been working many months in his spare time with the priests of the church and has formed an Italian "Boystown" which provides entertainment, and occupation for the youngsters to keep them out of mischief. This party was not entirely for boys, however, and in conjunction with Chaplain Whitlock and others of the 99th, Libutti provided candy, oranges, and cakes to boys and girls ranging in age from about two to 16 years after an entertainment in the jammed auditorium of the church.

Colonel Ford J. Lauer, Commanding Officer of the 99th, flew his 50th mission on december 26th. Operations Officer, Lt Col Bernice S. Barr, flew his 100th mission exactly three years from the date of his first venture overseas on the 28th of December. It was on the same date in 1941 that Col Barr began his Pacific tour, and he flew his second 50 in this theater three years later.

On the night of the 28th, there was added excitement on the line in the 348th area as a gas tank on one of the aircraft caught fire and exploded. Master Sergeant Vincent Fornias, Master Sergeant Bradford Benton, and Corporal Albert Keskes of that squadron extinguished the blaze as other members of the line crew saved other equipment that might well have been destroyed, thus saving a great amount of government property that would have been difficult to replace.

Aircraft number 232055, better known to members of the 99th as "Zero-Five-Five" or "Dinah Might", is one ship that deserves mention in the history of the Group. Flying her 99th consecutive mission without a turnback or an early return, this 346th aircraft was badly shot up with flak holes on the mission to Blechhammer on the 26th and the pilot was forced to land on Vis Island with three engines out of commission. This ended the flying career of a veteran aircraft.

The year and the month came to a close with a bang as the clubs had New Years celebrations and great things were expected to occur in the following year.

MISSIONS FOR MONTH OF DECEMBER

MISSION NUMBER	DATE	TARGET
304	2 December 1944	Blechhammer North O/R, Germany
305	3 December 1944	Vienna SE, Austria
306	3 December 1944	Linz, Austria
306	6 December 1944	Zagreb M/Y, Yugoslavia
308	7 December 1944	Salzburg W, M/Y, Austria
309	8 December 1944	Moosebierbaum O/R, Vienna, Austria
310 (Corrected)	19 November 1944	Ferrara RR Bridge, Italy
311	11 December 1944	Moosebierbaum O/R, Vienna, Austria
312	12 December 1944	Blechhammer O/R, Germany
313	15 December 1944	Linz M/Y, Austria
314 (Corrected)	7 December 1944	Supply Mission to Greece
315	16 December 1944	Brux Syn. O/R, Czechoslovakia
316	17 December 1944	Blechhammer O/R, Germany
317	18 December 1944	Odertal Syn. O/P, Germany
318	19 December 1944	Blechhammer N Syn. O/R, Germany
319	20 December 1944	Linz M/Y, Austria
320	25 December 1944	Brux Syn O/R, Czechoslovakia
321	26 December 1944	Blechhammer S O/R, Germany
322	27 December 1944	Linz M/Y, Austria
323	28 December 1944	Regensburg O/S, Germany
324	29 December 1944	Castelfranco RR & M/Y, Italy

HEADQUARTERS
NINETY-NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of the Intelligence Officer

SPECIAL NARRATIVE REPORT:

MISSION: 2 December, 1944 - Blechhammer North O/R, Germany

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen by this group on today's mission.
B. Flak: At a mean altitude of 26,300 feet, moderate, intense, fairly accurate, heavy flak was encountered, over the target.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1040 - 25,600', 14 unidentified a/c on A/D at _____, 47/21N, 17/30E.
1045 - 25,000', 26 apparently new oil tanks at 47/50N, 17/20E.
1050 - 26,000', 460 cars in M/Y at 47/30N, 17/15E.
1056 - 26,000', 8 long trains in M/Y at Gyor, 47/41N, 18/38E.
1100 - 26,000', no a/c on A/D, 2 miles NE of Gyor.
1103 - 26,000', large factories in operation at 47/52N, 17/16E.
1208 - 26,000', 4 unidentified a/c on A/D at 50/00N, 17/30E.
1211 - 26,000', heavy, black smoke from town at 50/51N, 17/20E.
1247 - 25,000', large factory at 49/26N, 16/40E.
1340 - 23,000', 500 cars in M/Y at 46/15N, 16/57E.
1352 - 17,000', military camp, 25 barracks at 46/46N, 16/ 7E.

B. Water: 0924 - 20,500', 3 large M/Vs in Split Harbor.
1450 - B-17 in water near Vis at 43/11N, 16/06E.

C. Air: 1242 - 26,600', 1 chute seen in air at target. What appeared to be two other chutes were seen on the ground.

III. CONCLUSION

A. Total Losses: None
B. Damage: 7 a/c received minor flak damage
1 a/c mission, No. 182
C. Victories: None
D. Corrections on Telephone Mission Report: Line 5 should read - 35 dropped 101 tons on target in place of 32 dropped 92 tons. 7 a/c received minor flak damage in place of 5 as reported.

SPECIAL NARRATIVE REPORT:

MISSION: 3 December, 1944 - Vienna SE G--ide Siding, Austria (Plan B)

I. ENEMY RESISTANCE

A. Fighters: No enemy aircraft were observed on today's mission.
B. Flak: Flak encountered was moderate to intense and fairly accurate, but no a/c were damaged. Only 6 a/c went to the target as unfavorable weather caused 3 squadrons to return to the base without reaching the target.

II. SIGNIFICANT OBSERVATIONS Bomb was by PFF, the target being completely overcast by clouds. Bombing was from 28,500 feet.

III. CONCLUSION

A. Total Losses: None
B. Damage: None
C. Victories: None
D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 3 December, 1944 - Linz Goods Yards, Austria (Plan A)

I. ENEMY RESISTANCE

A. Fighters: No enemy aircraft were seen
B. Flak: The one a/c to reach the primary target - Linz, Austria - encountered no flak at 26,750 feet. A second aircraft bombed Villach, Austria, a second alternate, from altitude of 26,000 feet and met no flak. At both targets undercast was 10/10. The 3 remaining a/c taking part in this mission turned back because of clearing weather, as instructed.

II. SIGNIFICANT OBSERVATIONS

A. Cloud conditions along route prevented observations.

III. CONCLUSION

A. Total Losses: None
B. Damage: None
C. Victories: None
D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 6 December, 1944 - Zagreb M/Y, Yugoslavia

I. ENEMY RESISTANCE

A. Fighters: None
B. Flak: None

II. SIGNIFICANT OBSERVATIONS: None. Turned back at 45/34N, 14/43E at 1248 hours due to weather front.

III. CONCLUSION

- A. Total Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 6 December, 1944 - Spod, Yugoslavia (Turn back)

I. ENEMY RESISTANCE

- A. Fighters: None
- B. Flak: None

II. SIGNIFICANT OBSERVATIONS: None. Group turned back at 42/36N, 15/51E, due to weather front.

III. CONCLUSION

- A. Total Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT:

MISSION: 7 December 1944 - Salzburg W, M/Y, Austria

I. ENEMY RESISTANCE

A. Fighters: While over the target at 0503 hours one of our A/C observed an unidentified A/C following at about 2,000 yards with a single large light apparently burning in the nose. This A/C appeared to be a single or a twin engine plane and continued to trail along behind at the same altitude as our A/C, 26,400 feet, for 22 minutes. No apparent attempt was made to close on our A/C and no tracers were observed coming from the airplane.

B. Flak: While flying at 26,400 feet over the target, one of our A/C encountered slight, inaccurate, heavy flak which did no damage. The other A/C encountered no flak.

II. SIGNIFICANT OBSERVATIONS: None

III. CONCLUSIONS

- A. Total Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections to Telephone Mission Report: None

SPECIAL NARRATIVE REPORT:

MISSION: 8 December, 1944 - Moosebierbaum O/R, Vienna, Austria

I. ENEMY RESISTANCE

A. Fighters: None

B. Flak: None at the target. While flying at 25,000 feet at 0524 hours, 47/12N, 14/47E, slight, accurate, heavy flak was encountered.

II. SIGNIFICANT OBSERVATIONS:

A. Land: Just after leaving target, 3 searchlights came on but were soon lost to view.

III. CONCLUSION

- A. Total Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections on Telephone Mission Report: None.

PHILIP M. PHILIPS,
Major, Air Corps,
S-2, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT:

MISSION: 9 December 1944 - Brux, Czechoslovakia

I. ENEMY RESISTANCE: None

II. SIGNIFICANT OBSERVATIONS

A. Water: 1033 hours, 16,000 feet, A B-17 ditched at 43,52N, 13/56E, two dingies were seen in the water.

III. CONCLUSIONS: This group turned back at 1012 hours, at 45/22N, 13/21E, due to weather front.

SPECIAL NARRATIVE REPORT:

MISSION: 11 December 1944 - Moosebierbaum O/R, Vienna, Austria

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen by this group on today's mission.

B. Flak: At a mean altitude of 24,700 feet, intense, accurate, heavy flak of both barrage and tracking type was encountered over the target. Flak, five to ten miles west of town of Gyor was moderate, accurate, heavy. At several other points en route slight to moderate, inaccurate, heavy flak was encountered.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1015 to 1236 - from Maribor to Vienna, numerous long trains heading north. 1236 - smoke screen over Vienna and Moosebierbaum, estimated 300 to 600 pots, very effective.

1255 - 19,000', 48/12N, 16/56E, one fire and 3 large explosions in town.

1259 - 19,000', 47/56N, 17/08E, 500-600 cars in M/Y.

1319 - 19,000', 47/10N, 17/10E, L/S, vacant

1324 - 20,000', M/Y, 47/16N, 16/50E, 400 cars

1403 - 17,000', black smoke at 45/28N, 16/43E, looked like crashed plane.

B. Water: 1302 - 18,000', 48/16N, 17/28E, billowing columns of smoke

1311 - 20,000', 47/50N, 17/30E, 60/150 barges heading west toward Vienna

1335 - 19,500', 46/50N, 17/10E, several areas where warehouses or barracks seen

1427 - 12,000', 44/50N, 16/25E, bivouac area - many tents.

C. Air: 1525 - 2 miles NE of Pianoso - 1 B-17 ditched.

1239 - 1 B-17 exploded over target - no chutes seen

1252 - 25,000', 48/21N, 16/58E, 1 B-24 with 1 engine on fire

1340 - 20,000', unidentified a/c spinning earthward flaming

1419 - 18,000', 44/43N, 16/32E, 1 B-17 crash landed in field

1320 - 16,000', 47/00N, 17/10E, 6 fighters believed to be Russian, looked like P-39s, too far away

1236 - 24,400', 1 B-24 down in flames over Vienna - no chutes

1320 - 23,000', B-17 left formation - let down to 13,000' heading direction Lake Balaton

1402 - 20,000', unidentified a/c down in forest, 45/15N, 16/15E, fighters circling

1426 - 12,500', 44/26N, 16/34E, B-24 crashed - no chutes observed.

D. Flak Positions: M-Accurate, Heavy, Gyor, 10 batteries, 47/42N, 17/40E, east of inlet. 20 guns at (14-18, 0), Tgt Chart #14-39-NA. M-A-A at 46/40N, 17/00E, SW of Lake Balaton. S-A-N at 47/30N, 17/45E.

E. Smoke screen over Vienna - heavy, smoke screen over Moosebierbaum - very effective.

F. Communications: From Myribor to Vienna unusual amount of RR traffic observed. Reported moving north.

III. CONCLUSIONS

- A. Total Losses: None
- B. Damage: 19 a/c hit by flak - 16 minor and 3 major. 2 men received slight flak wounds.
- C. Victories: None
- D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 12 December 1944 - Blechhammer O/R, Germany

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen by this group on today's mission.B. Flak: At a mean altitude of 28,000 feet, moderate to intense, accurate and inaccurate, heavy flak of both barrage and tracking type was encountered over the target. Flak 49/33N, 17/44E was moderate, inaccurate, heavy. At Brod, accurate heavy flak.

II. SIGNIFICANT OBSERVATIONS

A. Flak Positions: M, accurate, heavy at Brod, 45/08N, 11/04E

III. CONCLUSION

A. Total Losses: NoneB. Damage: 2 a/c received minor flak damageC. Victories: NoneD. Corrections on Telephone Mission Report: Line No. 6 should read, 49/32N, 17/34E in place of 49/33N, 17/44E on position of target of opportunity, which should read Libonu in place of Hranice.

SPECIAL NARRATIVE REPORT:

MISSION: 15 December 1944 - Linz M/Y Austria

I. ENEMY RESISTANCE

A. Fighters: NoneB. Flak: Over target this group experienced moderate fairly accurate to inaccurate, heavy flak of both barrage and tracking type. Five A/C suffered minor flak damage.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1230 hours, landing strip at 47/38N, 13/37E, no A/C visible, 2 large orange colored antennas.B. Flak Positions:

47/26N, 15/18E H-S, Inaccurate

46/05N, 13/14E H-S, Inaccurate

44/30N, 14/20E H-S, Inaccurate

C. Water: 1326 hours, 17,000 feet, submarine in harbor at 44/33N, 14/27E.

III. CONCLUSIONS

A. Losses: NoneB. Damage: from flak 5 a/c (minor damage)C. Victories: NoneD. Correction to Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 16 December 1944 - Brux Synthetic O/R., Czechoslovakia

I. ENEMY RESISTANCE

A. Fighters: While over the target at 1228 hours, two (2) JU88s approached the rear of our formation from 5 o'clock level. These E/AC came within 700 yards and held this position for about two minutes then veered away and disappeared. Ten minutes after leaving the target, at 1238 hours, two (2) unidentified single engine a/c appeared and started a pass at one of our a/c from 6 o'clock level. Before they came within range two (2) of our escorting fighters dived on them and they broke and disappeared without having fired a shot.B. Flak: This group encountered intense, inaccurate, heavy flak while flying at a mean altitude of 27,6500 feet over the target. The first wave over the target observed all of the flak bursting at a considerable distance behind the formation. The second wave over the target observed flak bursting at some distance to the left of the formation. None of our a/c were damaged by flak.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1050 - 28,600', M/Y Villach 46/36N, 13/51E, 250 cars

1146 - 27,800', train headed southwest at 49/27N, 12/57E, 20 cars

1234 - 24,000', 50/19N, 13/56E, landing strip, no a/c

1323 - 21,000', 47/30N, 13/42E, L/G, one unidentified a/c visible

1325 - 21,000', Villach series of explosions and black smoke rising to about 4,000 feet.

B. Water: NoneC. Air: NoneD. Smoke Screen: 1112 - 27,000', smoke screen at Salzburg, 3/10 to 4/10 coverage, 80 generators.

III. CONCLUSION

A. Total Losses: NoneB. Damage: NoneC. Victories: NoneD. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 17 December 1944 - Blechhammer North O/R, Germany

I. ENEMY RESISTANCE

A. Fighters: One crew of this group reported 7 ME109s flying 3,000 feet below the formation and some distance out. In all probability were our own escort. No other E/A were reported.B. Flak: Over the target at a mean altitude of 26,100 feet, flak was intense, accurate and heavy of both barrage and tracking type.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1043 - 23,000', 2 trains, 150 cars each 46/22N, 16/30E, heading east.

1055 - 223,000', A/D, 47/00N, 17/00E, 3 s/e a/c

1103 - 24,000', 46/35N, 16/48E, 1 train headed NW, 2 locomotives 50 cars

1106 - 24,000', AD, Papa, 47/22N, 17/10E, 40 plus unidentified a/c seen with glasses

1116 - 24,000', 47/35N, 17/16E, 1 train headed SW, 40 cars

1214 - 24,000', factory and M/Y very active, 80/40N, 17/56E

1217 - 23,000', 60/38N, 17/24E, A/D, 3 a/c a/c taking off

1230 - 24,000', 50/33N, 17/30E, 250-300 military barracks

1230 - 26,000', 50/26N, 17/10E, 1 strip no a/c

1319 - 24,000', A/D, 48/10N, 18/10E, 15 t/e a/c

1339 - 16,000', A/D, 47/22N, 17/40E, no a/c

1346 - 14,000', M/Y, 47/10N, 17/09N, 400 cars

1407 - 13,000', 3 trains in yards, 46/15N, 16/40E, approximately 300 cars in trains

B. Air: 1130 - 26,300', 48/30N, 19/00E, 1 B-17 feathered one engine - lowered wheels and turned back

1214 - 26,600', at target unidentified B-17 climbed up to formation then went high above formation when flak began. Never dropped bombs went to left when formation rallied right.

C. Water: 1529 - 8,000', 52/35N, 15/56E, probable a/c in water, B-24 circling spot.

III. CONCLUSIONS

A. Total Losses: NoneB. Damages: 14 a/c received minor flak damage, 1 a/c major damage.C. Victories: NoneD. Corrections on Telephone Mission Report: 89 1/4 tons bombs dropped in place of 91 tons as previously reported. 42 packages nickels dropped instead of 80. A/C 660 reported missing is safe at Vis. 1 man injured from flak - not previously reported.

(Radar Scope Photos: No photos were obtained because of camera malfunction)

PHILIP M. PHILIPS,
Major, Air Corps,
S-2, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT:

MISSION: 18 December 1944 - Odertal Synthetic O/P, Germany

I. ENEMY RESISTANCE

A. Fighters: This group was jumped by enemy fighters approximately 15 minutes off the target, about 50 miles SW from Odertal Oil Refinery. Intercepting enemy fighters were identified as F190s firing rocket shells. The E/A were first sighted at 3 o'clock level. They then turned in front of formation circling around to 9 o'clock and headed back. Soon after they appeared again at 6 o'clock, about 1000 yards off, 9 or 10 in number, in formation, lined up more or less abreast. As E/A approached rear of our formation they began to fire rocket shells. The attack lasted for approximately 5 minutes. After firing their rockets, most of E/A peeled off and headed down, 3 or 4 E/A continuing to come on firing; what was believed to be 20mm from 500 yards.

B. Flak: Flak over the target, at an altitude of 27,400 feet was reported as moderate, intense, accurate and heavy, both barrage and tracking.

II. SIGNIFICANT OBSERVATIONS

A. Flak Positions: Bratislava - moderate, intense, heavy, not fired at our group. Gyor - moderate, intense, heavy, seen from distance. 49/05N, 17/26E, moderate, accurate, heavy.

B. Land: 1105 - 25,000', Papa A/D, 10 to 30 t/e e/a. Probably JU88s, 47/20N, 17/30E.

1121 - 26,000', L/G at 47/30N, 17/40E, no a/c visible

1356 - 27,000', 2 trains headed east at 46/03N, 16/30E

1225 - 27,000', Much train activity in the vicinity north of Blechhammer

C. Air: 1515 - 10,000', unidentified plane burning in water at 42/05N, 15/46E, 7 men seen swimming in water.

1353 - 27,000', B-24 in distress at 45/30N, 16/30E, 7 chutes

1305 - 26,000', 49/40N, 17/23E, 1 B-17 exploded - 2 chutes

1312 - 25,000', 50/23N, 18/06E, 1 B-17 exploded - no chutes

1320 - 23,000', 1 B-17 exploded went down - no chutes

1325 - 26,300', 1 B-17 (AC #110) headed for Russia, 48/37N, 17/06E.

D. Water: None

III. CONCLUSION

A. Total Losses: 1 a/c missing (nothing reported)

Friendly Fields: #631 reported at Vis

#397 radioed headed for Vis

#110 radioed headed for Russia

B. Damaged: From Flak: 9 (8 minor, 1 major)

From Fighters: 1 (minor)

Casualties: 1 man killed

3 - slight flak wounds

1 - serious flak wound

C. Victories

Destroyed

1 - FW190

Probable Destroyed

1 - FW190

Damaged

D. Corrections on Telephone Mission Report: 9 a/c received flak damage, instead of 8 as previously reported.

SPECIAL NARRATIVE REPORT:

MISSION: 19 December 1944 - Blechhammer N Synthetic O/R, Germany

I. ENEMY RESISTANCE

A. Fighters: One crew reported what was believed to be 12 FW190s in the Vienna area. They were at 9 o'clock, some distance out and made no attempt to come in. No other E/A were observed.

B. Flak: Flak over the target at a mean altitude of 26,200 feet was moderate, inaccurate, and heavy, of barrage type. There were several reports of red flak coming up from the target area.

III. SIGNIFICANT OBSERVATIONS;

A. Flak Locations: At target area, few bursts of red flak observed; from Blechhammer south, M-A-P. 1046 hours, 23,000 feet, 46/17, 16/56E

B. Air: 1250 hours, 28,500 feet, 50/22, 18/17 - B-17 on fire, going down under control, no chutes, possible 463 Bomb Group. 1517 hours, AC #286 landed at Vis, radioed, low on gas. A/C 46374 with markings (Y) (2nd Bomb Group or 49th Bomb Squadron), black tail, joined our formation at Vis, on way to target, went over target and back to Vis, consider pilot dangerous flyer, also would answer no radio calls.

C. Water: None

D. Land: 1206 hours, 26,500 feet, at 48/38, 17/29, observed what appeared to be large supply dump.

III. CONCLUSIONS:

A. Total Losses: None

B. Damaged: 5 a/c received minor flak damage

C. Victories: None

D. Corrections to Telephone Mission Report: 12 enemy fighters sighted instead of none as reported in telephone mission report.

SPECIAL NARRATIVE REPORT:

MISSION: 20 December 1944 - Linz M/Y, Austria

I. ENEMY RESISTANCE

A. Fighters: Just prior to reaching the target, two (2) ME109s were observed passing 2000 feet below the formation and in the opposite direction at 1210 hours at 48/20N, 14/18E at an altitude of approximately 24,000 feet. these E/AC made no attempt to attack.

B. Flak: While flying at a mean altitude of 26,350 feet over the target, this group encountered slight to moderate, heavy flak of barrage type principally, with a slight amount of tracking type seen. This flak was generally inaccurate as to deflection and altitude, being slightly more accurate as to altitude than as to deflection.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1335 hours - 19,000', a 4-engine a/c on ground, 44/90N, 15/30E, no activity. 1030 - 22,500', A/D at _____, well camouflaged, no activity.

B. Water: 1050 - 22,600', two (2) large W/Vs in harbor at 45/20N, 14/28E.

C. Flak Positions: M I H at Bruck
M I H at 47/40N, 14/30E
M I H at Stepr.

III. CONCLUSION

A. Total Losses: None

B. Damage: From Flak: 4 - (3 minor, 1 major)

C. Victories: None

D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 25 December 1944 - Brux Synthetic O/R, Czechoslovakia

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were observed.

B. Flak: Squadrons went over target at altitudes ranging from 25,000 to 28,500 feet, at which altitudes flak was reported as moderate, accurate, and heavy, of both barrage and tracking type. Over the I.P. _____, intense, accurate, heavy flak was encountered. At 48/65, 14/42, target of one squadron at an altitude of 26,000 feet, flak was moderate, intense and heavy.

II. SIGNIFICANT OBSERVATIONS

A. Flak Locations: Flak at I.P. I-A-H

48/08, 14/52, 27,000 feet, S - Inac - M.

47/12, 14/38, 25,000 feet, M - Fairly accurate - H.

48/00, 14/42, M - Inac - H.

B. Smoke Screens: A very effective smoke screen was put up over Brux, an effective smoke screen, estimate 50 to 70 pots, over active factory at 48/15, 12/40.

C. Land: 1937 hours, 19,000 feet, landing strip, 44/165, 15/00, no A/C present
 1010 hours, 23,000 feet, 46/56, 16/05, 1 train, 100 cars, heading east
 1021 hours, 23,000 feet, Murlbor, oil storage tanks
 1110 hours, 28,000 feet, 43/53, 14/40, 2 a/c (347th Sq) hit single track RR. Jettisoned one bomb each
 1112 hours, 28,600 feet, Sudsjojvice M/Y, 48/58, 14/30, 150 RR cars, 10 moving trains
 1253 hours, 26,500 feet, 48/16, 13/02, a factory, much smoke from stockers
 1253 hours, 26,800 feet, 48/13, 12/40, a factory, much activity, and 50/70 smoke pots, screen effective
 1235 hours, 19,000 feet, M/Y Villach, 200 RR cars in yards.

III. CONCLUSIONS

A. Total Losses: 1 a/c #016 missing, last seen just after target with one engine smoking.
 B. Damage: 5 a/c minor, flak damage; 1 major flak damage
 C. Victories: None
 D. Corrections to Telephone Missions Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 26 December 1944 - Blechhammer S O/R, Germany

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen today.
 B. Flak: Over the target at a mean altitude of 27,200 feet, flak was intense, accurate, heavy, both tracking and barrage. Moderate, inaccurate, heavy flak was encountered over Bratislava. At 50/06N, 18/13E, slight, inaccurate, heavy flak was encountered. At _____, 47/14N, 16/38E, red flashes were seen from ground up, believed to be rockets.

II. SIGNIFICANT OBSERVATIONS

A. Flak Positions: 50/06N, 18/13E, S-Inac-H
 Bratislava, 15,000 feet - M/I - Inac - H.
 47/14N, 16/33E, Szonbathely, red flash seen from ground p.
 Believed to be rockets.

B. Land: 1010 - 20,900', 46/28N, 17/00E, Wagyanizsa, 30 plus locomotives each with long string of cars. Also large factory with much activity.
 1110 - Czolldonoik, 47/15N, 17/10E, M/Y very active and heavy RR activity northward as far as target
 1115 - A/D, 47/30N, 17/07E, 24,000', 5 unidentified E/A on ground
 1125 - 24,000', A/D, Gyor, 12 t/e and 5 transports on ground
 1153 - 27,000', 49/24N, 17/36E, big military supply dump with many trucks lined up
 1304 - 17,000', A/D Szonimthely, 47/14N, 13/38E, 10/15 JU88s on field
 1430 - 14,000', 44/10N, 18/30E, large fire - black smoke - possibly a/c

C. Air: 1220 - 27,000', 1 B-17 (346th Squadron, 99th Bomb Gp) losing altitude over target - finally blew up - 7 chutes seen.
 1525 - heard over VHF "3" that a/c 056 (99th B.G.) had sighted Vis and preparing to land there.

III. CONCLUSION

A. Total Losses: 1 a/c down over target (from flak)
 B. Damaged: From flak: 10 a/c minor
 2 a/c major damage
 1 man killed by flak
 C. Victories: None
 D. Corrections on Telephone Mission Report: A/C flak damage was 10 minor and 5 major instead of 14 minor and 1 major as reported.

SPECIAL NARRATIVE REPORT:

MISSION: 27 December 1944 - Linz M/Y, Austria

I. ENEMY RESISTANCE

A. Fighters: One T/E a/c was observed at 1330, 48/40N, 13/00E. Just passed below formation and offered no opposition.

B. Flak: Moderate to intense, accurate, heavy flak was encountered at a mean altitude of 26,000 feet. 17 a/c had minor flak damage.

II. SIGNIFICANT OBSERVATION

A. Flak Positions: 1350 - 17,000', 45/07N, 12/40E, S-Inac-L
 B. Illegible
 C. Illegible

III. CONCLUSION

A. Total Losses: None
 B. Damaged: 17 a/c received minor flak damage
 C. Victories: None
 D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 28 December 1944 - Regensburg Oil Storage, Germany

I. ENEMY RESISTANCE

A. Fighters: at 1150 hours, en route out, 4 enemy fighters identified as ME109s were seen flying at 23,000 feet far out about 9 o'clock. They were being engaged by our escort.

B. Flak: Flak at Regensburg (Primary) at altitude of 27,000 feet was moderate, inaccurate and heavy, both barrage and tracking. At Salzburg, 1st alternate attacked by our 2nd wave from altitude of 25,900 feet, flak encountered was slight to moderate, accurate and heavy, both barrage and tracking.

II. SIGNIFICANT OBSERVATIONS

A. Flak Locations: 48/07N, 13/09E, S-A-H
 48/45N, 13/57E, Wels, S-Fair-H
 48/27N, 12/57E, S-A-H
 48/00N, 13/25E, S-A-H
 48/20N, 12/50E, S-I-H
 Salzburg, H-Fair-H
 49/28N, 12/49E, H-A-H

B. Land: 1055 - 24,000', Arnoldstein, 46/37N, 13/42E, 3 trains headed east.
 The rest illegible

III. CONCLUSION

A. Total Losses: None
 B. Damage: 11 a/c received minor flak damage
 C. Victories: None
 D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT:

MISSION: 29 December 1944 - Castelfranco RR & M/Y, Italy

I. ENEMY RESISTANCE:

A. Fighters: at 1154 four JU88 a/c made an attack on the 346th squadron, flying second position at 23,000 feet, in the Innesbruck area. The JU88s came in from 3 o'clock high to 9 o'clock low making one pass. They were an O.D. color with Nazi markings. In the Udine area 6 S/E E/A were observed 1227 hours, but they did not attack. An a/c returning alone at 18,900 feet N/A flew to its rear and remained out of range. Two jet propelled a/c were seen at 1145, Innesbruck area, at an altitude of 26,500 feet. They flew off to the side, made no effort to attack and disappeared almost immediately.

B. Flak: Flak at Innesbruck, at an altitude of 26,000 feet, was slight, inaccurate and heavy; however, our group ran into considerable flak in the Bre'er Pass area, from Bolsao north as far as the IP, which was moderate to intense, very accurate and heavy, both barrage and tracking. One a/c was lost. Twenty-one of our a/c suffered damage, and six (6) crew members were wounded as a result. A few bursts of red flak were observed at Innesbruck.

II. SIGNIFICANT OBSERVATIONS Illegible

III. CONCLUSIONS

- A. Total Losses: 1 a/c #734 went down, result of flak, in Innesbruck area
8 chutes
- B. Damaged: 21 a/c received flak damages, 14 major and 7 minor damages
4 crew members wounded seriously
2 crew members wounded slightly
- C. Victories: None
- D. Corrections to Telephone Mission Report: None

TARGET
THE 416TH
ALL SECTIONS WELL COVERED

Vol. 1, No. 13	ITALY	Monday, September 21/44
Major Wayne J. Sewerd	Editor	Sgt William J. Burns Jr. News Editor
T/Sgr Joseph H. Warner	Executive Ed.	Sgt William C. McCarley Asst Sports Ed.
1st Lt Harold J. Blum	Sports Editor	Sgt Joe Martorano Asst Sports Ed.
Capt Edward O'Rourke	Officer in Chg	Pvt Frank J. Rivers Art Editor
		Sgt Adrian P. Wilson Typist

SHORT BURSTS

A certain member of the squadron purports to have been an able statistician prior to his entrance into the Armed Forces. He was an employee of a very large chain grocery concern, "Kroger Grocery", and openly boasts that in his three years in their employ he made nary one mistake in his count of change or intake of receipts. This editor, having good reason to doubt this statement, made an exhaustive independent investigation and even went to the extreme of soliciting the aid and counsel of the FBI. We are pleased to inform our readers of the results of this investigation. His employers have been contacted and were rather reluctant to furnish any information, but after considerable prodding, elicited the following: that as a result of his numerous innocent mistakes in count they were obliged to protect their customers to the extent that our boy was directed to and did wear a sign on his back at all times which read thusly: "THIS MAN IS NOT AUTHORIZED TO HANDLE MONEY-SEE THE CASHIER." A little clue to his identity -- they call him the "Shiek of Capri." Or more simply, Sgt Leo J. Treleven.....HOMER BISHOP finally confessed that he feels right at home here in sunny Italy. He admits that the terrain is not unlike his native hills back home and that the pebbles in his shoes add to his foot comfort.....Orchids to our Commanding Officer, MAJOR WAYNE J. SEWARD, on his recent promotion. May he continue on to bigger and better things in the Army Air Forces.....JOHNIE "BROWN" CONSIDINE is having many sleepless nights since he heard that CHARLIE MORROW's bag of tricks is en route from the USA....Lest his _____ should get wind of it, this column has been asked to correct an item which appeared in the last issue. FIRST SERGEANT JIMMY "BALDY" RIGEN in good old civilian days was not the Chief Auditor for the Mountain States telephone and telegraph. He was, however, an auditor in high standing in company circles.....JERRY _____ is now the proud possessor of a fine shock of wavy locks. His simple manner of requisition was to pull out the old hair by the roots and patiently wait for a fresh crop to grow in.....Mathematician BILINSKY, our general storekeeper, has a ruptured pride. Purely through an inane inadvertence he short changed a very special customer one dollar. Says JULIE: "It would have turned up in my final tally anyhow, and a refund would have been in order."....."OLD MAN" _____ has a plausible excuse for his failure to secure tar-paper and roofing material for our day-room and mess hall. Says he: "I am trying to convert the building into a swimming pool, for the hotter days to come.".....What a twosome Cpl CRAWFORD AND _____ are. They tell me they are thataway

about each other.....Well it finally comes to pass that fairly reliable authority to understand that M/Sgt Carmen P. Reese finally took that long delayed shot at "Pip Squeek" _____. Seems the cotton fell out of Reese's ear and he heard what little Pete said.....Affable JOE SARMIK is a startling replica of some of the women we left behind. Get it, boys?

BINGO MONOPOLIES TO BE INVESTIGATED

The Government has decided to stop in and regulate the weekly Bingo Party. It seems that too many monopolies are being formed. At last week's Party, Captain _____ and Cpl Lynn won four games apiece and at Sunday's meeting, W.R. Black took three and diverse other calumnious accusations went up, but to no avail. Due to conflicting other entertainment programs, it has been impossible to hold Horse Racing parties, but S/Sgt Anderson is still desirous of continuing the games. We hope he is successful, for the pastime has proven to be very worthwhile, both socially and financially.

The blanks were illegible, not censored.

george

SQUADRON SUPERIOR AGAIN

About a week ago, Lt Col William H. Hampton conducted another inspection in our Squadron, and found that the men were still upholding the reputation they were given a few months before by the Wing Inspector. Administration, Supply, Engineering, Mess Buildings, and most other departments were carefully spot-checked and the final rating given that the organization as a whole was SUPERIOR. The men are to be congratulated on their diligence, cleanliness, and profound interest they have shown in their work and extracurricular activities.

EDITORIAL

Many of us oft wonder when we will again sight those distant shores we love so dearly. When we again will see our loved ones and start civilian life anew. Unfortunately we are only in a position to conjecture as to when those happy events will take place. We have all been avid readers of "Mail Call" and other periodicals thru which organs many GIs have expressed their sentiments. It seems a crying shame that a definite period of overseas service cannot be established and maintained through a system of rotation. Statistics currently quoted indicate that to date the combined total of men overseas is slightly above the five million mark. That leaves us with an equal number of our armed forces on duty within the continental limits of the United States. It seems highly unfair that a happy medium cannot be arrived at in dealing with a subject so vital to every man in the forces. If only something could be done to bolster morale, that intangible force, that keeps the human mind at ease. Just something to think about but don't exert yourself for the more you think about it the more enraged you become.

ARRIVIDERCI

LETTERS



Dear Bernie,

May 31, 1987

You don't know how happy you made this 99er when the mailman brought the package containing my caps, license plates and pens. They all look great, especially the caps I was so proud of the caps I wore one all day, in the house, outside, and everywhere I went. I even hated it when I had to take it off to go to bed. I've already given one of the plates and pen to one of my grandsons. I'm keeping both caps, because I want a back up in case something happens to one. I'm sending you a check for \$60.00 so you can send me a duplicate order of everything. I am hoping you have more caps. You see Emily, my wife, and I have five children. It was great talking to you and I guess you could sense how nervous I was to talk to someone about what we went through 43 years ago. We are the luckier ones to be here today. Bernie the picture of the B-17 on page 13 of the March 1987 newsletter that crashed over the railroad tracks must not have been the one we talked about because this article said no injuries. The one I know about was a B-17 from the 347th Bomb Sq & crashed on take off, but 3 or 4 crewmembers were killed & my bombardier Harry Kluger (now deceased) was thrown through the nose & seriously injured. I met him later at a convalescent hospital at Bowman Field Louisville KY and he still had a back brace on. I contacted my Co-Pilot T. N. Hunt in California earlier this year and he verified my story. He saw it the same as I did. ...Bernie, thanks and best to you.

Sincerely Alton Danisch

Dear Bernie;

Betty is not feeling too well due in part to this lousy weather which is not too warm and wet, so I don't think I'll try to make the 15th reunion which should be rather large and crowded, we will be going thru Colo Spgs some time in late Sept but won't stop except to drive thru and give Betty a view of the Academy and grounds. We planned on seeing it several years ago when we traileered and RON'D at Castel Rock but an early snow storm forced us to leave and get on to Kansas. If the opportunity presents itself you might read this message to the 99th present.

"To the Officers and Men of the 99th Bomb group historical Society by dedicating this plaque you will be honoring the memory of those comrades who didn't come home from WWII. May they rest in Peace." Fay R Upthegrove - Col Uppie

All attending have a good time and George will report it in the News Letter.

A sad note. Billingsley Troy, Pa dropped dead from a heart attack on 24 Aug while visiting his old road maintenance gang. His funeral was on Thurs 27 Aug and Betty and I drove to Troy about 100 miles to attend and met a lot of nice friends and relatives real nice people. I think Peg said he was 72.

Best regards,

Uppie
Fay R Upthegrove

684 East Main St
Bradford Pa 16701
9 September 1987



UWEC University of Wisconsin-Eau Claire
Eau Claire, Wisconsin 54702-4004

Department of History

Mr. Bernice S. Barr
7413 Vista Del Arrogo
Albuquerque, NM 87109

28 April 1987

Dear Mr. Barr:

I very much appreciate your response to my letter in Air Force Magazine. I enclose a copy of the document which stirred my interest and caused me to write the letter.

A number of people have written me about the "Lone Wolf" project, and my data base is beginning to expand. One problem is that my own stint in the Air Force was spent as an armorer in a fighter-bomber squadron during the Korean War. I was not flight crew, so my knowledge comes only from intense interest, and a lot of reading concerning the B-17, B-24 years in Europe. Accounts from those who actually participated are of great value to me.

I guess my main point of interest concerns the impact of this new mission format on crews who had been trained to fly day missions in mass formation, and to rely on protection from escort fighters and massed .50 cal defensive fire power. How eager were they to fly alone, at night or in bad weather, always with the possibility of the stray night fighter turning up? R. G. Mack in the July 1986 issue of your newsletter indicates that they didn't even bother to carry waist gunners. He also indicates that his training for these missions was a bit on the slap-dash side--not quite the careful program outlined in the monograph. But then, intent and reality in military planning frequently do not coincide. A number of my correspondents indicate that the missions were voluntary, others seem to feel that trained PFF crews were simply assigned.

As you can see the xeroxed photos are awful. In the period when most bombers were natural finish, were all PFF aircraft slate gray, or just those intended for "Lone Wolf," or did they simply dispatch what was available irrespective of paint?

As a harassing effort these missions seemed useful and effective, although the loss rate was a bit high. The report indicates that weather had a lot to do with both aborts and missing aircraft. I wonder if the effort was carried on after Dec. 10, 1944? I will probably be able to find out as I plow through the 15th Air Force records.

I hope to publish an article concerning "Lone Wolf"; but it is my long term intent to write a history of the 15th. It seems to me that while the 8th has been done, redone and perhaps overdone, the 15th has been largely ignored. I have a sabbatical coming up in about a year and I intend to spend it researching the archives and assembling material. It will be a long project; but it's worth doing and doing well. Perhaps your 99th Bomb Group network can lend me a hand.

Your own combat record, by the way, is extraordinary. To go through that can't-win melee in Java and then fly with the 15th is quite a story.

Thanks for the help.

Sincerely,

Dick Marcus

Dick Marcus
Professor of History
University of WI-Eau Claire

Hi 99th Members--this is your chance to help amplify the records of our combat operations--if you can assist MR. Marcus please write to him directly. I have sent him copies of our newsletters that Bob Mack and I had written. There are others out there that can add to the story. Please do so! The 15th AF sent out 627 aircraft on 16 missions of this type; 297 bombed their assigned targets, 146 bombed alternate targets, 184 aborted. 4 aircraft were lost and 13 were reported missing. Our input will help Mr Marcus in his research.

Joe Kenney mentioned in the Sept letter about the tailgunner being blown out of the air and his B-17 and floated to the ground and survived-George printed his story- Jonathan E. Kosharek, son of the late Erwin J. & Shirlee Kosharek, attended the Dallas Reunion and wrote--I was honored to be with everyone at the Reunion in Dallas. I hope you all keep working hard to make sure that history is not lost. I will always have in my memory of last year at OHIO with my parents at the Dedication. I'm going to try to make it to the reunion in Fla. next year. Keep in touch, Jonathon---

George-as TED SHARP says in the letter you published on page 30 of last newsletter "MEMORIES LINGER ON". Yes they sure do and his letter brings back to me the actions he mentions in the last paragraph. "...I was flying ^{engineer} with a Col. from Group-....we ended up using three aircraft before we got into formation...." I clearly remember the day and the events since I was the Col. he didn't recall--WELL--Since on the original start of the engines if all was not right there was usually a spare plane the crew could change into--that is what we did. We took off in our normal sequence--which was lead for the mission. As the plane had almost reached flying ^{speed} the right tire hit a big water puddle that had accumulated in a spot in the pierced steel planking of the runway. The splash hit the radar dome--result was a crushed radar dome--the target "...good old Blechhammer, Germany." was forecast to be overcast and no way could you drop the bombs without radar and as Group Leader the rest of the group was to drop on us. I immediately called Sandfly control tower and asked that takeoffs be held up so that we could land (full bomb load and full gas load--overweight aircraft for landing) change airplane and rejoin the formation as the group lead. After a great deal of anticipation we did land without incident. We changed airplanes as the group continued its take in their sequences. All the airplanes of the group had formed into formation before our airplane (the leader) took off again. We gingerly flew ourself into the lead slot and made a successful mission--landing 8:45hrs later. As I remember it was not a normal thing to change planes that many times--but as selected leader you had to go--we did! Thanks Ted for bringing back "MEMORIES". bernie barr

B. Barr

15 June 1987

Dear George,

I tabulated some info from Steve Birdsalls book. Thought you might be interested. No doubt there are other B-17's that flew a hundred missions or more but these are the only ones that Steve listed. You might note that there are only two B-17F's and only two B-17's from 12th and 15th Air Forces. By co-incidence, both of these are from the 99th BG.

Missions	Acft Number	Name	Type	BG
143	42-32095	Ack-Ack Annie	B-17G	91 BG
140*	42-40003	Ol' Gappy	B-17G	379 BG
130	42-32116	HiHo Silver	B-17G	91 BG
128	43-37756	Milk Wagon	B-17G	447 BG
126	42-29509	Bad Penny	B-17F	99 BG
124	42-39885	Sweet Rosie O'Grady	B-17G	303 BG
123	42107215	Lil Eight Ball	B-17G	447 BG
121	42-29513	El Diablo	B-17F	99 BG
121	42-97349	Silver Meteor	B-17G	99 BG
120		Cock O'Sky	B-17G	447 BG
112	42-31143	Satan's Lady	B-17G	306 BG
106	42-31378	Rum Dum	B-17G	385 BG
100	42-32090	Silver Dollar	B-17G	100 BG
100		Our Gal Sal	B-17G	100 BG

* Steve has Ol' Gappy as most missions flown but the 379th BG only lists the plane with 140 missions

Have to give Charlie Scheu, Pete Bezek, and Carmen Reese credit for keeping the "Bad Penny" going.

Carl Mitchell

B-17's Flown Overseas by the Original Contingent of 483rd Personnel, that were Transferred upon Arrival in Italy. revised 7 March 1983

B-17 number.	To	MIA	
42-31998	99 B.G.	2 July 1944	
✓ 42-32013	99 B.G. Old Man Mose		"Swapped"
✓ 42-32014	99 B.G.		
✓ 42-32015	99 B.G.		
✓ 42-32016	99 B.G.	16 December 1944	
✗ 42-32022	2 B.G.	6 May 1944	
✓ 42-32023	99 B.G. * Flak Happy		
✓ 42-32028	99 B.G.	22 July 1944	
✓ 42-32033	99 B.G.	13 October 1944	
✓ 42-32035	99 B.G.	24 April 1944	
✓ 42-32041	99 B.G.	2 July 1944	
✓ 42-32048	2 B.G.	29 August 1944	
✗ 42-32053	2 B.G.	27 June 1944	
✓ 42-32056	99 B.G.	April 1944	
✓ 42-32057	99 B.G.	8 July 1944	
✗ 42-32058	2 B.G.	13 April 1944	
✓ 42-32062	99 B.G.	2 April 1944	
✓ 42-32068	99 B.G. Heaven Can Wait	28 July 1944	
✓ 42-32071	99 B.G.	8 February 1945	
✓ 42-32092	99 B.G.		
✓ 42-32097	99 B.G.	18 December 1944	
✓ 42-38201	99 B.G. Patches 2nd		
✓ 42-38207	99 B.G.	5 April 1944	
✓ 42-38210	99 B.G.	12 April 1944	
✓ 42-97570	99 B.G.	27 August 1944	
✓ 42-106984	5 Wing ** Glittering Gal		
✓ 42-106988	99 B.G.	10 May 1944	
✓ 42-106991	99 B.G.	18 May 1944	
✓ 42-106995	99 B.G.	23 June 1944	
✓ 42-107016	99 B.G.	24 July 1944	

Carl Mitchell

* Named "FLAK HAPPY". Became one of their most highly regarded planes, completing over 80 missions.

** This was the first Long Beach-built uncamouflaged B-17, and became the "VIP" transport for General Charles Lawrence.

Steve Birdsall contributed to this research.

Dear George:

I think one of the more positive emotional moments in my life with the 346th involved the Christmas party we threw for the war orphans in the Foggia Orphanage in 1944.

The planner and chief driving force behind the event was Louis Libutti of Gowex Communications. Louis had the reputation of remaining on the air long after-hours to talk in any possible stragglers or lost ships. I was sorry to hear that he died a few years ago in Texas, where he had returned to become a lay brother.

For weeks prior to the event, Louis solicited, scrounged, hustled, and moonlighted-requisitioned every possible bar of candy, article of clothing, canned goods, bottles of Coke, lira, etc., etc., he could get his mitts on. He even managed to get his hands on a small fir tree and decorated it to resemble a good ole' USA Xmas tree.

I can remember Louis and a few of us sharing a meagre dinner, (but some very good wine!) with the good brothers who ran the Orphanage, and then joining the kids in their small auditorium.

When the Curtain finally went up, there stood a fairly presentable Santa Claus, and a half-decent Christmas tree surrounded with gifts for all. I will never forget the shrill cry of absolute joy from those poor, little kids! It took a while to get them in line and to avoid a stampede, but they all finally got their little gifts, talked to Santa and had some C-ration-type sandwiches, a few cookies, and a bottle of Coke. I can tell you, there wasn't a dry eye in the place, and we all felt pretty damned good as we rode back to the base late that night in a cold 6x6. It sure made the Christmas of '44 overseas a little more liveable for many of us.

Best Regards

Russ Traunstein
9 Glenley Terrace
Brighton, MA 02134
346th

Dear George

I have been wanting to write to you for a few years. Maybe I should introduce myself a little better. I was on Mike Yarina's crew and one of the few that came to the first reunion or gathering at Albuquerque. We met in the back room of the hotel and started the 99th Bomb Group Reunion - not even a dozen men.

My main reason for writing to you is that there is or was never anything mentioned about the original group that went over and started flying from North America. We left the states in 1943 and flew to Puerto Rico - then to South America landing in Natal and then to Belem - - stayed there for 3 or 4 days and then across the water to Bathurst south of Dakar in the jungle - stayed overnight and then flew to Marrakesh. From there it was LaSena Airport in Oran. From there it was Telergma in Constantine flying missions from there over Bizzerti and Italy, Sicily and Sardinia. After we pushed the Germans and Italians out of Africa, we went to Tunis where we were based for a while before ~~the~~ we went to Foggin. Before I go further, I want to emphasize the fact that we had no ground crew for over 3 months. We had to service our own planes, load the plane with bombs and stand guard and fly on missions. What a relief when the ground crew finally knew where we were. They were in Camp Kilmer, New Jersey waiting for orders. They didn't know if we were in England or Africa or the Pacific Theatre.

I only attended the first reunion and the trip to Seattle which was great. I am sorry that I didn't get to the others especially the one at Dayton.

I am sending a donation toward the Plaque in memory of the 99th. There is very little mentioned of the original group. The only thing I saw so far is about Ben Warner. He and the boys were always at my tent playing cards on days off and after payday. I hope you can locate Ben.

My plane was called the "Flak Dodger". I finished 50 missions on her -- Africa, Italy Sicily, Sardinia, So. France, Pantellera.

My crew consisted of:

	Edgar Roberts	-	Pilot
	Joe Devine	-	Co-Pilot (deceased)
	Roy Schnellbacker	-	Bomber (deceased)
	John Roguemore	-	Navigator (deceased)
Would like	(Mike Yarma	-	Top T.
to know	(Paul Panter	-	W. G.
where these	(Hank West	-	W. G.
men are - let	(Jim Sweeney	-	<i>BAIL T. RETT</i>
me know	(Charlie Wilkinson	-	Radio Room
	Ted Panek	-	Tail Gunner (me)

I could go on and on George but it would become a book -- maybe I will but I want to tell you about my first trip over Naples. We were going over to bomb the railroad yards and the harbor. On the way into the target we got caught in a prop wash being that we always flew tail end Charlie. The plane took a dive down and I thought for sure we were goners. The pilot and co-pilot straightened her out and by that time about 7 Me 109 and FW 190 jumped us. We got 3 out of 7. I was credited with 1 kill and 1 probable. We dropped our bombs before the target and swung out to the water to catch up with our group for protection and came home together. What a day! There were many more like it. George, I am going to see if I can find the list of originals so maybe I can talk to the ones I knew better. What a relief to have the ground crew take over at maintenance and guard duty.

Thanks

S/Sgt. T. Panek
348 Sq. 99th

2 Ridge Road
Roseland, N. J. 07068

Crew 12

Mr. Walter Butler
8608 Bellehaven Pl. NE
Albuquerque, NM 87112

February 6, 1987

Dear Walter:

The enclosed letter will be of interest to some members of the 348th Squadron of the 99th Bomb Group historical Society, even though Nick never joined. I had written to him when I joined, but of course he had died a few years before. Nick was the copilot on Frank Rawlinson's crew, and later a first pilot in his own right. He was in Italy from July 1944 until about January or February of 1945.

I want to submit two names and addresses for complimentary copies of the Newsletter, in hope that they may join the Society. They are:

Louis Pettit, RR 2, Box 205C, Custer, SD 57730
Charles R. Schifferdecker, 36 Kimberlin Lane, Belleville, IL 62221

Both of these men were on Rawlinson's crew in the 348th.

I have old copies of various orders that I have saved over the years. The enclosed copies are possible sources of names for you to use, in that they include serial numbers, home addresses as of that time, and assignments in the group. I hope they can be of some use to the Society.

I won't make it to the reunion in Dallas, but will try to come to some subsequent get together.

Best regards,
Herbert A. ("Doc") Houston
1280 Wylie Road
West Chester, PA 19382

Mr. Herbert A. Houston
1280 Wylie Road
West Chester, PA 19382

Dear Mr. Houston:

While going through some of my father's correspondence, I ran across a letter which you wrote to my father, Nick Pappas, in November, 1985. My mother asked me to write you to let you and others from the 99th B.G. know that my father died of a heart attack in August, 1983.

While my father seldom spoke of his war days, he often talked about the good friends he made while in the service. It is unfortunate that greatness of distance often results in friends losing touch with one another. It is in the spirit of that friendship that I am writing you now.

Following World War II, my father returned to his home in Price, Utah, where he lived until his death. At age 30, I am the youngest of three children. I imagine that I am a great deal like my father, and feel even now that he continues to live on in the memory of his family and many friends. My mother still resides in Price, Utah, at P.O. Box 445, zip code 84501. I appreciate your attempt to contact my father and to renew the friendship you shared.

Cordially,
Sam N. Pappas

Another name that came to my attention was the following:

Gerhard (spelling?) Nellhaus, serial no. 0-1540456

Gerry was a German-born son of a Rabbi, who spoke German, and understood it very well. He flew his first tour as a gunner, then as an interpreter of the German radio messages that he intercepted on his own radio aboard the B-17. In this way he could advise the CO of the mission concerning the location and instructions that were being sent to the enemy fighters.

After his first tour, and a leave at home, he volunteered, and returned to the 348th, and flew another tour, until the end of the war.

Gerry lived in my tent during the winter of 1945. His commission was conferred as the result of his special assignment: "Battlefield," is what they called it.

Dear Joe

Friday, 24 April 1987

A most pleasant thing happened. I received in the mail today a video recording cassette of the Dayton reunion and Dedication of our Monument at the US Air Force Museum Memorial Park, Wright Field, Dayton, Ohio.

I had only a part on video. Chairman Jim Sopp will be happy, he phoned me last week about this.

It came from our good 99er Joseph Geeley of Dover, NH. Many, many thanks. I knew someone else taped it but forgot who. I will return your precious cassette as soon as I copy it. The photography and speeches came through just great.

I will make it available to the Dallas, TX committee for showing there and for future occasions.

A sincere 99er
Art Knipp

Dear Mr. Coen,

I was reading your 99th Bomb Gp Historical Society Newsletter (after your 1986 reunion in Albuquerque) that was in the lobby of the Air Force Armament Museum here at Eglin AFB, FL. I found it very interesting and being a member of the 483rd Bomb Gp Assoc. I also found some mutual items of interest.

Someone was looking for Lewis Franke (Ace) of the 416th Sqd. I may have a lead for you. "Frankie," as we called him, went to Pilot Training in 1945. I was with him through primary at Goodfellow Field, San Angelo, Tex. In 1949, he brought a C-124 into Reading Muni Airport as a static display for an air show. He was by then a Lt Col. The next time I saw him was in 1976 at James Monnroe's house in Charlottesville, VA. He told me then that he lived in Colonial Heights, VA, south of Richmond near Petersburg. He was retired from the Air Force as a Col and was in the real estate business in Colonial Hts. I believe the business had been his father's and he was taking it over, or had taken it over.

I believe the Chamber of Commerce of Colonial Hts, VA could probably track him down for you. I tracked down 3 of my crew members through Chambers of Commerce of the home town of WWII.

It so happens I have a daughter who now lives in Colonial Hts. and I will also try to get word to him of your organization through her. I will let you know if I find out anything.

Sincerely

John W. Galt
CMS USAF Ret
105 Alan-A-Dale Dr.
Niceville, FL 32578

Editor 99th Bomb Group
Historical Society
George F. Coen

JOHN R. LEES
1302 Lindenwood Court
Lorain, OHIO 44052
May 20, 1987

Dear George:

After reading the Russelsheim Case in the May issue of 1987 I decided to write you of my service on a war crimes mission during WW-2. It may be of interest to you and your readers if you deem it of value enough to print.

Near the end of the Russelsheim Case story a statement was printed and I quote (Jaworski gives his account of that trial. He says that it was the first war crimes trial of world war two.). As this trial took place in the year 1945 I am not sure that this was the first war crimes trial. My following accounting may prove otherwise.

I was one of over 350 POW's released from internment at Shumen, Bulgaria in September of 1944. After interrogation of these men it was decided to form a War Crimes Mission, return to Sofia, Bulgaria and search for the criminals that had abused these airmen during captivity. It was my honor to be selected to be a part of this mission.

In late Sept. of 1944 this group returned to Sofia. The Mission was headed by Brigadier General William Hall, A Col. Story, A Lt. Col. Baldrige, a Capt. Darnell, and a few enlisted men. The ex POW that served on this Mission were a Capt. Judd, Lt. Fayard, Lt. Walker, Lt. Stumpff, Lt. Lees, along with a few enlisted men whose names escape me with the exception of a Sgt. Klopchin whom I flew back in with. We were financed with gold coins that we traded on the black market at the rate of 33 to 1. Mostly to the Jewish people that were left in Bulgaria. They were eager to get as much gold as possible. We were housed in two large villas, one for the high brass and one about two miles away for the POW's. These Villages were located in the foothills just outside of Sofia. We were furnished with all the cars and drivers that we needed as we made many trips each

day to the city. We had as high as 14 members at a time and some POW's were flown in as needed and some were flown out after the identity and trials of the men that were guilty of crimes against them. I myself spent nearly ten weeks of service on this mission. The only other Americans in Bulgaria at this time that I knew of were men in the OSS, now CIA. We had contact with them as they stayed in the city and we often ate, and drank at the same watering holes. We also came in contact with many Russians.

This mission apprehended several people that were identified, accused, and taken to trial. Some were convicted and sentenced. I sat in on at least two of such trials but do not recall the sentences. Many prisoners were beaten and reliable reports of some airmen being shot on the ground from the raid of Jan. 10, 1944 on the city of Sofia. One B-17 crew were forced to bail out over the city and only 3 men arrived at the prison camp and one of those was shot in the foot and played dead. He reported seeing some members of his crew going down from gunshots. Just what percentages of perpetrators of crimes were apprehended I was never made aware of. The civilians guilty of the shootings were no doubt hard to locate but I often wondered what Americans would do if men parachuted to the ground at the site of death and destruction just seconds after performing the deed. The target the day of Jan. 10, 1944 was the business district of Sofia at high noon. It was raid number 129 for the 99th Bomb Group if you care to look it up. Iflew 18 raids with the 347th, 99th, 15th Air Force. First raid was the 99th flown to Genoa on Oct. 29, 1943 out of Africa.

I send copies for your use to verify that I did serve on this War Crimes Mission.

John Bees

(C)

I enjoy, with some nostalgia, reading the 99th B.G. bulletin that George so dilligently prepares and mails out. ~~He~~ I remember Christmas of 1943 in Foggia -- and I can still laugh. Maybe some of the 346ers can join me.

Christmas Eve was a long wait--no word on whether Christmas day was operational or non-op. After a while a group of us decided we'd taken a chance, or maybe we thought it was bound to be non-op, I'm not sure. But we borrowed transportation from the 346th 'motor pool', also known as S-2, and drove up to San Severo. Sometime earlier, we had found a hotel with a restaurant and a pretty good supply of sparkling Italian wine, the Germans had missed.

We had a fine dinner with "Champagne" and as the evening wore on we decided to avail ourselves of the rooms at the hotel. We'd return to the squadron the next morning.

Fortunately, sometime along the evening, 2 A.M. maybe, something clicked and I phoned the squadron. Alas, Christmas day was operational--we somehow got back to the squadron and made roll call in the morning.

Well we flew North, the mission was scheduled for Udine, Italy, #119, but the target was "socked in" so we returned to Foggia with our bombs.

But it was Christmas and the ground echelon, with their Italian helpers, had prepared a Christmas dinner complete with local herbs and seasoning. Later in the evening, the weather we had flown over earlier arrived over Foggia with rain. About the same time the local seasoning had done its work.

How well I remember -- the rain the distant latrine, too distant, and the call of nature. The only thing to do was grab a shovel and find an open area. What a miserable situation until I looked up to see I had company--they would emerge, look toward the distant latrine, shake their heads, grab a shovel and join me. Then laugh as I did.

*JEFF WAGUESPACK
MC ALLEN, TX*

99th Bomb Gp. Historical Society
George F. Coen, Editor
8608 Bellehaven Pl. NE
Albuquerque, NM 87112

7050 S.W. Hoodview Place
Beaverton, OR 97005
April 12, 1986

Dear George:

Thank you so much for the copy of the 346 BG Diary of 28-7-44. From that I was able to confirm the date of our capture, the number of our airplane, and the correct number for our squadron. The copy of my letter of Dec 10, '85 which you put in the March issue of the newsletter has produced further results, and I am also grateful to you for that. John W. Musgrave of North Muskegon, MI wrote me a letter describing his observation of the loss of our airplane!

This is all most timely, as I have written an account of my military adventures which runs to some 90 pages (with some illustrations). I am presently making some corrections and revisions to the story, and hope to have it ready to provide copies as requested at the convention of the Stalag Luft III Former POWs to be held in Seattle, May 22 - 24, '87. This convention may be of interest to some other members of the 99th BGHS who have not heard of it.

I'm enclosing copies of pages 12 through 21 of my story, and if you can squeeze any of it into the newsletter, you are welcome to do so. Thanks again George, you have been of great help to me with my project for the year.

Sincerely,
David Conner



QUOTES

World War II
B-17 Bomber
Rehabilitated

DOVER AIR FORCE BASE, Del. (AP)
Monday, April 13, 1987

An aging B-17 "Flying Fortress" that made bombing runs over Europe, became a passenger airliner after World War II and later was used by the French government is being restored for another journey--to a museum.

Like most World War II bombers, this one has "nose art" and a name of its own. It is adorned with a topless blonde tossing a carefree glance over her shoulder. To her right, musical notes decorate the legend "Shoo Shoo Shoo Baby."

A row of 22 white bombs denoting combat missions completes the painting on the fuselage of the huge plane.

The Shoo Shoo Shoo Baby is being restored by the 512th Military Airlift Wing Reserves as a community service and maintenance training project. The job began in 1978 and is expected to end by 1988. Then the plane will go to the Air Force Museum at Wright-Patterson Air Force Base near Dayton, Ohio.

The plane was named after an Andrews Sisters' song, says its first pilot, retired Col Paul G. McDuffee, 70, of Tampa, Fla.

The plane flew 27 missions, including 22 successful bombing runs. On its last bombing mission it lost three engines and landed in Malmo, Sweden.

The bombing of Boise City, Oklahoma

Only one city on the American mainland was bombed during the war. Boise City, Oklahoma, was "attacked" in July, 1943 by a single US Army Air Force plane on a bombing training mission. The aircraft--operating out of Dalhart, Texas--was to drop six 100-pound practice bombs (each carried four pounds of explosives) on a desolate bombing range. Instead, the pilot delivered his load on Boise City, 45 miles away from the range. The bombs hit the Baptist church and a garage. There were no casualties.

NAZI INTERROGATOR Toliver 1978

Interrogators at Auswertestelle West also had built up dossiers on B/G Elliott Roosevelt and two of his senior officers, Colonels Harry T. Eidson and Wayne E.T. Hurman. However neither officer came to visit.

p. 139

SHOOTING AT PARACHUTING AIRMEN

The Germans and the British carefully avoided strafing of parachuting aircrews throughout the war, just as they carefully avoided strafing of women and children on the ground.

After the United States entered the war, top American commanders rationalized that German fighter pilots who parachuted from damaged craft would probably be back flying another fighter the next day, so an order was issued in 1944 which erased the last fragment of gallantry from aerial combat over Europe. American fighter pilots were encouraged to shoot Germans in their parachutes! O Tempores! O Mores!

p. 260

Robots on Your Doorstep Nels Winkless

Robotics Press

Among the American engineers at Bell then (in 1956) was one Iben Browning, an escaped South Texas cotton farmer with a Ph.D. in biology who had accidentally turned into an expert in inertial guidance. (Actually, he had sent a letter and a set of plans to the U.S. Air Force in 1940 with the suggestion that inertial guidance for aircraft would be a dandy thing and he had some ideas on the subject that might be worth pursuit. The nice people at Wright-Patterson had written back with an explanation that the idea would never work and he should do something practical instead. With this encouragement, he turned to drawing up plans for a nuclear fusion project (also little admired) while more obstinate people like Goddard played with gyroscopes in rockets.

Yet many a pilot like I. Browning during World War II was disquieted to realize as he flew with his copilot in a B-24 that one buzzard with his mind on something else could really do a better job that required the complete attention of two full-grown men. The buzzard didn't leak gasoline all over the place either. On the other hand, the buzzard might not have been adequately interested in the war, so it all balanced out.

DUEL OF EAGLES, by Townsend

Sp rings noticed "Nobody in the squadron can get a glass to his mouth with one hand after one of these decoy patrols . . . p. 22.

Of the "old eagles" who survived the pack drill at Doberitz "Uncle Theo" Osterkamp was one. He did have a close shave while on parade, sword drawn and mounted on a splendid horse. Returning the sword to its scabbard, he missed and jabbed the horse. Osterkamp was found later wandering in a nearby forest. p. 118

On June 3, 1936, General Wever took off from Dresden in a Heinkel 70 Blitz. All went well until he was airborne. Then the onlookers saw the aircraft plunge sideways into the ground. Wever was killed instantly. It was found that the aileron-locking device was not released. Had Wever tested the movements of the controls before takeoff - an elementary precaution - he would have known that the ailerons were locked. Nor had he learned the taps. In the cockpit was a red button which unlocked the ailerons.

His death was a serious loss to the Luftwaffe. Wever was a strong believer in the four-engined strategic bomber, heavily protected and capable of reaching from German bases as far as Scotland with a large load of bombs. Two prototypes, the Dornier 19 and the Junkers 89, were nearly ready when he was killed. p. 121

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We do not stop the subscriptions of deceased members; in fact Walter extends the subscription for an extra year. But we do need any Changes of Address.



QUOTES

Maximum B-17 production at Boeing was reached in April, 1944, when 16 B-17Gs per day were being rolled out. The main part of plant 2 was under camouflage at the time, a complete dummy city with houses, streets, and even parked cars covered the roof. The airfield itself was also camouflaged by painting projections of adjacent city streets across the open flat ground. Boeing, quoted in Bowers BOEING B-17, available for 14.95 from The Museum of Flight, Seattle WA

REUNIONS

Spring, 1988 99TH BOMB GROUP, FORT LAUDERDALE, FLORIDA
 Jules Horowitz, 3507 Oaks Lane #911, Pompano Beach FL 33069

May, 1988 Galaxy Tours visit to Poltava, USSR.
 Mark Burton, P.O. Box 234, Wayne PA 19086, ph. 800/523-7287
 In PA 215/254-6600

11 May, 1989 Bombardiers, Inc., Dayton, OH
 E.C. Humphries, Star Rt. #1, Box 254, Eagle Harbor MI
 ph. 906/289-4440



TAPS

KOGUT, WILLIAM I am sorry to inform you that William passed away years ago, as did his brother Benjamin. . . I am Benjamin's wife (widow). . . If William were alive, I'm sure he'd appreciate your thoughtfulness. Thank you. Mrs. Marie Kogut, 5145 "C" St., Philadelphia PA 19120

HAGGARD, ROBERT ROY Robert passed away on May 28, 1987 following a heart attack. Ivan Escott

SHERMAN BILLINGSLEY . . . dropped dead from a heart attack on 24 Aug while visiting his old road maintenance gang. See General Upthegrove's letter in this issue.

99th Bomb Gp Historical Society
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