



THE 99th Bomb Group Historical Society



Newsletter

Vol. 9 No. 2

Mar 1, 1989

SOCIETY OFFICERS, 1988-1989

PRESIDENT - JOE KENNEY
TREASURER - WALTER BUTLER
SECRETARY - DICK DEMPSEY

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HISTORIAN - GEORGE F. COEN
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THE PRESIDENT'S MESSAGE

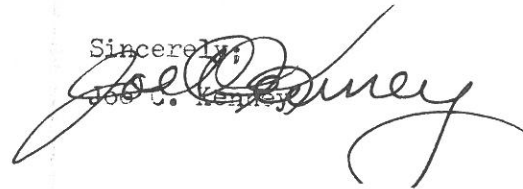
GREETINGS!

After leaving Lander, Wyoming at 9:30 A.M. with a temperature of minus 23°, driving to Cheyenne with those same bitter temperatures prevailing, the blowing and drifting snow running south to Ft. Collins, Colorado with the temps still at minus 19°, and then arriving in Albuquerque, N.M. with a glorious day time temperature of 42°, you have no idea what a pleasure this is to us.

In visiting with Bernie Barr, George Coen and Walt Butler an incident occurred to me about a practice mission I flew with the then Major Schroeder. Our left wing man was carefully holding his position in the close order demanded. Flying Left Waist was a gunner who had been wounded and just released back into flying duty and he became more than somewhat distressed, finally calling our Pilot complaining about the closeness of this B-17. Major Schroeder's answer was, "You keep an eye on this guy and if he slips out, you call me." Just one small incident but descriptive of the discipline demanded of our pilots and air crews.

We are looking forward to this latest Reunion at McAllen and seeing every one there. What a great thrill this is for each of us each year.

Sincerely,


Joe C. Kenney

Dear Walter,

I have been getting the 99th A.G. Newsletters for some time now and feel I should at least help pay my way. I am not eligible for membership in the 99th since I was in the 483rd B.G. However, we flew on the same missions from March/April 1944 until I was shot down on the Memminger mission 18 July 1944. The newsletters are very interesting.

I may add a little on at least one aircraft of yours. NEVER SATISFIED was given to the 483rd B.G., the Mike Rickey crew, in April 1944 in "trade" for a brand new B-17G named the BARAZ TWINS which Rickey flew over from the States. NEVER SATISFIED had 128 missions (bombs) on it when we took it over. The Rickey crew put 28 more missions on it and then it just wore out; they had to salvage (canibalize) it. By the way, the Rickey crew never had an abort mission in 35 missions, even with old NEVER SATISFIED.

Finally, after 28 missions, the Rickey crew "stole" a brand new B-17G from the 301st B.G. that just landed there from overseas. The Stateside crew didn't even get to shut down the engines. The Rickey crew flew 7 missions on the new G and [was] shot down in it on 18 July 1944, 5 survivors (POW), 5 KIA. The irony of the thing is that sometime in Nov/Dec 1944 the crew we "stole" the new G from in 301st came into Stalag I, into some barracks as Rickey crew was. They had been on a night mission of some kind up over Austria/Germany.

By the way, I have pictures of both NEVER SATISFIED AND THE BARAZ TWINS.

Sincerely,

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

9651 Green Spot Place N.E.
Bainbridge Island, WA 98110
December 28, 1988

Dear George:

It is with regret that I must report that William Paul from Solvang, California died in February 1988. His widow, Gloria Paul, notified me of Bill's passing in her Christmas card.

Bill was the pilot of our crew that joined the 99th Bomb Group in August 1944. Unfortunately and without explanation, Bill and the co-pilot, Larry Senna, were assigned to the 416th Squadron while the other eight members of the crew were assigned to the 346th Squadron. Bill remained in the Air Force after World War II and subsequently served a tour of duty in Japan during the Korean War. A heart attack in 1964 forced him into early retirement.

I had no idea where Bill lived until 1986 when I saw his address listed in one of the 99th Bomb Group Historical Society newsletters. The following year my wife and I traveled to California and stopped in Solvang to visit the Pauls. That was the last time that we saw Bill.

Bill Paul was a fine pilot and a fine man.

Sincerely,

VINCE MATTSON

Vince Mattson

P.S. Almost forgot to tell you that I also located one of the gunners on our crew through the membership listing in one of the newsletters. We had a nice visit with Charles Caroccio and his wife in Oswego, NY in April of this year while traveling around the good old USA.

John G. Muirhead, 70, of Hanover,
Wrote of WWII Bombing Missions

By William G. Sullivan
The Patriot Ledger

HANOVER--John G. "Jack" Muirhead, 70, of Hanover, who died Monday at Shore Hospital in Weymouth, wrote a book that takes his readers into the cockpit of a World War II B-17 bomber that he piloted and into the Bulgarian prisoner of war camp where he spent three months.

In a 1945 Patriot Ledger interview, Mr. Muirhead described the air battles he survived over Europe and how he and his crew bailed out of their crippled Flying Fortress to land in Bulgaria, then an ally of Nazi Germany.

It was not until 1987 that his full story was told in Those Who Fall. His first and only book is a work worthy of a much more experienced writer. He gives feelings as well as facts. The reader knows the fear, the resignation, the sense of futility and the obligations of this man who came from Edgemoor Road in East Braintree to the airfields of Italy and the space over Germany and the crucial Ploesti oil fields in Romania.

Mr. Muirhead wrote not just a war book; he wrote an autobiography of his early years.

He was wary of becoming too friendly with other pilots because the mortality rate was so high.

But he made many friends and had numerous exploits in the sky and on the ground. He tells of trips to Italian villages, dinners with the natives and dealing with the British. He tells of the tents he and his fellow airmen slept in and of the mud they tromped through.

There are several allusions to classical writings that came into his mind during those war years and to thoughts of his home and his girlfriend.

Flak and enemy fighters populated his young world and joy was in seeing American fighter escorts show up during a mission.

He earned the gratitude of one of his crew members by an especially smooth landing on that man's last mission. The crewman had pleaded for an easy touchdown; he didn't want to crack up on the home base after his fiftieth run.

In his 1945 Ledger interview, he said very little about the POW camp but his book describes the trek to imprisonment and the conditions there. He did mention that on his arrival at LaGuardia Field in New York he drank two quarts of milk, practically non-stop. He had flown 32 combat missions.

Mr. Muirhead grew up in Braintree, attended the Watson School and graduated from Braintree High. There he was on the track and football teams. He completed the apprentice school at the Fore River Shipyard in Quincy and was a technician in the hull department when he joined the Army Air Corps in 1942. His two brothers and his father also worked at the shipyard.

Mr. Muirhead and Jean Donaldson were married in 1945 while he was still in the Air Corps.

After the war, he returned to the shipyard, where he worked as an engineer for both Bethlehem Steel and General Dynamics. He retired in 1983.

In a 1987 talk in Hanover, he said, "If you had 10,000 men, you'd have 10,000 books, all of them different."

He told his audience it was hard to put a finger on what was the worst part of the war experience. He said for him it seemed to have been the way the war forced change on men relentlessly.

"You lived a strange life," he said. "Everything was completely different and the obscene thing was that you learned to accommodate yourself to it. It became natural."

He said then that he never expected to be an author, although he always had a desire to write. He had no formal training as a writer and attributed any writing talent to the authors he had read.

His wife described him as a man whose primary interests were reading and writing. An easygoing father, he was "not very handy around the house."

He was born in Quincy and lived in Hanover for 20 years.

Mr. Muirhead was a member of the Disabled American Veterans.

He is also survived by a daughter, Susan L. Coons of Norwell; a sister, Jean Bailey of Plymouth; and a grandson, Jeffrey Coons of Boston.

A memorial service will be held at 11 a.m. Friday at the First Congregational Church of Hanover. Burial will be private.

Visiting hours are from 2 to 4 and 7 to 9 p.m. tomorrow at the Sullivan Funeral Home, 551 Washington St., Route 53.



December 5, 1988

WALLACE BUSH
308 N. RED HILL RD.
MARTINSBURG, WV 25401

Dear George,

I read the story about Guido Rossi in Martin Caidin's book, FLYING FORTS. It had been many years since I had read it. I immediately cycled over to the home of a pre-WWII coworker, Louis Rossi and told him the story. Louis' parents had immigrated to the U. S. from Italy. Louis was in a B-24 group in the 15th. AAF.

I can see I was not wary enough when the P-38 with a feathered prop tucked itself into our squadron. I wasn't aware of Guido Rossi's activities at that time. The story of Rossi and the Fort pilot if not known to be true would be considered unbelievable fiction. "Truth is stranger than fiction".

Three of our crew were at Ft. Lauderdale, Bob Braungart (P), his wife, Juanita, Louis Coury (W/G), and I (R/O). Bob had a couple of stories to tell. Time prevented more.

Bill Osborne and Bob Braungart were our crew's first two combat pilots. Bill brought Sweater Girl with him. Bill and Bob got pretty well tanked up in the officers' club in Tunis one day. Some in the club mentioned that Jimmy Doolittle, Ike Eisenhower and several other generals were meeting in a room in the same club. Bill said, "I knew Jimmy Doolittle when he didn't have a nickel to pay for a coke and I'm going in and tell him so". Bob held him back and told him he couldn't do that. Bill kept trying. Once when Bob had his back turned Bill rushed through the door and carried out his threat. Ike and the other generals had stern expressions on their faces. Only General Doolittle was smiling. Bob and MPs hauled Bill back out of the room. Back at the squadron Bob and Bill waited for the ax to fall. Nothing happened.

When Bob expected to receive his first lieutenant's commission and was refused it by Major O'Rourke he told the major he would not accept it from him if he offered it at some future date. It was offered when Bob was near completing his fifty. Bob refused it in spite of urging by Major O'Rourke that it would look bad for the 99th if he returned to the States a second lieutenant. Bob still refused.

Back in the States Bob was assigned to B-17's at Buckingham Field, Fort Meyers, Florida. No one knew of his combat experience. One day he was flying copilot. The pilot told him to hold the plane in what was a loose formation with another B-17 while he went in back of the plane for something. Bob tucked the B-17 in tight with the other B-17 as was his custom in the 99th. When the pilot returned he grabbed the wheel and dropped back to his original loose formation position. He turned to Bob and said, "WHO ARE YOU?" Bob told his background. Back on the field Bob was ordered to report to the CO. The CO also said, "WHO ARE YOU?" Bob gave him his background. The CO asked if he would be willing to receive his first lieutenant's commission now. Bob said he would be glad to.

This Bob didn't tell: When our crew was transferred from the 320th, a B-26 BG, our pilot, Pete Boggs walked into the mess hall of the 416th. Major Mac talking to some other officers was putting down the B-26, the plane Pete loved. Pete had even had an interview with General Doolittle to stop the transfer to 17's to no avail. Pete took on Major Mac and the discussion became heated. Pete noticed the other officers got up from the table and quietly left.

Only he and Major Mac remained. Pete did not know Major Mac was our CO. The end result was our crew did not fly missions our first two months in the 416th. and Pete lost his crew. New crews came in and started flying right away. Our crew in a body went to see Major Mac to request that we begin our missions. We were on the schedule the following day. My first three missions were with Bill Henderson. That was just after you had completed your fifty as navigator on Bill's crew. After this breakin Bill Osborne and Bob Braungart became our new pilots. When Bill finished his fifty, Pete Boggs became our copilot and later pilot when Bob finished his fifty. Pete had been chafing at the bit to get his old crew back.

George, I've enclosed a copy of the printout of Sweater Girl (229472) and the B-26 we ferried to Oran. This printout gives information on the planes before and after its combat use. For those who are interested and can understand what it means he can write to the NATIONAL AIR AND SPACE MUSEUM SMITHSONIAN INSTITUTION WASHINGTON, DC 20560 Att: ARCHIVAL SUPPORT CENTER-BLDG. 12. At the urging of Pete Boggs I checked the Smithsonian for this address. I sent him the original copies of the two planes. Note the cost of Sweater Girl: \$316,426.00. The cost of the Stealth bomber today is \$500,000,000.

Did you relocate the 500-lb bomb you first found in 1947? That should make a good story for the Newsletter.

Best regards

Wally Bush



Dear Sir:

**ARIZONA WING
CONFEDERATE
AIR FORCE**

JANUARY 26, 1989

The Arizona Wing Confederate Air Force is restoring a World War II B-25J-10, serial number 43-35972, N9552Z.

P.O. Box 5510 • Mesa, Arizona 85201

All contributions to the CAF including dues and sponsorships are 100% tax deductible. IRS 501 (C) (3).

We would like to hear from anyone who has had any contact with this combat vet. We are trying to locate records, photos and information on our aircraft from 1944 to 1959, USAF and civilian owners. We are specifically searching for information from June to November of 1944. Our aircraft was assigned to the 319th Bomb Group, 437th Bomb Squadron (MTO) Italy from 4 Nov. 1944 to 31 Dec. 1944, stationed at Serragia Army Air Field, Corsica APO 650. She flew 15 combat missions. Battle number was No. 18. *Just storage with the*

We are also trying to locate information on a Boeing B-17G 85 DL N9323Z, Douglas built 1944 accepted March 27, 1945, at Long beach, California, serial number 44-83514. We are looking for information from March 27, 1945 to summer of 1947 and from 1949 to 1956. We know this aircraft was a B-17G, DB-17G, RB-17P. The aircraft was in storage at Tachikawa AFB, Japan in 1947, possible Storage Unit FEAF 13 Air Repair Squadron. Also at Tachikawa, Japan was a large C54 C46 C47 Repair and Storage Unit APO 322. This unit was the 374th Troop Carrier Wing. Assigned to 38th Reconnaissance Sq. (ULR), mapping 5th Recon Group, Clark AFB, Philippines APO 74, U. S. Army 1947 to 1949 or 1950, B-17 crew chief TSgt Floyd E. Henderson (CAF Col.) Arizona wing.

1956 Air Force records state DB-17P Drone Director 3205th A.P.G.C. Eglin AFB. 44-83514 was assigned to Patrick AFB, Florida, from 1957 to 1959. A former Sgt. Donald Kephart of Chestwick, PA, put his name in the tail of all the B17's he worked on from 1950 to 1954. He was stationed there during this time period. Prior to Air Force Records of 1956, possible units of assignment were Elgin AFB, FL, Tinker, 2nd G.M. Sqd 550th Guided Missiles Wing Elgin AFB, Also 3200 Drone 1950

Olmsted, Homestead. Another possible unit of assignment was Holloman AFB, NM, 3225 Drone Group, but no records or orders have come to light as of this date. Possible pilots were Mr. Max McGee and Mr. Zeke Bratkowsky of Green Bay Packer Fame and Lou Benne, former USAAF and USAF Pilot WWII, Project Green House Vet 1951 MX 1113 and former Sperry Corp. member and pilot.

We are also trying to locate records on B-17G's which were converted to either B-17 Life Boat or Radar Carriers and served with either the USAAF, USAF or USN as Rescue, AEW or weather function aircraft.

We would like very much to contact anyone who flew, maintained, or has photos or stories about these aircraft or the organizations they belonged to. All material will be copied, handled with extreme care and returned. This information will be used to help restore both aircraft and construct a display tracing the history of these aircraft. It will also be used to write a booklet on both aircraft.

Very truly yours,

Roger P. Sprung
 Roger P. Sprung, Col. CAF
 (SSgt. USAF)
 Confederate Air Force
 Arizona Wing Historian

Please contact:

SSgt. Roger Sprung
 3107 N. Carriage Lane
 Chandler, AZ 85224

OR
 Col. James S. Peters (Ret. MSgt. USAF)
 5450 East Corrine Drive
 Scottsdale, AZ 85254

January 23, 1989

Wallace Bush
 308 N Red Hill Rd
 Martinsburg, WV 25401

Dear George,

There are many in the 99th who will be interested in the "Sweater Girl" statistics above. Others will be interested in how to obtain information about their planes: Note the circled address.

The B-26C was the plane ferried across the Atlantic via Ascension Island by our crew: Boggs, pilot, Cardwell, copilot, Pierce, nav/bomb, and Bush, r/o. It was delivered to the 320 BG.

The above information from Maxwell includes all except combat unit assignments of these planes. The 99th's B-17 F's were later given to the 383rd BG. We in return took their new B-17 G's. Not long after that the 383rd received a new batch of B'17 G's. Sweater Girl for one then became a transport.



Best regards

Wally Bush

| | | |
|--|--|--------------------------------|
| SUBJECT Aircraft Records | | DATE 13 Jan 89 |
| TO: Wallace A. Bush 308 North Red Hill Road Martinsburg WV 25401-2016 | FROM: HQ USAF Historical Research Center REFERENCE DIVISION (HD) Maxwell AFB AL 36112-6678 | |
| RESEARCHER Dr. James H. Kitchens | | |
| B. Comments | | |
| The B-26C, S/N 41-34890, was manufactured by Martin at Omaha NE, and received by the USAAF on 31 March 1943. Below are this aircraft's unit assignments, as we interpret its records: | | |
| 10 Apr 43 To Modification Center, Wilmington, DE | | |
| 27 Apr 43 To Hunter Field, GA | | |
| May 43 Departed the US via Morrison Field, FL, for assignment to Twelfth AF, Oran, Algeria (shipping code "GLEN") | | |
| Aug 44 Dropped from the USAAF inventory by condemnation after crash | | |
| The B-17F, S/N 42-29472, was manufactured by Boeing at Seattle WA, and received by the USAAF on 15 December 1942. Below are this aircraft's unit assignments, as we interpret its records: | | |
| Dec 42 To Denver, CO, Modification Center | | |
| 3 Jan 43 To Salina, KS | | |
| 31 Jan 43 To West Palm Beach, FL | | |
| Feb 43 Departed the US for assignment to Twelfth AF (shipping code "GLEN"), Oran, Algeria | | |
| 23 Sep 45 Returned to the US via Morrison Field, FL | | |
| 26 Sep 45 Dropped from the USAAF inventory by transfer to the Reconstruction Finance Corp., Walnut Ridge, AR | | |
| TYPED NAME AND TITLE MRS. LYNN O. GAMMA, Deputy Division Chief | | SIGNATURE <i>Lynn Gamma</i> |

SWEATER GIRL

26 January 1989
To: Board of directors, 99th Bomb Group Historical Society
From: L.T. Boatwright, Chairman, Audit Committee
Subject: Audit of 99th BGHS Treasurer's Records

In accordance with the bylaws, I have conducted an audit of the 99thBGHS financial records for the period 1 Jan - 31 Dec 1988.

The ledgers, check register, bank statements and voucher file were examined using procedures consistant with previous audits. In my opinion the records present fairly the results of financial transactions during the above stated period.

L. T. Boatwright
L. T. Boatwright



Comes now Andy "Padre" Collins himself as follows:

We have read with considerable interest the 99th newsletter. Some time soon, I'll write you about my experience with Mac the night Murphy told us not to fly. (We ended up with a wheels-down landing on the Sahara, because of a sand storm at Biskra which blew down the tower and left conditions 0-0 around the field.) As Feigenbaum used to say, of combat, "It has its moments."

Warmest wishes to you and yours,

Andy

Now Andy, there is no reason whatsoever for not writing your story. The only story so far which we have gotten about that night was Fredric Arnold's story in DOORKNOB FIVE TWO, but he landed on a satellite field which seems to have been even worse than Biskra's.

And, yes, I have written how P.G. Bulkeley found the field at Levasseur, just completed that day, and how Bob Goad followed us into it before the night fell. What a way to earn a living!



Mr. and Mrs. Walter A. Klukas
Route 2, Box 5
Coleman, Wisconsin 54112

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 507TH TACTICAL AIR CONTROL WING (TAC)
SHAW AIR FORCE BASE, SC 29152

Dear Mr. and Mrs. Klukas

We know you were very proud that your son, Martin, was selected as the winner of the John Levitow Honor Graduate Award for Class 89-A of the Tactical Air Command Noncommissioned Officer Leadership School. He was appropriately honored during graduation ceremonies here on 1 November 1988.

This is the highest award presented by the school and is based upon his outstanding scholastic achievement and leadership ability. Martin earned this recognition by completing this demanding course at the top of his class. We wish him continued success in his Air Force career.

Sincerely

Gene L. Juve
GENE L. JUVE, Colonel, USAF
Commander

Readiness is our Profession



The NATIONAL GEOGRAPHIC for February 1989 presented the works of architects Pedersen, Roche, Keating, Cobb and Childs, all designers of skyscrapers. Not to be outdone, the 99th presents the work of Pete Bezek, for which the perpetrators received commendations from then Colonel Lawrence. Here, in sybaritic luxury, are those well-known innovators, Bezek, Novak, Reese, Tressler and Brucher.



ITALY 1944

HEADQUARTERS FIFTH WING(US)
APO 520

(H-3-hjr)

17 May 1944.

SUBJECT: Commendation.

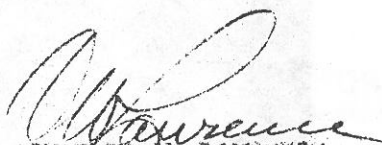
TO : M/Sgt GARDNER P. KEMMER,
M/Sgt DONALD NOVAK,
M/Sgt PETER P. BEZEK,
M/Sgt CHARLES R. WENDELER,
Corp CLARENCE BRIDGER.

THRU : Commanding Officer, 99th Bombardment Group(H), APO 520.

1. The Air Inspector has reported to me that you five men have built and are currently maintaining the most attractive enlisted men's living quarters in this command. He further states that such results were achieved by the use of your own ingenuity, effort and time and that it was not necessary to resort to the violation of any regulations to accomplish this end.

2. Having completed this task you were not content to rest on your laurels but have continuously maintained attractive and soldierly quarters that are a source of pride to your command.

3. I take this opportunity to commend you, jointly and separately, for your abilities and efforts in this phase of military life. It is a foregone conclusion that men of your caliber will likewise contribute to the competent discharge of other military duties.


CHARLES W. LAWANHOU,
Colonel, Air Corps,
Commanding.

1st Ind.

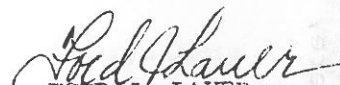
FJL/fjm

HEADQUARTERS, 99TH BOMBARDMENT GROUP (H) AAF, APO 520, 26 May 1944.

TO: M/Sgt PETER P. BEZEK

THRU: Commanding Officer, 416th Bombardment Squadron, Post.

1. It is with the greatest of pleasure that I pass on to you, this well deserved commendation.


FORD J. LAUER,
Colonel, Air Corps,
Commanding.

KENNETH SIMON
1005 THE PARKWAY
MAMARONECK, N.Y. 10543

Oct 1, 1988

Dear Mr. Hobbs:

I read your letter that appeared in the Sept. 1, 1988 issue of the 99th Bomb Group Historical Society concerning the mission on Feb 17, 1944 around Anzio. I was the Bombardier in the plane that ditched and after reading your account of what happened, I thought you would be interested in the enclosures, which came from the National Archives in Washington. They have a file on each mission the 99th flew. The enclosures are not the entire file.

From the file and your letter, your plane was #642. I was in #164, which was piloted by Jerry Lombard, who died some years ago.

I do not remember our plane being in a [slow roll?] after it was hit by flak [sic]. We did drop down and very fast. The flak knocked out two engines immediately and caused lots of damage in the plane. As we dropped down and continued over land until we reached the beachhead, I could see people shouting at us. Just as we came over our lines, we lost a third engine and continued over the water and ditched the aircraft about 10 miles off the beach.

Sincerely,

Ken Simon



5-7-88

Dear Sir:

This is in reference to list of planes, in the May issue Newsletter. My first mission, 7-6-43, to Gerbini A/D, we were assigned to plane #229527--Jig-Jig. We flew 12 missions. On the 12th mission, 8-6-43, Messina was the target. We were at Approx. 28,000 ft. and all Hehl broke loose. No fighters but plenty of 88mm flak. We were hit bad. Three engines out, landing gear out, fuel transfer tank hit. We were lucky it didn't catch on fire. The skill of the pilot and co-pilot brought us to Cosimo, Sicily, where we crashed-landed. I assume the plane was scrapped, as there were over 200 large holes in ship.

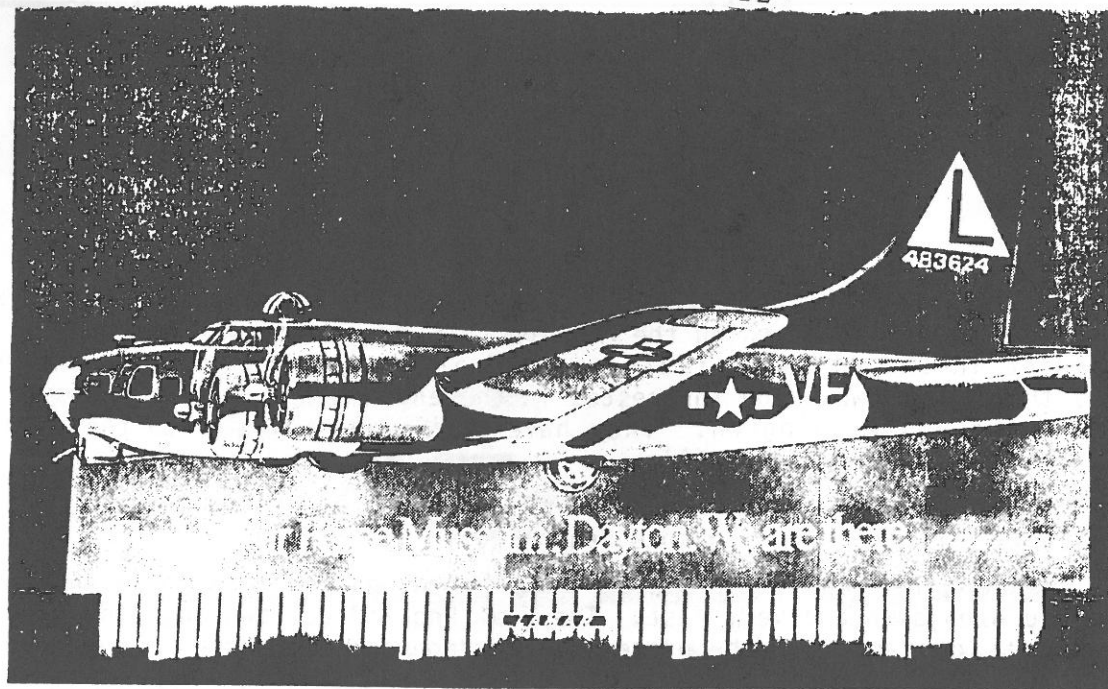
Crew

J. Trentadue - pilot
Osborne - co-pilot
J. Lesney - Nav
May - bomb

J. Kellerman - waist
H. Steele - waist
C. Harper - radio
J. Cunningham - tail
C. Shay - Engr
R. Valteau - ball

The next mission, 13th, 8-13-43, we were assigned to Sweater Girl #229472. We went 38 missions with Sweater Girl and completed missions 12-20-43

Respectfully,
Richard M. Valteau
416 B. Sq.



Fortress beckons Ohio visitors to Air Force Museum

A B-17 Flying Fortress greets visitors to Dayton Municipal Airport at Vandalia in Ohio, reminding them that the Air Force Museum is at nearby Wright-Patterson Air Force Base. The new billboard, on the

exit drive from the air-terminal building, was placed by Boeing Aerospace Company and Boeing Military Airplane Company.

— photo courtesy of the U.S. Air Force Museum

10-27-87

B-17F

42-29502

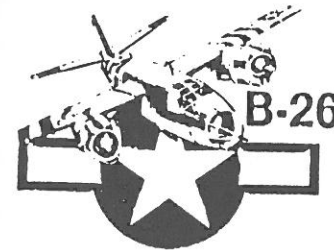
| | | | |
|----------------|---------|----------------------|----------|
| Pilot | 2nd Lt. | William W. Henderson | 0-440846 |
| Co-pilot | 2nd Lt. | Robert G. Imrie | 0-729864 |
| Navigator | 2nd Lt. | George F. Coen | 0-730228 |
| Bombardier | 2nd Lt. | Peter G. Bulkeley | 0-663233 |
| Engineer | T/Sgt. | George E. Willoughby | 32254098 |
| Asst. Eng. | S/Sgt. | Tharon L. Buxton | 18133618 |
| Radio Operator | T/Sgt. | Oswald W. Shelnut | 14098453 |
| Asst. R/O | S/Sgt. | Richard W. Bradfute | 38089492 |
| Gunner | S/Sgt. | Edward J. Litwalk | 33163425 |
| Passenger | 1st Lt. | James E. Murphy | 0-419299 |

Yes, George, it IS a small world. One NEVER knows when these little treasures will show up. Sunday I was given a copy of the orders sending the 99th overseas.

To say that these are now my treasures would be putting it mildly. This has opened up "a whole new can of worms" for me.

With 7 of your "passengers" listed in the Newsletter roster you should feel proud.

Two things I am interested in--the date for the 88 Reunion and the date and location of the 89 Reunion. I am making plans



into 1990 and want to get things scheduled properly.

Last night I had a phone call from Ken Carroll Jr.. He was in Seattle and it was a wonderful conversation--just wish that I could have driven up to Seattle for a visit with him. He is now a pilot and I am beginning to feel that perhaps we ARE leaving this old world in GOOD hands.

Geo., I certainly enjoyed every moment that I was able to spend talking with you. Each time we meet you seem to "grow", you are excellent company.

Now I must state that many people that I talked with Sat. and Sun. a.m. stated that they had attended their LAST 15th A.F. Reunion. No. 1 complaint was that it seemed to be arranged for Cols. and Gens.

Personally I must say that there were several persons on the list that I took with me to Springs, hoping to talk with, that I just did NOT find OR did not have time enough time to share with.

I do NOT attend reunions to see the "local sights". I attend to seek out and reminisce with old friends and make new friends.

If I desire to see the country I will make a trip there and do so at MY leisure.

At present a Seattle area luncheon----soon and then a June social-diner is being planned, probably in Portland. In the meantime the search goes on for more WA. 99rs.

Talked by phone yesterday with Geo, Perry, he is not doing to well at present; I will keep checking.

I HOPE a better letter for you and more news next time--now I am rushed but did want to say---HI and may your every day be

C.A.V.U.

Truly, your friend

(C.D. Boggs)

KENNETH SIMON
1005 THE PARKWAY
MAMARONECK, N.Y. 10543

Oct 14, 1988

Dear Jesse:

Thanks for your letter of Oct 7 and its enclosure. We were picked up [by] the air sea rescue launch in the picture. It was British and the crew told us they had been following us for 10 miles as we headed out to sea waiting for us to come down. After they hauled us in and treated our wounds, they gave each of us a shot of rum. Admiral Nelson would have been proud.

I did not send a copy of the material I sent you to George Coen, and if you wish to send him copies, it is fine with me. I think George knows of the stuff at the National Archives.

Hope all goes well with you and we get a chance to meet some day. I will not be at the next reunion, but perhaps the one after that.

Best
Ken

Mr. George Coen
2907 Aliso Drive NE
Albuquerque, NM 87110

Nov 6, 1988
Austin, Texas

Dear George:

Pages 15 thru 42 of the November 1988 newsletter, entitled "War Diary" was by far the most interesting and enlightening article I have read so far. I joined the 99th in Sioux City, Iowa. From there I was very vague about the names and dates of the places we traveled. I did not even remember the name of the ship we went over on.

If it had not been for this wonderful account, written by George Frame, it would have left a lot of questions unanswered for myself and many others I am sure.

My personal thanks and congratulations to Mr. Frame on this outstanding article.

Arthur E. White
347th S-2

Dear Walter:

Just a line to add to the story on page 42--348th. When John Ballock feathered the propeller that wasn't there. It was the 13th mission for Lt Bill Meux and myself. Bill was flying copilot and I was engineer. I was looking out toward 10:00 when Bill called out "stop" four. John reached up and pressed the feather button. Oil gushed out the front of the engine and froze in jagged waves on the wing.

Bill was from Pat O'Neal's crew as I remember. When we taxied the plane after landing, a negro from the engineers looked at the plane with the prop and gears missing. He lifted his hat up and put it back on crosswise and shook his head.

When I saw Bill's name in our membership, I wrote to him and he swears that it was #1 engine. Later, I asked John and he agreed with me and explained that Bill saw a picture with the negative reversed.

Also, on a recent issue, the mission to the Bremmer Pass, 12/29/44, was mentioned. As I remember, a Col Glasford led the group. At the target, we had a head wind of 100 MPH and the bombsight would not compute. We didn't know about jet streams at that time., The Col went into the nose when the navigator was hit, to navigate. He also said that we were going over the target 'til we hit it. The flack was accurate. Finally, after three passes over the target, the Col had one squadron go down low to bomb. We hit a rail target at Castle France, Italy, and made a mess of it. Bernie Barr maintains that Col Glasford went back to the States long before that. Give my best regards to George.

Clyde Tuttle

8426 Lopez Drive
Tampa, Florida 33615
December 30, 1988

Dear Joe,

Reference the paragraph on "burned out" Yellowstone Park and the discovery of a crashed B-17 that had disappeared sometime in 1943. That airplane could have been one of three that were lost on a flight from Rapid City, South Dakota to Pendleton, Oregon.

The Plummer Provisional Group had been training at Rapid City since early May of 1943. The Group was formed at Blythe, California after the First Pilots had completed First Phase training and we went by troop train to Rapid City. When we arrived there were not enough planes for all of the crews to receive the prescribed(?) training. Consequently, some of the crews were designated Model Crews and spent most of their time going to ground school and received very little flying time. Howard C. Carver's was one of the crews selected. I was his co-pilot.

About the middle of June 1943 all of the crews engaged in combat training received their new B-17's at Rapid City and on about June 20, 1943 they departed Rapid City enroute to Pendleton, Oregon for some overwater training and to "shake down" their individual airplane. Enroute to Pendleton they lost three aircraft. I do not recall ever hearing where the planes went down or what happened to the crews aboard. There were other crews from the Plummer Group assigned to the 99th and they may have better memories than me.

The Model Crews were flying the old training planes to Spokane, Wash. We had returned to Rapid City to pick up a second airplane and go back to Spokane on June 22. We were informed by Col. Plummer that we were to replace one of the three lost crews and to meet him at Base Ops the next day and we would all fly to Pendleton. We had our navigator and engineer with us but the rest of the crew and all of our gear was at Spokane.

Everything came together at Pendleton, crew and gear were rehired and we received our new B-17, No. 25948. After some rather intensified training we went overseas with the group. Some of the crews went to the 8th in England and the rest of us went on down to North Africa to the four groups there. We lucked out and were assigned to the 99th. 25948 was traded to the 97th for an "E" model and I watched it get shot down on December 19, 1943 the same day our plane was clobbered.

Sincerely,

cc: George Coen



War Diary

Highlighting all other events during the month of March was the 99th's participation in the long-range mission to Berlin on March 24th, made by Flying Fortresses of the 5th Wing of the 15th Air Force. On this record-breaking mission, the longest-range mission ever flown in the air war over Europe, 26 B-17s of this group dropped 126 one-thousand pound bombs on the Daimler Benz Tank Works. Returning crew members reported that the target area was "well hit." Six ME 262s and ME 109s were engaged by the group on this mission, the first enemy aircraft, in strength, engaged by the 99th in the last three months of operations. Five planes received major damage and a like number returned with a number of minor flak holes. No enemy aircraft were claimed. A special message was received from Generals Spaatz and Eaker, commending all who took part in the mission for the excellent results of this record bombing.

During March, the following awards and decorations were made in the group: One Silver Star; 28 Distinguished Flying Crosses; three Bronze Stars; 198 Air Medals; 588 Oak Leaf Clusters to the Air Medal; and 16 Purple Hearts. These presentations brought the total number of awards and decorations within the group since the 99th's entrance into combat two years ago to almost 17,000. A presentation ceremony was held on the 26th of March, with Brig. Gen. Charles W. Lawrence, Commanding the 5th Wing, making the awards.

On the 1st of March, one officer and six enlisted men of the detachment of the 12th Weather Squadron were attached to Group Headquarters for administration.

Captain William J. Brake left March 1st for the 5th Army front, where he spent a week. The visit was made under the Air Force--Infantry exchange program, designed to acquaint both branches with life in the other's branch. On his return, Captain Brake brought Captain Lee W. Zane, of the 338th Infantry Regiment of the 85th Division, who remained for seven days as guest of the officers at Group Headquarters. During his stay [he] was able to fly in a B-17, and acquaint himself with the conditions under which airmen live. He made several lectures to various groups about life and activity in the Infantry.

On March 12th, Major Allen Schroeder was promoted to Lt Colonel, and was later made Group Deputy Commanding Officer. Capt Paul Franklin succeeded him as Group Operations Officer. The former Deputy C.O., Lt Colonel Dale Anderson, became commanding officer of the 416th Bombardment Squadron, of this group.

On March 18th, the 347th Bombardment Squadron PX was broken into and the robbers escaped with the entire week's ration of cigarettes, soap and chewing gum. An investigation followed.

All enlisted men were issued the new battle jackets on March 19, and turned their blouses in to supply units.

"Light Fantastic," a USO Show featuring the Chinese "Kim Loo" Sisters, played two performances at Group Headquarters theater, with record attendance, on the night of March 20th. The following day several members of the cast spent the day as guests of Headquarters personnel.

Officers of the 348th Bomb Squadron celebrated the grand opening of their new club, one of the finest in the group. The club is housed in a building which was originally intended for conversion to living quarters.

On March 26, airplane number 015, of the 416th, completed its 105th mission over targets in Europe.

The group completed two years of operations on 31 March. The first mission was flown against Sardinia on 31 March, 1943 and a total of 372 missions have been flown by this group since that day. Targets have been bombed in Africa, Austria, Bulgaria, Czechoslovakia, Germany, France, Greece, Hungary, Italy, Poland, Rumania, Sardinia, Sicily, and Yugoslavia. The group has twice been cited as a Distinguished Unit. The first citation was awarded on the basis of a mission against Gerbini, Sicily, Airdrome in July 1943. The second citation was for a mission to Weiner Neustadt in April, 1944. The group has dropped 24,000 tons of bombs on enemy targets and [has] made over 10,000 sorties during the two years.

416

Talk about irony; T/Sgt Joe Warner, the abuser and M/Sgt Bob Pierce, the abused, after deserting the ranks of the ground echelon for the wild blue yonder, flew their first combat mission together. Wonder if there was a short circuit on the inter-phone???? It is rumored that the Wisconsinites of the Sq are planning on setting up their own bar. Their reason being--ninety percent of the nightly attendance at the bar are native sons. . . . Little

work is being done in the S-2 section these days since the installation of that dart baseball game. "Lefty" Hattenback and "Deadeye" O'Shea are leading run getters to date. . . . The potency of the drinks at the EM Club must be decreasing. S/Sgt Murtaugh has not lost his false teeth for the past three weeks. . . . "Goatie" Bilinaky has a new nickname, "Buttons" (I wonder why? PS, I smoke Raleighs, neighbor). . . . Greetings to our new CO, Lt Col Dale Anderson, who is taking over the reins so ably handled by Major Seward these past few months. A worthy successor to a worthy predecessor.

CHAPEL CHIMES

PERSONALITY CAN BE LOST

One of the stories told about Leonardo da Vinci's famous picture of the Last Supper related how the artist painted the faces of Jesus and Judas from living models. In one of the church choirs of Milan, he found a young man of such noble face that he immediately engaged him to sit as his model of the Savior.

He then sought without success for somebody with such a debased look that he could pose as the black-hearted Judas. Years passed before he met in the slums of the city a repulsive beggar who seemed so completely lost to the finer things of life that he hired him as his Judas. As he paid him for his time, Leonardo remarked that he had a recollection of having seen him somewhere before. The beggar replied, "You ought to know me. I also sat for your picture of Christ."

the legend may not be historically true, but it is an accurate description of what can happen in life. A few years of dissipation and loss of ideals quickly show themselves in a person's face. What you will look like to the folks back home depends in part on the kind of living you do over here. What you will look like as you grow older depends on the kind of character you are developing now.

give it a thought! Are you being now the kind of a person you want to live with the rest of your life?

Protestant: Sunday
0800-347th; 0845-Ord
0930-348th; 1015--416th
1830-Hq

CHURCH SCHEDULE

Catholic: Sunday Mass
0900, 1600, 1830
Weds. & Friday: 1830

QUESTION OF THE WEEK

"What are your views on the Midnight Curfew back home?"

T/SGT GEORGE HANSON: I'm for it. I hope it's still on when I get back to the States and my wife. Then there won't be any excuse for not getting to bed early.

SGT DICK STALLMEYER: It's a good thing for Kentucky. It should help to cut down on the Saturday nite murders.

CPL KUE BEAMES: In my opinion that is one of the finest ideas to arise to-date. It will make an impression on the American public that there is a war on.

S/SGT CHAS "BUCKET" MILLER: Y'see, it really doesn't affect the place I come from--Halstead, Pa. People back there are always in bed before nine o'clock. It's that kind of a town. So, I say, it's more fun in bed anyway.

CPL SYLVESTER DENT: It's good for the morale of the boys over here because it's bad for the morale of the boys over there.

M/SGT BOB DAVIS: Don't let this have the sound of sour grapes because I'm overseas, but I think it is a damn good thing. People should give up something. After all, we are at war, and too many people think just because they buy bonds they are doing their share while really they are helping no one but themselves (at 4% interest).

SGT STAN BERMAN: I think it should be eight. Then my gal couldn't go out so much.

WEEKLY SCHEDULE

MONDAY 12 March:

"ATLANTIC CITY," with Constance Moore
1800 - 346th, 348th & Ord.
1930 - 347th, 416th & Hq.

TUESDAY 13 March:

"ORGANIZATION OF WORLD PEACE," Guest speaker, from the British Army Education Corps, 346th EM Mess - 1900 hours.

"INFANTRY LIFE ON THE ITALIAN FRONT,"
Capt Lee W. Zane, CO of a Heavy Weapons Company with the 5th Army, will discuss Infantry life and answer questions about it. 347th EM Mess. 1830 Hrs.

WEDNESDAY 14 March:

"NATIONAL BARN DANCE" with the Regular Radio Cast
1600 - 347th, 416th & Hq.
1930 - 346, 348th & Ord. Sect.

THURSDAY 15 March:

"G.I. MOVIE NO. 74"
"DIVIDE AND CONQUER," 3rd in the "Why We Fight" Series.
1800 - One showing only

SATURDAY 17 March:

"RHAPSODY IN BLUE" with Oscar Levant, Paul Whiteman, and Joan Leslie
1500 - 346th, 348th & Ord.
2000 - Note change for this movie
347th, 416th & Hq.

WANT AD: The Joker who borrowed the speaker from Group S-2, night of 5 March, Drop in and pick up the adapter; we don't need it now. Ask for M/Sgt ?????

"Sports for Sports"

Ping Pong: If last week's sports writer were on hand, he would begin now by saying, "I told you so!"--Reference, of course, to his prediction that the finals of the Ping Pong Journey would end in a 347th-Hq tie--which it did, natchly. It's all over except the playoff between these two teams. No date as yet but you can count on a whopper when it comes.

Events of the last month stacked up like so: the 346th, backed by the whims of higher command bomb-load instructions and the brilliant managing of Cpl Corky, won a terrific forfeit from the last place ordnance team. The 416th, bucking up against our lighting and a superior 347th team, come out on the long end of a 6-1 score. "it was no pushover," remarked Perges, recalling especially the two deuce-add games in the set which saw Katz barely eke out a win over 416th's Condit. The pre-game practicing of the 348th then had the Hq boys crossing their fingers marvously. They expected a hard match, and got it--despite the apparent one-sided playing indicated by the score of Hq-7, 348th-0.

And now for the final team standings. Here 'tis:

| TEAM | W | L | PERC | TEAM | W | L | PERC | |
|-------|---|---|------|------|-------|---|------|-----|
| Hq | 4 | | 1 | 800 | 348th | 2 | 3 | 400 |
| 347th | 4 | | 1 | 800 | 416th | 2 | 3 | 400 |
| 346th | 3 | | 2 | 600 | Ord. | 0 | 5 | 000 |

Figure This One Out

New York (CNS)--A passenger hopped into a taxi. "Where to?" the driver said. "Brooklyn," replied the passenger. "Nuts," the cabbie complained. "I ain't got the gas. I'll give you a dollar to get out and walk."

Spokane, Wash (CNS)--Patty Brueninger, 2 toddled onto an icy fish pond, fell through the thin ice, swallowed half the pond. Police revived him with a respirator. His first request: "Gimme a glass of water."

Denver (CNS)--A stranger walked up to a local lady and slashed her in the stomach. Then he saw her face. "Excuse me," he apologized, leaving hurriedly. "I thought you were my wife."

Omaha (CNS)--Grounds for divorce: A farmer who resides near Omaha is seeking separation from his wife because, he says, she put glue in the bed in order to keep him out of it.

Richmond, Va (CNS)--High-button shoes "for men 25 to 45" have gone on sale here--without shoe ration coupons.

HERE 'TIS

Vol. II, 11

18 Mar 45

Published Weekly by the I and E and Special Service Section, Hq, 99th Bomb Group (H)

99TH IN HISTORY-MAKING MISSION

The 99th again took part in a history-making mission when the Forts went 1400 miles altogether on a trip to oil refineries north of Dresden, Germany. These refineries, located near Ruhland, are just about 75 miles from Berlin and that marks the nearest point to the Nazi capital city that our Italian-based bombers have reached. Major Kane of the 346th led the wave that hit the German target, while Lt Col Schwanbeck, Group CO, let the wave that dropped on the alternate at Kolin O/R in Poland.

CONTESTS ANNOUNCED

ARMED FORCES RADIO PLAYWRITING CONTEST

Sponsored by Armed Forces Radio Service. The purpose of the Armed Forces Radio Playwriting Contest is to encourage creative writing by military personnel. The winners of the Contest will be rewarded with full-scale productions of their radio plays on "GLOBE THEATRE," on of the Armed Forces Radio Service programs broadcast to troops all over the world.

The contest is open to all members of the American Armed Forces in service OVERSEAS, including officers and enlisted personnel of the Army, Wave, Marines, etc.

For details see the Group Special Service Office or write CONTEST EDITOR, ARMED FORCES RADIO, LOS ANGELES, USA.

DUPLICATE BRIDGE: Spring Championship. Open Pair Tournament. April 3, 1945. 6 P.M. Foggia ARC E.M. Club. Enlisted men and Officers eligible. AWARDS!.

PING PONG: Theater-wide Tournament in april and May. With the players developed in the Zwerdling League, the 99th should go a long way. Details later.

5 STARS ASKS 1 STRIPE FOR POST WAR JOB

France (CNS) - A couple of Kansas men were talking over post-war employment prospects. "What was your job before the war?" asked Gen Dwight D. Eisenhower, Supreme Allied Chief, a citizen of Abilene, of Pfc Rolla Ummel, Nese City. "Farming" said Ummel. "How about giving me a job after the war," Gen Eisenhower suggested. "I don't know sir, but I'll keep you in mind," Ummel promised.

GENERAL BAKER ON STRATEGIC BOMBING

General Baker, Commanding General of AAF/MTO, in a recent press release concerning the aims and results of strategic bombing, of which the 99th is a part, summarizes some of the important facts of the strategic air offensive against Germany as follows:

A. It reduced the German Air Force to impotence and has the power and capacity to keep the German Air Force beaten down.

B. It reduced the supply of petroleum products to a point far below the Germans' minimum requirements for the waging of successful war. This will prove on final analysis to have been the broken link in the chain of German defense.

C. It was a tremendous factor in breaking the German submarine campaign.

D. It composed the first invasion of the German homeland. For the first time, effects of modern war were brought to the German people. . . . Millions of people have been rendered homeless, their comforts of life, shelter, heat, light, transportation, have all been denied to many millions of Germans entirely as the result of Allied bombing. These factors have had a tremendously depressing effect on German homefront morale.

E. Allied bombing has "un-gearred" the German war economy. German industry was geared to the production of the war machine and to supplying it on a high rate of output over a long period of time. The basic reason for the reverses the Germans are suffering at every point on every front is due to manpower or materiel shortages. To strategic bombing must go much of the credit for the shortage of tanks, trucks, guns, ammunition, food and other commodities which an army must have in order to wage successful offensive or defensive warfare. . . .

Let those who would reflect on the overall effect of strategic bombing consider well that had the Germans had our Air Force and we theirs, the landings in Africa would have been impossible; the landings in Italy would have been impossible; the invasion of France would have been unsuccessful; the Eastern Front would be no farther west than Moscow and Stalingrad. In short, we would be losing the war instead of winning it.

In drawing the foregoing conclusions, General Baker did in nowise detract from the credit due the land forces and navies, but added, however: In modern warfare the air battle must be won first.

FRAGS

346

The boys of the 346th were well entertained on Thursday night in the EM Club by the 21st Engineer's orchestra. The music was "Solid Jackson" as the hepcats say. We're sure going to try and get those boys out here again soon, if the ACF Radio Station can spare them. . . . Things are rather quiet around the squadron since the mud has dried up, no one falls in anymore and the number of men on the wagon is amazing. . . . Ed Baughan, Sgt. Major and man about the area, is flashing a very sharp picture of his T/Sgt Wac. Wonder if she pulls her rank on him? . . . The sunshine has brought out the athlete in most the men, lot of activity in the area. We saw Major Kusterer tossing the basketball at the hoop the other morning. We say "at," because he didn't seem to have much luck when it came to putting it through. . . . The boys have found a way to make jolly Joe Corcoran angry. They just say that Noel Coward was right . . . ho, ho, ha!

347

Last week I missed the deadline for "Here 'Tis" and I heard about it from all of my readers. Therefore, I wish to apologize now to all four of them. If you fellows want to read the drivel that I write I'll try not to disappoint you in the future. There, now I'll bet you're sorry you mentioned it. . . . I'm trying to concentrate on this down at the radio shop and right in front of me is a huge collection of pin-ups. Gorgeous gals partially undraped with beautiful faces, and beautiful faces, and beautiful faces and--who am I kidding? I'm not even sure they have faces. But their -- bodies. I don't care if I do die, I do die. Enuff of this. See you next week. (If he isn't lynched for this column by then--Editor)

348

They come and they go. Back from the States last week came Lt. Nellhaus looking plump and well fed after subsisting for three months on New York and Boston rations. He says it's really tough back there now--a movie costs 75 cents instead of 25. . . . Just to check up on him, Jim Barclay deserted the Arm. Shop and headed for Naples and points west. The orders read "rotation" so there really is such a thing. . . . While we're on the subject we

had a letter from Cpl Elmer Johnson, now home TDY, which mentioned strange foods like milk and steak dinners. And if you think the boys are not excited about the possibilities for this spring, just drop around the mess hall for five minutes any evening! . . . It's a little old, but still a good story. We heard about the A.M. who paid a visit to Capt Warren and left a few teeth in his office. This particular guy isn't noted for frequent visits to the shower. As he was leaving, he asked Doc when he should come in again. Said Doc, "Well, when do you change your oil?"

416

The race is on! Bob Ross and Bill McCarley are hard at it vieing for the Sqd Underweight title. In addition to a double order of their daily Mess Hall fare, they supplement their diet with a dearth [sic] of vitamin pills. Neither has gained as yet so it's a draw so far. But, developments (or complications) are expected any day now. . . . If you happen to pass a certain tent in the Eng. area some night and overhear the puzzling conversations being carried on, don't be frightened. Such terms as "I got a brace of bulls;" "Mountain Boys over Queens;" "Fish Hooks and Dukes here" are expressions pursuant to any Poker session. . . . We all envy the good fortune of Bacchi, Hollis, Johnson and Hiller and wish them good luck on their forthcoming journey Statesward. . . . Quite a crowd gathered to witness the dynamiting of our latest cesspool expecting the worst -- a dull explosion was all that came of it. . . . "Brown" Considine and "Straw Boss" Morttorano are back from Capri looking just as bad as ever. Breathed too much vino and not enough of the exhilarating air.

Headquarters

e

At the Thursday night Bingo games, the grand prize winner, Sgt Charles Karkchnyak, sweated out the \$25 War Bond prize. Someone yelled Bingo for him but a check-up found one little number missing--sooo, the game continued. About five numbers following the recount, the number he needed was called out and no mistake about it. Other winners included St/Sgt Colin Cox, of Photo, who won thrice in a row, netting him multo cash, beers and cokes. S.Sgt Max Shapir, S-4, won twice to gather in 34 and 5 units of beer and cokes. . . . It's a good thing the medics have their hospital set up for Joe Alamillo of the Med. Det. made good us of it t'other day after playing volleyball with one of the Eyeties. he fell and chipped some of the bones in his elbow. He now participate s strictly as a spectator--Game night--Tues.

CHAPEL CHIMES

WHERE ARE YOU GOING?

At a football game in the Rose Bowl some years ago, a player grabbed the ball and made a spectacular seventy-yard run. A deafening roar went up from the spectators and the runner supposed that he was being applauded for his brilliant performance. When he was a few yards from the opponents' goal posts, he suddenly discovered his mistake.

How often you and I find ourselves running in the wrong direction from what life an and should be!

According to an ancient legend, the Apostle Peter started to leave Rome during a time when Christians were being bitterly persecuted. He escaped down the Appian Way but a short distance from the city he met one whom he recognized as the Master. "Quo vadis, Domino?" (Where are you going Lord?), he exclaimed. Jesus answered, "To Rome to be crucified again." Peter turned and went back to Rome with the Master.

Such conversations or turning-about are often necessary. Are you going towards your best or in the opposite direction?

Chaplain Harold Whitlock

Our thanks to Sallie for typing these frayed copies with their Balkan names. ye ed. -1988

INQUIRING REPORTER

DO YOU EXPECT TO FLY YOUR OWN PLANE AFTER THE WAR?

LT HAROLD P. MOON: Personally, I don't think the airplane is here to stay.

LT FRED S. ROBERTS: I'm going to continue flying., I hope to get into commercial aviation and become a real birdman.

LT ROBERT F. CHAMBERLIN: I expect to do some flying after this war. But not the kind that will necessitate my making H hours!

LT JAMES P. MULDOON: I'm not going to ride anything but a subway after the war.

LT RICHARD N. COKE: Yes, I expect to do some flying in my own plane. However, at that time I will treat flying as a sport and not a business. I also prefer the sky to be free of flak.

CAPTAIN WILLIAM E. SCOTT: HELL NO!!!

MOVIE SCHEDULE

MONDAY 19 MARCH

"BRIDE BY MISTAKE" with Lorraine Day & Allen Marshall.

1800 - 347th, 416th, & Hq.

1930 - 346th, 348th & Ord.

WEDNESDAY 21 MARCH

"HOLLYWOOD CANTEEN"

with an All Star Cast

1800 - 347th, 416th, & Hq.

1930 - 346th, 348th, & Ord.

TUESDAY 20 MARCH

"LIGHT FANTASTIC" with

(USO SHOW)-----KIM LOO SISTERS

1900 - 346th, 348th, & Ord.

2030 - 347th, 416th, & Hq.

THURSDAY 22 MARCH

"G.I. MOVIES"

1830 - One showing only

SATURDAY 24 MARCH

"BABES ON SWING STREET" with LEON ERROL & PEGGY RYAN

1800 - 346th, 348th, & Ord.

1930 - 347th, 416th, & Hq.

PLAY IT SMART

More and more we've been hearing of discharged soldiers paying extravagant prices for businesses and farms. The Farm Credit Administration has published a booklet, "About that Farm you're Going to Buy" which is available on request. The FOA can be reached at Kansas City 8, Missouri. Play it smart and look before you leap.

Sports for Sports

Golf: S/Sgt Joe Vilono of the 347th and former assistant pro at White Plains, N.Y., returned from the Rome Open Golf Championship Tournament with a score of 313 for 72 holes. This neat shooting (9 birdies) netted him seventh place and a portion of the cash prizes. When you consider the field of 330 entries, capturing seventh place is nothing to be sneezed at. Yes sir, our boy Joe did all right for himself and the 99th--we're proud of him. That's our boy!

Basketball: The springlike days have brought out more than green grass and flowers. Over in the 348th the new basketball and volleyball courts are busy almost all day. Anybody want to play them? . . . The 346th C-Ration league is still rolling along in grand fashion with Ryan's "Long Delays" adding a few more grey hairs to Cantly's hirsute [sic.] Earlier in the week, the Long Delays whipped Jack Beaver's "Spark Plugs" but then everybody does that. Next week we should hear from O'Tooles "Pencil Pushers" a team that should go places, they sure should!!

Volleyball: Down at the 346th (my what an athletic squadron) the Arm. men very neatly whipped a team from Comm. This victory did not go to their heads however, as they fully realize that this was the first outing for the boys from Coldman's Tel & Tel Co. By the

end of the week, teams from each section should be out trying to make the elusive volley ball to the right thing. Then a squadron team can be picked to win the group championship--nat'chaly the 346th will win!

The 348th made up for the beating Hq handed them in ping pong by beating six fool-hardy Hq. men in volleyball Friday morning. The first game was a tight one going to a 17-15 score. Hq. started to mow the 348th down in the second game and the score stood at 9 to 3 when a terrific spurt carried the 348th to a 15-9 victory. This was the first inter-squadron game and we hope to have a few more before the tournament starts.

News from Home

DELHAM, MASS: Grounds for divorce: Mrs. Laura Grimm sent her husband out to look for a job. He found one, all right--for her.

NASHVILLE, TENN: Someone introduced a bill in the Tenn. Legislature which would prohibit women from using lipstick under penalty of a 10-year prison sentence. P.S. The bill won't be passed.

HOWARD COUNTY, IND: Farmer D. Dusely traded a 2-year-old colt for 15 cartons of cigarettes. "It was worth it," said he with a hacking cough.

KANSAS CITY: Thomas Ginigan, a lawyer, has been married 30 times. Each time, however, he was merely a proxy bride-groom, taking the vows for overseas soldiers and sailors.

ELKO, NEV: A.C. Smart, pantless, was arrested on a downtown street. "What's the idea?" he was asked. "Just a whim" he replied. The sentence: 30 days for whimsical Smart.

SOUTHINGTON, CONN: A.E. Gomez, 80, has worn the same pair of pants for the last 45 years. He bought them in 1899. (Max Shapiro probably his Supply Sgt).

12 July 1944

MEDICAL HISTORY OF 99TH BOMBARDMENT GROUP (H)

(Supplemental Report No. 3 for 1 January 1945 - 31 March 1945)

The period began with problems in the operation of the Air Base Group Aid Station, still in the experimental stage for we had begun operation only two weeks previously. The enlisted personnel, with but few exceptions, had received no previous hospital ward training. Thus, it became necessary to institute a training program in ward care along with their actual application. Assignments which were arbitrarily assigned enlisted personnel, needed to be altered several times until each man was placed in duties for which he is best adapted. As the period progressed, many improvements and facilities were added for the patient's comfort. Bed tables were constructed, screen shields were made to facilitate in the isolation of the sicker individuals, a radio was installed with both speaker and earphone facilities available for the patient's pleasure, magazines, games, etc., were provided by members of the command. All these additions have contributed immeasurably to the comfort and welfare of the individual patient. In the original setup or arrangement of the building, the X-ray, outpatient, and surgery room were all contained in one 10 ft. x 20 ft room at one end of the building. It was soon learned that a separate and isolated surgery room was needed because of undue traffic. In the original plan, a 3-bed semi-isolation room was installed. This room was modified and converted into an operating room which ensures sterile procedures and eliminates all the unnecessary traffic of spectators. Running water has been piped directly from the water point to the treatment, surgical, and laboratory sections of the infirmary. Later in the period, this command received the balance of the equipment authorized the Air Base Group Aid Station. All the nonexpendable equipment that was needed to separate the Infirmary was unpacked and installed. All the other materials were stored for eventual moves and emergencies. These items were received 5 march 1945.

Throughout the period, the daily bed census was 10. The type of patients were those with minor illness requiring less than 2 weeks confinement and selected surgical cases that can be done under local anaesthetics. The Group Infirmary has affected a morale boost for the medical officer personnel. Prior to the operation of this setup, medical officers were often restless and discontent due to the lack of opportunities to practice any medicine.

With the assignment of an additional dentist, authority was granted to procure an additional Chest MD No. 60. This was received on 22 February 1945. Since the receipt of the second chest MD No. 60, each dentist has been averaging nearly twenty sittings daily.

In February 1945, the 1st Combat Camera Unit began the filming of the various phases of the Air Base Group Aid Station operation as it pertains to the command. During the course of this filming, over 2500 feet of film were used. The sequence of the film conducts one through sick call and ward procedures, the second phase shows how battle casualties are handled from the landing of the aircraft through the final treatment in the surgery, and the third phase deals with the care and maintenance of the flyer.

During the period, the aero-otitis clinic returned for the second, third, and fourth treatments. These clinics, which were begun in December 1944, were devised to examine all combat crew members early in the combat tour and treat, prophylactically, all those who show a significant amount of adenoid or lymphatic tissue in the nasopharynx, and especially in the vicinity of the eustachian rostrum. Originally, 665 were examined, with 330 receiving radium therapy. On the second visit, 270 were retreated; the third, 136; and only 1 was given a fourth treatment. These men were followed with regard to incidence of aero-otitis throughout the combat tour. It is interesting to note that although there was objective improvement by the treatment, subjectively very little was accomplished. This may be explained, in the large manner, by the very nature of the program; that is, prophylactic, and where there were very few subjective symptoms prior to treatment. Another observation was made here that an increase in the subjective symptoms or occurrence of aero-otitis was reported immediately following therapy. This increased incidence of aero-otitis following therapy was due to two extraneous factors: manipulation incidental to the passage of the aeropharyngoscope and the radium applicators and the _____ of treatment, and does not indicate a condemnation for this form of therapy. It did indicate, however, that in combat zones, such programs should be limited to therapeutic cases and not as a prophylactic measure, for a period of 4 to 6 days should elapse between irradiation and high altitude flying. The results and response to this program, generally, has been quite favorable.

Throughout the period, changes in personnel were the assignment of two enlisted men: Pfc Edward A. Conners, ASN 11130500 (657) and Pfc Emanuel M. Furcone, ASN 32197801 (657).

One dental officer has been temporarily assigned this command: Captain Gregory F. Strobel, ASN O-515738 (3151).

Throughout the period there have been no losses to transfers. However, the following personnel have been returned to the Zone of the Interior for a period of temporary duty:

Capt, Irving G. Newman, ASN O-492834
S/Sgt Morris M. Grossman, ASN 35284926
Pfc Joseph G. Treu, ASN 32242643

At the close of the period, the following personnel are assigned this command:

| NAME | RANK | ASN | PRESENT DUTY |
|----------------------|---------|-----------|-------------------------|
| Frederick D. Keohne | Major | O-420496 | Group Flight Surgeon |
| James W. Lamb | Captain | O-493328 | Squadron Flight Surgeon |
| Edgar D. Hughes | Captain | O-426325 | Squadron Flight Surgeon |
| Joseph F. Matteabach | Captain | O-494096 | Squadron Flight Surgeon |
| Irving O. Bouman | Captain | O-487116 | Squadron Flight Surgeon |
| Wayne W. Warren | Captain | O-515738 | Group Dentist |
| Leonard Oberman | 1st Lt | O-2048436 | Med Adm Officer |
| Froaman, Elmer C. | T/Sgt | 3225335 | 673 |
| Grossman, Norris M. | S/Sgt | 35284926 | 673 |
| Wiseman, Floyd R. | Sgt | 39826096 | 861 |
| Mayes, Edward C. | Sgt | 34161614 | 657 |
| Alley, George N. | Sgt | 39082048 | 409 |
| Mason, Guy W. | Sgt | 35746513 | 409 |
| Ourrie, Herbert J. | Sgt | 32185481 | 409 |
| Brosly, Lester B. | Sgt | 37144968 | 861 |
| Morworth, Hubert D. | Col | 38228816 | 657 |

| | | | |
|----------------------|-------|----------|-----|
| McCracken, West B. | Cpl | 34249279 | 657 |
| Kennedy, Posey B. | Cpl | 34334301 | 657 |
| Capitane, Sam | Cpl | 34249244 | 409 |
| Gonzales, Fernando | Cpl | 34249178 | 409 |
| Grelling, George A. | Cpl | 32142147 | 657 |
| Fwek, Arich | Cpl | 36503568 | 657 |
| Coleman, William H. | Pfc | 37114714 | 409 |
| Treu, Joseph G. | Pfc | 32242643 | 859 |
| Charp, Everett S. | Pfc | 16016427 | 657 |
| Watson, Grover T. | Pfc | 38203747 | 657 |
| Alsmille, Joseph M. | Pfc | 34249383 | 657 |
| Clark, Orlando A. | Pfc | 34249194 | 409 |
| Conners, Edward A. | Pfc | 11130500 | 657 |
| Cowart, Claude J. | S/Sgt | 14028330 | 673 |
| Ashton, Creighton M. | S/Sgt | 34249132 | 673 |
| Gordea, Eldon S. | Pfc | 37459604 | 657 |
| Edwards, Lemuel E. | S/Sgt | 35354392 | 673 |
| Belger, Camsey B. | Sgt | 34249001 | 657 |
| Johnson, James B. | Pfc | 34249311 | 657 |
| Furcone, Emanuel M. | Pfc | 32197801 | 657 |
| Tucker, Braxton A. | S/Sgt | 14038420 | 673 |
| Massey, Harry | Sgt | 35386979 | 657 |
| Britt, Hughie M. | Pfc | 34194403 | 657 |
| Kish, James A. | T/Sgt | 35014701 | 673 |
| Watkins, Julius M. | Sgt | 19178573 | 657 |
| Baxley, Archie D. | Pfc | 38878181 | 657 |

HERE 'TIS

Vol. II, 11

25 Mar 45

Published Weekly by the I and E and Special Service Section, Hq. 99th Bomb Gp. (H)

PLAY BALL

The well-worn path to "Ye Old Sack" is sprouting grass these days as the cry of "Play Ball" brings more and more Cooperville addicts to the diamond. Not only baseball, but badminton, horseshoes and volleyball are keeping the boys from the sack. An extensive sports program has been planned by the 15th Air Force and Championship matches in sports listed below will be conducted during the periods indicated:

| SPORT | APPROX. DATE OF FINALS |
|---------------|------------------------|
| Badminton | 28 June -- 30 June '45 |
| Baseball | 1 Sept -- 10 Sept " |
| Handball | 26 Sept -- 30 Sept " |
| Horseshoes | 5 July -- 7 July " |
| Softball | 1 Aug -- 10 Aug " |
| Swimming | 12 July -- 19 July " |
| Tennis | 5 Sept -- 10 Sept " |
| Track & Field | 8 July -- 9 July " |
| Volleyball | 17 July -- 18 July " |

Think you're a champ? O.K. Practice up and contact your Sp Serv. Officer. Let's have the 99th win at least eight of the Air Force Championships.

WAR BOND WINNER

A prize of a \$100 war bond had been awarded to Cpl Richard T. Baurmann, winner of the recent 348th squadron insignia contest. Combining the ideas of "Squadron III" and the "Diamondbacks," Baurmann's design shows a diamondback snake twined around three bombs arranged to form a Roman numeral III. In the background are a pair of silver wings which, together with the large center bomb, form a T for the 5th Wing. The solid background is in red, the 348th color . . . Solid, Baurmann!!

HI NEIGHBOR

When a feller meets a feller from the same home town, that's not too surprising. But when a feller meets a feller from the same apartment house, that's news! Abe Popesh of Eng. and Tommy Trent of the USO that played here last Tuesday, are the two "fellers" in the case. The funniest part of the whole deal is that neither have ever lived there for their families have moved to this address while they've been overseas.

R*U*H*L*A*N*D

Ruhland, target number one in Germany's synthetic oil production has been thrice attacked by our bombers . . . once last week, and again on Thursday and Friday. It's a long haul for our boys--720 miles and plenty of flak along the way, but there's a certain satisfaction derived from getting within the 75-mile radius of Berlin.

Ruhland has been covered by the 8th AAF from England and now our boys have the job of knocking it out completely. Friday's attack was a good stop in that direction. Smoke from the refineries was visible for 250 miles, indicating some excellent hits. Lt Col Anderson and Lt Col Schwanbeck led the last two missions which saw 144 tons of 500 pounders being dropped on the target area and the near vicinity.

HEADQUARTERS CHAMPS AGAIN

Not 'till the final game of the final set of the final match was the fate of the final ping pong tournament decided. Hq., winners of the last tournament, trailed three games to one when they put on a spurt and proceeded to win the next three games to cop the match. The large and enthusiastic crowd cheered loudly when the doubles team of Boeman and Zwerdling clinched the match by beating Church and Katz in a close, hard-fought game.

Individual prizes of cigarettes, candy and pocket-size books were given to the winners while the losers seemed quite satisfied to receive a consolation prize of five ping pong balls. "They're harder to get than cigarettes," said Hunsburger, the captain of the 347th team. "Practice up for the next tournament in February," was the advice given by the Sp. Serv. representative who presented the gift.

Congratulations to the members of the winning team, Rubinton, Michelsen, Beaman, Zwerdling, and Uberman; and the men who pinch-hitted at various times, Mathus Nottinger, nd Russin. Let's not forget the 347th team of Pierce, Church, Katz, Hunsburger, Berger, and Perget. They deserve a hand for being up on the top to the very last and for their stupendous efforts to win the last match.

FRAGS

*Amigos, these darkened copies
are hard to de-cipher - geo. 1988*

346

The Saturday night jam sessions continue to send the boys. This little band of ours really poured it on last time. Sid Carlson on the ivories was never better. Lt Roller blew and blew but still couldn't drown out George Yancho and his accordian. The old professor, Herb Linklater was hotter than a GI with ID papers in his mitt. Snow, on the drums, put some of the older members of the sqd. in remind of Gene Krupa. Yup, Ross Thomas sure did get a big boost out of Snow slamming the cymbals. . . .It is with a great deal of pleasure that we announce the news of our good friend Nate Holintests and his success with his program of shedding weight. The former stylish stout is now a slick, svelte Slickeroo. Nate walks and walks and walks, so much so that his derrier is hardly noticeable. His waistline is on the Betty Grable side, his legs, his legs . . . are so darn hairy.

347

We finally did it . . . got our bar open at last. It was opened Monday and a good time was had by all, especially me. Wonderful institution, bars. Many thanks to Jimmie Woehr, Bob Alm, Wilgenbush, Harry Foskoff, Maddox, Groswill and his crew and all the others who helped fix the place up. This really is a Sqd. bar as most of the Sqd. had a hand in helping to get it ready. . . .Wedding bells, rice and old lace were in order for Ralph Imparaso last Sunday as his marriage to Miss Vincenza Mazzoucco took place at the chapel at Hq. Good luck old man. . . .Our softball teams, E.M. and Officers, are really shaping up. I got a laugh the other day when someone told me that Hq. was going to knock us off in softball. Pardon me while I snicker. We aren't the old folks home. And at that, Hq. would have trouble.

348

What's in a name? Just to satisfy our curiosity we did a little digging the other day and came up with this bit of useless information for your file. There are no less than 204 different first names in the 348th, including one officer and one EM with initials only. The most popular name in the Sqd. is John; 38 men have that handle, but Robert runs a close second with 37. William (32) and James (28) are runners up; 130 guys have their first names all to themselves. So much for that. . . .After weeks of battling to see who could stay in the Group hospital longer, Rich Palmer and Bill van Tassol finally called it quits. Rich gave up first but a couple of days later Doc Wiseman booted Van out too. . . .Wanted: A practical way to water the Orderly Room lawn. Use of the squadron dogs will not be considered. See F/Sgt Allen. . . .Hugh Britt made his first flight last week . . . from Tortorella to Tortorella.

416

Hubba, Hubba!!! Spring has touched the 416th . . . Jimmie Kigh and Gonzales are basking in the sun between rounds of rummy. All the jokers--proud as peacocks--sporting their new Zoot Battle Jackets--beating a path from Supply to Ye Tailor Shoppe. "No _____ today. . . .Paul Kindy Berry--Kentucky's gift to the war effort--has completed his second tour. He is now mumbing something about a third tour in Chinaland. "Hey Doc--there's a perfect psycho case." What's this noise that Trou Dow is spreading around--that Dutch Reynolds picked up A/C 388 and moved it to another revetment--all done by hand. My God, what muscles! . . .Our Big Wheels, "Those Checkered Hat Jobs," finally went and done it--yup, all of them cut their gorgeous curls off. . . .Your hero and mine, "_____ Up Fitzpatrick: was seen hanging around the bar Sunday night--waiting for Monday night. Sorry Fitz, we thought you knew--the bar is closed every Sunday.

Headquarters

My but we've been a bunch of athletic boys this last week! Volleyball with the 348th, softball with Ord. and ping pong with the 347th. For a small group of men, I think, we do alright for ourselves against other Squadrons. . . .We certainly did alright for ourselves socially by showing the USO troupe one hdl-of-a time last Tuesday. That punch was the best ever! How Tommy Trent ever found his way up to the stage will always be a mystery to me. . . .Bingo was really Socko last Thurs. with 60 men trying their luck. Over a hundred dollars in prizes was given away and the money was well distributed. S/Sgt Taylor hit twice to clear 15 dollars which isn't bad for a night's work. The highlight of the evening was the fifth game when six men yelled "Bingo" all at once. The sad part of the whole thing was that Jesse Spry had Bingo all along and didn't know it. However, he made up for that blunder by copping the 25 dollar War Bond prize. _____ THE REST IS ILLEGIBLE _____.

Chapel Chimes

HERE IS A BIT OF GREAT WISDOM --
From the Ancient Sanskrit:

Listen to the Exhortation of the Dawn.

"Look to this Day!
For it is Life, the very Life of Life---
In its brief course lie all the Verities
and Realities of your Existence :

The bliss of Growth,
The glory of Action,
The splendor of Beauty.

For yesterday is but a dream,
And tomorrow is only a vision;
But today, well-lived, makes every yesterday
a Dream of Happiness,
And every tomorrow a Vision of Hope.
Look well, therefor to This Day!"

Such is the Salutation of the Dawn.

Live your best this minute, do not borrow sorrows from the past, or worries from the future. Make the most of the moment passing over you. Live in it as you would live forever. Do the job you can do NOW, and life will be good. . . .

MEET TODAY, TODAY!

Chaplain Whitlock

Sports for Sports

Volleyball The newly formed 348th volleyball team chalked up another victory last week when it won three straight games from the Hq. team. Capt. Hemphill, Doc Lamb, Lt Dean, Lt Bream, Lt McKocham and Cpl Kodor made the trip to Hq. to show the pencil pushers what real athletes could do. Hq. has learned their lesson, anyone else want to try . . . contact Lt Dean at the 348th S-3.

Softball Hq. bounced right back from a beating in volleyball to a victory in softball over the Ord. team. This was the first game for both teams and they did surprisingly well . . . few errors, good hitting, heads up ball. Sgt. "Mickey" Michelson held the Ord. bunch to 3 runs while his team garnered 7.

Stuff 'n Things Spring has come, the grass has riz, the boids is on the wing . . . Say that's silly, everyone knows the wings is on the boids . . . as any fool can plainly see--I can. Anyway, over at the 346th the baseball diamond is just about ready, horseshoes are being pitched, weights are being lifted, volley balls are being balled and bags are being punched. We hasten to inform you that said "bags" are NOT the Foggia type. . . .The C ration league is going great guns. This weekend will see the highly touted "pencilpushers" go against Mo Goldman's P-Batteries." Another game that will help revolutionize basketball will be the tussle betwixt Ryan's "Long Delays" and Kavanaugh's "Gin 'n Juice." Blood should flow the night these two masters of Naismith's brainchild meet.

NEWS OF HOME

LOS ANGELES: Los Angeles will hold a world's fair in 1948-50 to celebrate the 100th anniversary of the discovery of gold at Sutter's Mill (Think we'll make it Colonel? Ed.)

OAKLAND, CAL: Arthur Cunningham wants a divorce from his wife Doris, 18. The charge: He came home one night and found her playing strip poker with 4 strange men. She wasn't winning either. (Sounds like 4 ex-99th men. Ed)

WATERVILLE, ME: George Champion, 82, lifer at the Thomaston State Prison, took a look at the world outside prison walls the other day and made a startling discovery. "Women have ankles" he said. Champion saw his first woman in 45 years as he was being driven from the prison to a hospital for an operation. (Gosh, do they? Ed)

LIMA, OHIO: Arraigned on a charge of hitting a neighbor with a floor mop, the defendant said he was driven to this drastic action because of the neighbor's musical habits. "All he could play on his trumpet was the scales and all his wife could play on the piano was "3 Blind Mice," the defendant explained. "I just had to slug him." (Irwin Porges take heed! Ed)

ROANOKE, VA: Lt Martine Willbourne was in a hurry as he rushed through his home town of Roanoke. He had 5 minutes between trains to marry his best girl, whom he kissed on the station platform, then headed north for overseas duty. (5 minutes--a quickie! Ed)

HERE 'TIS receives Camp Newspaper Serv.



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

SPECIAL NARRATIVE REPORT

MISSION: 1 April 1945 - MARIBOR BRIDGE, YUGOSLAVIA

I. ENEMY RESISTANCE

A. Fighters: No E A/C were observed or encountered on today's mission.

B. Flak: Moderate, accurate, heavy flak was encountered on today's mission. The flak was of barrage and tracking type and was encountered for approximately three minutes. ___ aircraft sustained flak damage, ___ minor, ___ major.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1034 hrs - 23,000 ft - 400 cars in M/Y, 46/___, 15/06.
1137 - 25,000 ft - ___ 45/48, 16/02, 1 ___ A/c and 12 TE A/C.
1140 - 20,000 ft - No A/C on A/D 45/43, 16/36

III. CONCLUSION:

A. Losses: None.
B. Damage: 15 aircraft damaged by flak (___ major, ___ minor).
C. Wounded: 5 men wounded slightly by flak.
D. Corrections to Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 2 April 1945 - GRAZ M/Y, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: No E/A were observed or encountered on today's Mission.

B. Flak: Moderate, medium, heavy flak was encountered, of both barrage and tracking type. Five seconds after bombs away red flak was observed. Nine (9) A/C sustained flak damage, 8 minor and 1 major.

ii. SIGNIFICANT OBSERVATIONS

A. Land: 1240 -25,000', M/Y, 40/30N, 12/20E. 250 cars.
1250 - 20,000', 45/54N, 16/20E. L/S, no a/c visible.
1262 - 23,300', 46/44N 16/02E, A/D, 5 t/e a/c in revetments.
1300 - 24,000', 48/18N, 16/20E, Varazdin M/Y, 500 cars.
1340 - 22,000', 45/14N, 16/16E, M/Y - 600 cars.
1350 - 21,500', 45/36N, 15/02E, L.S. no a/c visible.
1354 - 20,000', 46/26N, 15/00E, M/Y - 200 cars.

B. Water: 1231 - 22,500', 45/03N, 16/23E, 15 barges in river.

III. CONCLUSION

A. Total Losses: None
B. Damage: From Flak 9 (1 major - 8 minor)
C. Victories: None
D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 5 April 1945 - UDINE A/D, ITALY

I. ENEMY RESISTANCE

A. Fighters: No E AC were seen or encountered on today's mission.

B. Flak: Moderate, inaccurate, heavy flak was encountered at the target. This flak was of barrage and tracking type, and was fairly accurate as to altitude but off as to deflection. The flak was encountered just at bombs away and was encountered for about 30 seconds. Three (3) aircraft were damaged by the flak, 2 sustaining major damage and 1 minor damage.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1150 - 27,000', 45/47N, 14/00E, (Latiman) Bridge under repair.
1156 - 26,000', A/D, 46/03N, 12/36E, 5 S/E A/C.

B. Water: 1227 - 23,700', 9 barges at Trieste, 45/30N, 13/40E.

C. Air: None.

D. Smoke Screens: None.

E. Flak Positions: None.

III. CONCLUSION

- A. Total Losses: None
- B. Damage: From Flak - 3 (2 major, 1 minor)
- C. Victories: None
- D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 6 April, 1945 - VERONA/BARONA RR, BRIDGE, ITALY

I. ENEMY RESISTANCE

- A. Fighters: No E/AC were observed or encountered on today's mission.
- B. Flak: Slight, inaccurate, heavy flak was encountered over the target. The flak was fairly accurate as to altitude but off as to deflection, and was of barrage and tracking type. The flak was encountered first about 30 seconds before bombs away and lasted until the formation rallied off the target. One (1) aircraft sustained minor flak damage, and one (1) man was slightly wounded by the flak.

II. SIGNIFICANT OBSERVATIONS

- A. Land: 1345 - 27,000', 45/50N, 12/45E, A/D vacant.
- B. Water: 1340 - 24,000', 48/20N, 12/19E, large transport vessel docked in harbor.
- C. Flak Locations: 45/54N, 12/16E - S-A-H
45/40N, 12/15E - S-I-N
45/32N, 11/32E - S-I-N
46/02N, 11/55E - S-I-N
45/80N, 11/40E - S-I-N

III. CONCLUSION

- A. Total Losses: None
- B. Damage: From Flak - 1 (minor)
1 wounded (slight)
- 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 April 1945 - CAMPO DI TRENS MY, BRIDGE, ITALY

I. ENEMY RESISTANCE

- A. Fighters: No E/AC were observed or encountered on today's mission.
- B. Flak: No flak was encountered or observed on today's mission.

II. SIGNIFICANT OBSERVATIONS

- A. Land: None
- B. Water: None.
- C. Air: None.

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: 8 April 1945 - _____ MY, BRIDGE, ITALY

I. ENEMY RESISTANCE

- A. Fighters: No enemy aircraft were seen by this group on today's mission.
- B. Flak: While flying at a mean altitude of 25,000 feet, this group encountered moderate, inaccurate, heavy flak at the target. The flak was predominantly of tracking type with some barrage type also observed. The group was in flak for about three minutes before bombs away and for about one minute thereafter. No aircraft were damaged and no personnel injured.

II. SIGNIFICANT OBSERVATIONS

- A. Flak Positions: 3 heavy guns on the north side of town of Bresencone.
- B. Air: 1210 - 25,000', Radio operator picked up call from UI/AC reporting two engines out and a third going out. Gave heading as 175 degrees, position as 45/02N, 12/30E.
1221 - 24,000', in target area, 2 B-17s were seen with one engine burning on each. One apparently was extinguished but when last seen other B-17 was holding altitude with engine smoking. No chutes observed.
- C. Land: 1132 - 21,000', 35/38N, 14/18E, M/Y. 200-300 cars in East yard. West yard bombed out.
1132 - 21,000', 46/40N, 14/18E, L/S. 10 UI/AC.
- 23,000', 46/02N, 12/37E, A/D, 9 UI/AC.
1141 - 24,300', 47/01N, 12/43E (Klangenfurt) 200 cars in M/Y.
1230 - 23,100', 46/00N, 13/12E, six L/S close together, no a/c visible.
1130 - 22,000', M/Y, 46/55N, 14/40E, 250 cars.
1125 - 23,000', approximately 4 miles north of Klangenfurt (45/40N, 14/19E)
8 large barracks or supply type buildings.
- D. Water: 1200 - 21,000', a small yellow object resembling a life raft or boat was observed on the water at 45/15N, 13/09E.
1054 - 18,000', a single M/V headed north at 44/47N, 14/33E.
1254 - 23,800', 3 large vessels in Venice harbor.

III. CONCLUSION

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

SPECIAL NARRATIVE REPORT

MISSION: 9 April 1945 - MILITARY INSTALLATIONS "AIRPORT", ITALY

I. ENEMY RESISTANCE

- A. Fighters: No enemy A/C encountered or observed on today's mission.
- B. Flak: Moderate, inaccurate, heavy flak was encountered at the target. Flak was inaccurate as to altitude and deflection. Flak was predominantly of barrage type altho there was some tracking type after the bombs had been dropped. The flak was encountered for about one minute before bombs away and for about 2 minutes after bombs away. The aircraft sustained minor flak damage, about 2 minutes after bombs away. no route flak was encountered.

II. SIGNIFICANT OBSERVATIONS

- A. Land: None
- B. Sea: None
- C. Smoke Screens: None

III. CONCLUSION

- A. Victories: None
- B. Losses: None
- C. Damage: one A/C sustained a minor damage flak.
- D. Corrections to Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 10 April 1945 - MILITARY INSTALLATION, "_____", ITALY

I. ENEMY RESISTANCE

- A. Fighters: No enemy aircraft were encountered or observed on today's mission.
- B. Flak: Slight, fairly accurate, heavy flak was encountered on today's mission. The flak was accurate as to altitude but off as to deflection. The 1st wave encountered flak approximately 1 1/2 minutes before bomb release, and for about 1 1/2 minutes after bomb release, and the flak encountered was of the tracking type. The 2nd wave encountered flak of the barrage type, and this flak was encountered just at bomb release, and continued for about 2 minutes after the bomb release. Eight (8) aircraft were damaged slightly by the flak, and all aircraft sustained the damage after the bomb release.

II. SIGNIFICANT OBSERVATIONS

- A. Land: None
- B. Air: None
- C. Water: None

SPECIAL NARRATIVE REPORT

MISSION: 11 April 1945 - PADUA NORTH RY BRIDGE, ITALY

I. ENEMY RESISTANCE

- A. Fighters: No E/AC were encountered or observed on today's mission.
- B. Flak: Slight, inaccurate, heavy flak, of barrage and tracking type was encountered on today's mission. The flak was encountered for about 1 minute before bomb release and for about 3 minutes after the bomb release. The first two squadrons over the target did not encounter any flak until they were right over the target. The flak was fairly accurate as to altitude, but inaccurate as to deflection. Two (2) aircraft sustained minor flak damage. These aircraft were damaged after the bomb release. No route flak was encountered, and no other flak was observed on the mission.

II. SIGNIFICANT OBSERVATIONS

- A. Land: 1351 - 20,000', I/S at 44/09N, 11/00E, vacant.
- B. Water: None
- C. Air: None
- D. Smoke Screens: 1250 - 20,000', ineffective smoke screen, covering an area of about 10 square miles at 44/20N, 11/30E. The smoke was greyish white in color and the smoke pots were widely scattered.
- E. Flak Positions: None.

III. CONCLUSION

- A. Total Losses: None
- B. Damage: From Flak - 2 (minor)
- 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: 12 April 1945 - AMMO FILLING STATION ITALY

I. ENEMY RESISTANCE

- A. Fighters: No enemy aircraft were encountered or observed on today's mission.
- B. Flak:
 - 1. Target Flak
 - A. Before BRL: No flak
 - B. After BRL: Slight, inaccurate, heavy, of 3 minutes duration. No damage or losses.
 - C. Remarks: The flak was all behind the formation and was of barrage type.
 - 2. Rear Flak: None
 - 3. Special Flak:
 - A. No report
 - B. Less than expected. Slight, inaccurate, heavy flak from Venice. Rally off the target took the formation very close to Venice. The flak here was less than expected. Flak here was of barrage type, and was for the most part behind the formation.

4-6 Illegible

II. SIGNIFICANT OBSERVATIONS

- A. Land: 1149 - 24,000', 44/30N, 11/20E (Belegona) 200 cars in M/Y.
- B. Water: 1210 - 23,000', 45/25N, 12/32E, 3 large transports anchored. 1210 - 25,000', 400 ft freighter anchored at 45/20N, 12/20E. 1232 - 16,000', 44/36N, 13/04E, possible dye splotch in water. P-81 circling spot.
- C. Air: None.

III. CONCLUSION

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

SPECIAL NARRATIVE REPORT

MISSION: 14 April 1945 - AMMO FACTORY, ITALY

I. ENEMY RESISTANCE

- A. Fighters: None observed or encountered.
- B. Flak:
 - 1. Target Flak: None.
 - 2. Route Flak: Encountered--None; Observed--44/03, 06/123, at 1153 hrs, 21,600'; weather clear; slight, inaccurate, heavy flak. Just a few bursts observed.
 - 3. Special Flak: None.
 - 4. Unusual: None
 - 5. Miscellaneous Comments: None.

II. SIGNIFICANT OBSERVATIONS

- A. Land: 1210 hrs, 22,000 ft - A/D, 44/08, 08/22, 9 EA.
- B. Water: 1210 hrs, 22,800 ft - 44/03, 08/13, 1 ___ and tender in harbor at Albenga.

III. CONCLUSION

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

SPECIAL NARRATIVE REPORT

MISSION: 15 April 1945 - _____, ITALY

I. ENEMY RESISTANCE

- A. Fighters: No enemy A/C were encountered or observed.
- B. Flak:

1. Target Flak:

A. Before BRL: Slight, fairly accurate, heavy, tracking and barrage, for about one minute. No damage or losses.

B. After BRL: Moderate, fairly accurate, barrage and tracking, for about 3 minutes. Six aircraft sustained minor flak damage and one major flak damage. one man was wounded.

- 2. Route Flak: None
- 3. Special Flak: None
- 4. Unusual: None
- 5. Comments: None.

II. SIGNIFICANT OBSERVATIONS: None

III. CONCLUSION

- A. Losses: None
- B. Victories: None
- C. Damage: 7 A/C sustained flak damage (5 minor, 1 major)
- D. Wounded: 1 man received minor flak wound
- E. Corrections to Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 16 April 1945 _____, ITALY (MA-14)

I. ENEMY RESISTANCE

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

II. SIGNIFICANT OBSERVATIONS

- A. Land: None
- B. Sea: None
- C. Air: None
- D. Smoke Screens: None
- E. Flak Positions: None.

III. CONCLUSION

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

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

SPECIAL NARRATIVE REPORT

MISSION: 17 April 1945 - _____ ITALY

I. ENEMY RESISTANCE

A. Flak:

1. Target Flak:

A. Before BRL: None

B. After BRL: Slight, inaccurate as to deflecting, fairly accurate as to altitude, heavy flak for about 2 1/2 minutes. Three aircraft sustained minor flak damage.

2. Route Flak: None

3. Special Flak: None

4. Unusual: None

5. Comments: None.

II. SIGNIFICANT OBSERVATIONS: None

III. CONCLUSION

- A. Losses: None
- B. Victories: None
- C. Damage: 3 aircraft sustained minor flak damage
- D. Wounded: 1 minor by flak
- E. Corrections to Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 18 April 1945 - Troop Concentrations RA-14, ITALY

I. ENEMY RESISTANCE

A. Fighters: NoneB. Flak:

1. Target Flak:

A. Before BRL: None

B. After BRL: N-I-H. Flak encountered just after target and continued for approximately 3 minutes on rally.

2. Route Flak: None

A. Observed Locations: 4 gun emplacement at 44/33N, 11/26E at end of road trending NE to Bologna - camouflaged, in small wooded area.

II. SIGNIFICANT OBSERVATIONS

- A. Land: None
- B. Water: None
- C. Air: None

III. CONCLUSION

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

SPECIAL NARRATIVE REPORT

MISSION: 19 April 1945 - RATTENBERG RY BRIDGE, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: NoneB. Flak:

1. Target Flak:

A. Before BRL: Flak at time of BRL, or slightly before, was S-I-H, of barrage and tracking type and lasted approximately 1 minute.

B. After BRL: S-I-H, 47/30N, 12/04E, 15 bursts.

Note
to Sallie:
I cannot read
these either.
geo. 1988

2. Route Flak:

- 1032 - 18,000', 45/35N, 11/52E, S-I-H, in flak 30 seconds.
 1222 - 18,000', 47/209N, 11/50E, S-I-H, 6/7 bursts.
 1223 - 11,000', 47/27N, 12/23E, S-I-H, few bursts.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1056 - 20,000', 46/15N, 12/12E, Cortina, town had 6 large buildings with red crosses on roofs. Also trains all marked with red crosses.

1121 - 12,600', 2 A/Ds at 45/45N, 12/40E, 6 unidentified a/c visible

1057 - 19,000', 44/10N, 12/22E, Cinolois, effective smoke screen over city from 10-15 pots placed close together.

1135 - 18,400', 44/27N, 11/58E, I/S, no a/c visible.

1215 - 12,000', 46/02N, 12/36E, A/D, 10 a/e a/c painted blue.

1219 - 20,200', 46/03N, 12/37E, A/D with 6-7 a/e a/c present.

1240 - 20,200', 46/09N, 12/40E, rail and highway bridge in operation.

1244 - 20,200', 46/56N, 12/40E, 2 bridges out but diversion R/R bridge in operation.

1246 - 10,000', 44/03N, 12/37E, L/S 5/to and 2 M/E a/c on ground.

B. Water: None

C. Air: None

III. CONCLUSION

A. Total Losses: None

B. Damage: None

C. Victories: None

D. Corrections to Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 20 April 1945 - VIPATEMO M/Y, ITALY

I. ENEMY RESISTANCE

A. Fighters: An E/A, believed to be an ME262 was observed at 1316 hours, flying at 21,000 feet at 44/15N, 10/04E. Was being pursued by two (2) P-61s.

B. Flak:

1. Target Flak:

A. Flak was M-A-H, of barrage and tracking type and lasted for approximately 4 minutes, beginning 2 minutes before BRL.

B. Flak lasted 2 minutes after BRL.

C. Although flak was only moderate, it was very accurate and the Group suffered considerable damage and casualties. 20 of 39 A/C received battle damage - 134 major and 15 minor. One man was killed, two others received minor wounds.

2. Route Flak: Observed at 1148 - 23,900', 43/36N, 10/31E, M-A-H, about 26 bursts.

II. SIGNIFICANT OBSERVATIONS

A. Land: 1120 - 24,000', A/D, 44/40N, 10/40E, no a/c present.

1140 - 26,000', M/Y, 45/35N, 10/03E, 250 RR cars.

1146 - 24,000', 45/45N, 10/10E, effective smoke screen, gray smoke.

1153 - 25,000', M/Y, 46/08N, 11/07E, 250 RR cars.

1154 - 24,000', 45/54N, 10/10E, effective smoke screen.

1202 - 25,000', M/Y, _____, 300 cars (RR).

1303 - 21,000', M/Y, 44/46N, 10/18E, Eparna, 300 RR cars.

B. Air: 1230 - 23,000', 44/40N, 10/50E, B-17 going down in flames, no chutes.

1231 - 23,000', 44/43N, 11/08E, B-17 exploded and spun into ground. 1 chute.

1256 - 22,000', 45/08N, 10/26E, B-17 or B-24 at about 8000 feet, heading 130 dg., 2 P-38s circling it.

III. CONCLUSION

A. Total Losses: None

B. Damage: From Flak: 20 (13 major - 16 minor)
 1 man killed by flak
 2 men received minor flak wounds

C. Victories: None

D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 21 April 1945 - _____ M/Y, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: None

B. Flak:

1. Target Flak:

A. Before BRL: None

B. After BRL: None

2. Route Flak: None.

A. Observed: None

II. SIGNIFICANT OBSERVATIONS

A. Land: 11_3 - 15,000', 45/48N, 14/13E, Rake, 300 cars on siding and RR bridge being repaired.

1130 - 18,000', 45/55N, 14/22E, large bridge out and _____ going up. Lacked one span of completion.

1135 - 15,500', 48/50N, 14/17E, train of 20 cars heading ____.

1203 - 15,000', 46/44N, 12/50E, RR Bridge had been bombed but still in operation.

1237 - 16,000', 40/03N, 12/____ E, M/Y, 4 or 5 trains, made up approximately 200 cars total.

1247 - 14,000', 48/01N, 13/39E, 400 cars in M/Y.

1257 - 13,000', 48/02N, 13/30E, 250 cars in M/Y.

1300 - 13,000', Tgt. _____, 300 cars in M/Y.

1300 - 15,000', 48/01N, 13/39E, Voelabruk, 100-150 cars in M/Y.

1308 - 14,700', 47/58N, 13/37E, factory in operation.

B. Water: 1300 - 14,000', 47/52N, 12/35E, shipping activity in lake, 8 small vessels.

III. CONCLUSION

A. Total Losses: None

B. Damage: None

C. Victories: None

D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 23 April 1945 - _____, ITALY

I. ENEMY RESISTANCE

A. Fighters: None

B. Flak:

1. Target Flak: Red Force & 1 box of Blue Force--None
 Blue Force (2 boxes): None

A. Before BRL: None

B. After BRL: 2 or 3 bursts observed after rally at 45/08N, 12/00E.

2. Flak on Route: None directed at formation.

- A. Observed: 1115 - 23,000', 45/06N, 12/03E, _____, S-I-H
 1213 - 13,000', Vealce, S-I-H
 1215 - 23,000', 44/50N, 12/06E, S-I-H
 23,000' - Verona - S-I-H
 23,000', 45/18N, 11/11E - S-I-H.

II. SIGNIFICANT OBSERVATIONS: None.

III. CONCLUSION

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

SPECIAL NARRATIVE REPORT

MISSION: 24 April 1945 - OBR BRANDBERG RY BRIDGE, AUSTRIA

I. ENEMY RESISTANCE

- A. Fighters: None
 B. Flak:
 1. Target Flak:
 A. Before BRL: None
 B. After BRL: None
 2. Route Flak: None
 A. Observed: None

II. SIGNIFICANT OBSERVATIONS

- A. Land: 1156 - 23,400', M/Y, 45/19N, 15/02E, _____, 150 RR cars.
 1212 - 24,500', M/Y, 46/04N, 14/30E, Ljubljana - 200 RR cars.
 1218 - 23,700', 46/14N, 14/21E, RR bridge intact.
 1256 - 22,500', 46/50N, 14/22E, RR bridge intact.
 1257 - 23,700', 46/50N, 12/31E, 2 RR bridges intact.
 B. Water: None
 C. Air: None

III. CONCLUSION

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

SPECIAL NARRATIVE REPORT

MISSION: 25 April 1945 - LINZ SOUTH M/Y, AUSTRIA

I. ENEMY RESISTANCE

- A. Fighters: None
 B. Flak:
 1. Target Flak:
 A. Before BRL: M-A-H, both barrage and tracking, lasted 10 minutes.
 B. After BRL: M-A-H, barrage and tracking, lasting 10 minutes. Although moderate, flak was very accurate. Six (6) a/c sustained major damage and eleven (11) a/c suffered minor damage (total 17 damaged). There were 3 casualties, 1 serious. 1 A/C was lost over target.
 2. Route Flak: None
 A. Observed: None

II. SIGNIFICANT OBSERVATIONS

- A. Land: 1300 - 27,000', Salzburg, 47/48N, 13/03E, heavy grey smoke screen.
 1224 - 22,500', RR bridge, 46/09N, 13/45E, bridge camouflaged.
 1232 - 23,500', RR bridge, 46/35N, 13/42E, bridge intact.
 1238 - 24,100', Spittal M/Y, 46/46N, 13/30E, 180 RR cars.
 1252 - 26,000', RR bridge, 47/18N, 12/50E, double track bridge, looked like new.
 1304 - 27,600', double track RR bridge, 47/50N, 12/30E, appeared to be repaired.
 1326 - 28,000', M/Y Platting, 250 RR cars.
 1335 - 27,000', Passeu M/Y, 48/35N, 14/31E, 250 cars in yards.
 1425 - 23,000', Knittlefield M/Y, 46/45N, 14/35E, yards full--500/600 cars.
 1427 - 14,100', St. Vorth M/Y, 44/47N, 14/22E, 2 M/Y with 300/380 RR cars (total).

- B. Air: 1348 - 24,800', 48/25N, 14/45E, B-17 (99th Gp) went down in flames. 9 chutes observed. 1 chute believed on fire.
 1406 - 26,800', 47/20N, 14/25E, 1 B-17 (99th Gp) #2 engine on fire, heading for gara.
 1346 - 3 B-17s blew up over target--no chutes seen.
 1407 - 26,800', 47/35N, 14/40E, 1 B-17 off at distance--going down in flames. No chutes.

- C. Water: 1346 - 26,000', 48/08N, 14/17E, 75 barges anchored in Danube, vicinity of Linz.

III. CONCLUSION

- A. Total Losses: From Flak: 1 (over target)
 B. Damage: From Flak: 17 (11 minor - 6 major)
 3 wounded (1 serious, 2 minor)
 C. Victories: None
 D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 28 April 1945 - BOLZANO GRIEG AMMO STORES, ITALY

I. ENEMY RESISTANCE

- A. Fighters: None
 B. Flak: None

II. SIGNIFICANT OBSERVATIONS: None (Turned back at 1251 hours at 46/13N, 10/30E, because of weather. 10/10 undercast at Primary and alternate target.)

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)



#6

We thank Les Hansen for the following account of our common experience as we took to the air without a care.

We are preparing for publication several other diaries and essays sent in by our gentle readers. These personal accounts make better reading than the official fab- , I mean publications. geo.



FIGHTING THE COLD WAR

by
LES HANSEN

H HOUR!!!! H HOUR!!!! The call echoed the length and breadth of the four or five acre tent city which housed the combat crewmen and a few of the support personnel of the 347th Squadron of the 99th Bomb Group (Heavy), one of the five B-17 Flying Fortress groups which made up the 5th Wing of the 15th Air Force. Everyone heard the call, but all but about 71 of the approximately 420 men who heard it snuggled deeper into the olive drab blankets of their GI cots and immediately went back to sleep, knowing that at least for one more day they had been spared the ordeal of facing the Cold War. The 71 who got up hadn't slept a whole lot anyway. Since they had checked the Battle Order Board the previous afternoon, they had known that tomorrow might well be the last day they'd ever see, and such thoughts do not lend themselves to sleeping soundly.

The 71 who were to be the stars of the day's drama rolled wearily from the warmth, if not the comfort, of their GI cots and began the long and arduous task of preparing for the cold. The hour was approximately 3 a.m., the place was the plains of Foggia in southern Italy, and it was the day-after-Christmas, 1944. Mostly, they were veterans, which meant that they had flown 10 or more missions; but even the few rookies realized that they would be facing flak which was intense, accurate and deadly. They also realized that enemy fighter interception was not likely as, at this stage of the big game, the Germans were woefully short of the three Ps which would make fighter interception likely: planes, petroleum, and pilots. (It is decidedly difficult to train pilots in the middle of a combat zone where, as often as not, a student pilot was likely to be shot down on his first solo flight, if he lasted that long.) What they also knew, to the man, was that the unrelenting cold they would be facing for the next several hours was their greatest enemy, and they prepared for it with the utmost care.

Each began by donning flannel long-john underwear. Next came a regulation uniform complete with all proper insignia. This added little if anything to keeping out the cold, but the rules of war at the time dictated that if you were shot down and captured without a recognizable regulation uniform, you might very well be summarily executed as a spy. I personally wore an old set of summer khakis. I wore them without having them laundered until I could no longer tolerate the stench, then had them washed and immediately put them back into service. It goes without saying that I threw them away just as soon as combat flying in Europe came to an end.

Next came an F-2 heat suit. This was a comparatively simple rig constructed not unlike the inside of a toaster, except that the heating element wires were insulated and sewn to the cloth of the suit. The suit consisted of six pieces. First was a garment which looked just like the bib-overalls I wore as a kid [sic] growing up on a farm. The cord for plugging into the aircraft's electrical system protruded from the right hip and led to a jack which activated all the heating element wires in the garment and included a plug into which was inserted the cord leading to the second suit piece. This was a short, bolero-like jacket which covered the arms and upper torso. At the end of each sleeve of the jacket was a plug into which the cord to each glove was inserted. Similarly, at the bottom of each trouser leg were plugs for each of the boots.

The gloves were rather thin, soft leather with the wire heating elements located only on the top of the hands, leaving the palms free for the sense of touch necessary to virtually every task a combat crewman was likely to perform. Inside the leather gloves, very thin silk insert gloves were worn to prevent the backs of the hands from being scorched by the heating element wires.

The heated boots were made of light-weight felt with the heating element wires located throughout the upper portion of the boot, but not on the sole.

The whole shebang plugged into a 24 volt receptacle, at least two of which were located at every manned position on the aircraft.

The final, outer garment, consisted of fleece-lined leather trousers held up by suspenders. Over these came a long-sleeved fleece-lined leather jacket, zippered down the front. Fleece-lined zippered leather boots were slipped over the felt heated boots. While the boots were nice and warm, they would nearly always be jerked loose by the opening shock of the parachute in a bailout situation. Though the felt boots were held in place by their electrical cords, the soles of these were so thin that they wore through after they had been walked on for only a short distance. Thus, to give himself a chance to escape or evade capture after a bailout, one of every crewman's first acts after assignment to the squadron was a trip to the welder's shop where he had a thin strong cable rig made which could be passed through the eyelets of his GI brogans and attached to his parachute harness. Life was complicated in those days.

Topping off the ensemble was a non-lined leather helmet with built-in earphones. The helmet was also equipped with the hardware necessary to accommodate an A-13 diluter demand oxygen mask. The diluter demand oxygen system was, simply stated, a system which automatically combined the pure oxygen carried aboard the aircraft with just the right amount of oxygen-lacking outside air to create a breathing atmosphere very similar to the normal air at or near sea level.

When finally suited up for the mission, the bomber crewman weighed about one-third more than his normal body weight, and his physical reaction capability was just about half that of which he was capable in normal dress.

When finally dressed and ready, the crewmen walked the relatively short distance to the squadron mess hall where they all gathered for transportation to the briefing room. Some of them ate a light breakfast, and a few even drank a cup or two of coffee, but most simply waited to board the trucks for transport to the briefing room. The reason for this lack of interest in breakfast and early morning coffee will become apparent later as the actual flying of the mission is described.

Permit me a small digression at this point. Mussolini, Il Duce, was reknowned for a number of things, but two solid accomplishments stand out. First of all, he made the Italian trains run on time, a heretofore unheard of situation. His second great achievement was draining the swamps of Foggia. By doing the latter, he, inadvertently, created one of the finest areas for the construction of airfields in all of Europe. Since the terrain was dead flat, all that was necessary to create a field was to grade a trench into which crushed gravel could be poured, cover this over with heavy prefabricated steel planking, and you had yourself a first-class heavy bomber runway. Mussolini did even better than this, however. On every X number of acres, he built a community center. These consisted of various administrative buildings and a theater. The administrative

buildings provided perfect office space for the various bomber group administrative offices, and the theater was tailor-made as a briefing center. End of digression.

It was not until we arrived at the briefing room that we found out where we were going that day. That is, of course, unless Axis Sally had told us on the radio the night before what our target was to be. She did this occasionally, and she was always right. (I'll go to my grave remembering the night she said, "I understand you boys in the Fifth Wing are going to make the longest overland mission in history tomorrow. All the way from Foggia to Berlin." We did too; but that's another story.)

Briefing, you understand, took place long before daybreak. All four of the Group's squadrons were briefed together which meant that, in addition to the briefing officers, there were some 284 aircrewmen in the room. Now, if you're wondering about this oddball number, the seventy men from each squadron meant that this was a normal mission of seven aircraft from each squadron with ten crewmen per aircraft. Had it been a max effort, it would have meant nine aircraft per squadron and 90 aircrewmen. The odd 4 men were photographers, generally one per squadron flying aboard the element lead, or number four aircraft.

One of the first things you were handed after you took your seat in the briefing room was the photocopy of the map you see on [the next page]. It's a simple thing. The intelligence people simply stretched and tacked a string of dark yarn over the route to be flown that day on a large map in Group Operations, and then made photos of it. Notwithstanding, it gave you a whole lot of information. It told you that your target for the day was Blechhammer, which, if you'd been in the outfit for more than a week, you knew was an oil refinery in eastern Czechoslovakia that was defended by about a zillion 88 millimeter and larger antiaircraft weapons. Worst of all, it was more than 600 miles from home plate. This automatically told you that you were in for more than seven hours of flying time, most of it sucking oxygen through a mask, and all of it colder than a fancy lady's heart. It was not a happy time.

I shall not attempt to go through the whole briefing. That, by itself, would make a long story. I would, however, like to explain just a bit about the reproduction of the map. The mileage circles are drawn in statute miles, the same as a car speedometer. Each of the odd-shaped circles you see represent a known flak area. There were many more flak locations than those appearing on the map, but the ones appearing there, you could take to the bank. There was, for bloody certain, flak at the target.

Briefing took about an hour, after which we were taken by truck to the hardstands where our aircraft were located. Preflight inspection consumed the bigger part of another hour. By then, daylight was with us, or only minutes away, and we started engines. All four squadrons, of course, had to use the same runway, and since we made every effort to space takeoffs no more than three minutes apart, it got a bit dicey at times. We took off by squadrons, and were generally in squadron formation while still at traffic pattern altitude of about 1,200 ft. From there on, it got complicated. Next came Group formation. This for the 99th generally took place over the tip of a cape which extended some distance into the Adriatic Sea not far from home plate. Group rendezvous was usually planned for somewhere between 8,000 and 11,000 feet above ground level, and meant that, on a normal mission day, we were bringing 28 large aircraft into very close proximity in a comparatively small area. Surprisingly, I do not ever recall us losing an aircraft during rendezvous. I am forced to conclude that Someone was watching over us.

Next came the really hard part--Wing rendezvous. This always, for us, took place over a lake not far from Foggia, and was usually set to take place at 17,000 feet. Wing rendezvous was always, to me, a near miraculous event. Here, on a normal mission day, you were bringing together 140 large, lumbering aircraft in a very small area, and within a very short time. (If you were more than a couple of minutes off rendezvous time, it might well be the last time you would ever lead your bomb group.) Rendezvous ulcers were not an uncommon disease among group and squadron lead pilots.

Now, you should understand that our flying machines, as magnificent as they were, and they truly were magnificent, were unpressurized and, in practical terms, unheated. I have been told on a hundred occasions that the Boeing B-17 had heaters. If this were true, I am undoubtedly the only man in history who flew 33 missions in B-17s whose heaters were not operating on those particular days. You should also understand that our aircraft were loaded with bombs. Assuming an average day, this would be either twelve 500 lb. general purpose bombs, or six 1,000 lb. general purpose bombs. Either way, it works out to three tons of bombs. Compared to more modern machines, this is not a very impressive bomb load, but let me assure you that it was all the aircraft could lift to what was considered optimum bombing altitude, and at a very slow rate of climb at that.

By the time we reached Wing rendezvous at 17,000 feet, we had been on oxygen for something like an hour and the temperature would have fallen by more than 60 degrees.¹ Thus, if the temperature on the ground were 40 degrees at takeoff, it had fallen to 21 degrees below zero at Wing rendezvous. The bitter cold was already with us even before the aircrews were out of sight of their home fields.

Once the Wing was formed, the long climb to the target began. At briefing, a target altitude was assigned. It was very rarely below 25,000 feet. (I recall once a target altitude assignment of 17,000 feet, but I believe our target that day was a girl's school protected by only two 12-gauge shotguns. Just kidding, folks!) The assigned altitude didn't really mean a whole lot. Every good wing, group, or squadron commander would try to get just as high as possible before turning onto the bomb run. The Germans were sighting their flak by radar, but it was primitive stuff, and the further away you could get from it, the less accurate it was. Hence, the higher, the better.

When you are climbing approximately 140 fully-loaded aircraft, you climb, of course at the best climb rate of the weakest aircraft in your formation, just as when you sail in a convoy at sea, you maintain the speed of your slowest ship. (I went from Newport News, Virginia to Oran, North Africa at seven knots, but that's another story.)

As you passed through 20,000 feet, again assuming standard conditions, the outside (and to hell with Boeing) and the inside temperature fell to just below 28 degrees below zero. At about this point in time, or perhaps even somewhat earlier, the moisture in your breath as you breathed through your oxygen mask, which you had been doing for something like a couple of hours, began to condense and water began to collect around your chin. This went on until, finally, it rose to the point where it began to run into the corners of your mouth. At this time, you pulled the lower part of the oxygen mask away from your chin and allowed the water to fall down the front of your flying gear. As this continues, and it does continue at an increasing pace as the temperature continues to fall, the entire front of

¹ Temperature readings on the aircraft were in degrees Celsius. I have converted these to degrees Fahrenheit for easier reader recognition.

your flying suit becomes a solid mass of ice. There is really nothing you can do about this except tolerate it in the sure and certain knowledge that whether you survive the mission or not, you are for certain going to descent from altitude, and it will eventually melt.

Now, if you have been indiscreet and have drunk, let us say, two or more cups of coffee that morning, the urge to urinate is becoming urgent. Let us say, for the purpose of illustration, that you are a bombardier on your first mission, and find yourself in this situation. You would, quite logically, elect to make your way to the nearest relief tube. Boeing, thoughtfully, put a number of these on the B-17. The closest one available to the bombardier, however, is located in the bomb bay. Measured in feet, this is no great distance from the bombardier, who is situated in the very forward part of the nose of the aircraft. Measured in terms of effort, it is just beyond the point on the moon where the Eagle landed.

Our suffering bombardier must first unplug his heat suit. At the moment this happens, he is about five minutes away from being cold beyond his wildest dreams. Next, he unplugs his oxygen mask from the aircraft oxygen system, but must immediately plug it into a walk-around cylinder of oxygen. This is a metal bottle, about 30 inches long, yellow in color, not terribly heavy, and equipped with a clip which will attach to the parachute harness. The clip, for reasons unknown except to God, will not even begin to hold the weight of the walk-around bottle, and can be absolutely guaranteed to become disengaged from his chute harness before he has moved 10 inches. Assuming he is now at 28,000 feet, he can remain conscious without oxygen for something like 45 seconds. He is, at best, in a perilous situation. He must make an immediate decision, however, because at this point he is in a condition which is urgent beyond safety considerations. But our bombardier is no fool. He folds his oxygen connection together by hand as he squeezes past the navigator, crawls up between the pilot and co-pilot on the flight deck, and works his way between the engineer-upper turret gunner's knees to the bomb bay.

As he enters the bomb bay, he is confronted with a catwalk approximately 5 inches wide on which he must stand. On either side of the catwalk is a rope he can hold to for support. He's been through combat crew training, so he knows that if he falls off the catwalk onto the bomb bay doors, they will open immediately and he'll fall 28,000 feet as he left his chest chute in the nose because it was too bulky to bring with him. (The bomb bay doors were designed to open automatically with only a small amount of weight on them. This was done so that if a bomb were to come loose from its shackle, it would open the doors immediately and be released rather than rolling around on the floor of the bomb bay until it armed itself and blew the airplane all to hell.)

Finally, midway down the catwalk, our intrepid bombardier finds the relief tube. It is nothing more, really, than a funnel-shaped piece of plastic attached to a rubber hose which protrudes from the side of the aircraft. Here, our man is faced with a major decision. He is faced with the urgent necessity of finding a small piece of flesh hidden beneath many layers of clothing, and find it in minimum time. The obvious answer is to take off his gloves and go for it in a hurry. But the answer is not that simple. If he removes his gloves, and is unable to locate what he is looking for in under a minute, he is very likely to suffer frostbite to his fingers, and lose one or more of them to amputation as a result. So, our gallant warrior does the wise thing. He goes after it with his gloves on.

With a little luck, he locates it after a couple of minutes. By this time, of course, this extremely delicate organ has been exposed to very intense cold for several seconds. Now, one need not be a physician to understand the effect of intense cold on this particular bit of flesh. Undaunted,

however, he takes what he can find of it, and lets fly. But, he has forgotten an essential element--the everpresent, miserable, bloody damned cold. After no more than ten drops, the throat of the relief tube is frozen solid and our hero winds up urinating all over his glove and the bomb bay doors. But, he's lucky in the end. He makes it back to his position in the nose of the aircraft without either perishing from oxygen starvation or suffering frostbite in ANY extremity. It is redundant to even mention it, but this is the ONLY trip our man will ever make to a relief tube on a high altitude combat mission.

From now on, our bombardier will join the vast majority of his colleagues and follow one of two courses of action. Either he will drink no coffee in the morning, and very little else the night before, or he will carry with him a 50 calibre ammunition can to be used in emergencies. The latter course of action, though widely used, was not without its drawbacks. When you descended from altitude and things thawed out, it got pretty stinky. He will also realize, without being told, that defecation is not even a viable option, unless one is prepared to perform the act without removing any clothes, an event which, mercifully, occurred only very rarely.

Although I am not in possession of the number of bomber crewmen lost to fighters and/or flak during the war in Europe, I am sure they are staggering as one direct hit on a B-17 erased either 10 or 11 good men. What I do know, however, is that toward the end of the war, when I was involved, most of our nonfatal casualties came in for the form of losses of fingers or toes due to frostbite. But, enough of this. Let us return to our day-after-Christmas mission.

Presuming this was one of our good days, and all our aircraft were performing well, we dropped our bombs from above 30,000 feet. At this altitude, I have seen the temperature as low as 78 degrees below zero. That is so cold that you can't even think of it. It is also so cold that the oil on the bolts of our 50 calibre machine guns froze solid so that they could be neither hand nor electrically charged, and, of course, if you couldn't charge them, you couldn't fire them. To overcome this, there was an electric heater cover over every 50 calibre weapon's bolt. As an item of information, the B-17 carried a total of twelve 50 calibre guns. These were the only weapons we had aboard the aircraft. Most of the time, they seemed adequate to our needs.

While the hardware was protected from the cold, this was not always the case with the crewmen, and the thing we worried about most was our hands. To begin with, glove heat elements burned out about three times as often as the boot elements, which were the second most fragile part of the heat suit. This is not too surprising as the wires on the back of the gloves were the thinnest in the entire system to allow for maximum feeling in the hands. Hence, they broke much more often than any of the other suit wires. This was doubly dangerous, of course, since the gloves were by far the thinnest of our outer garments. Once the glove heating element went, as it all too frequently did, you had about two minutes to save your fingers if you were at, or near, max altitude. For most of the time I flew combat in Europe, there was no specific course of action in this situation.

There were, of course, a number of ways to go about saving your fingers, but as with most really important decisions, none were perfect. In every case, you had to sacrifice some of your ability to perform your job in order to save your fingers. Most of the time, the decision wasn't that tough to make. Few crew duties would not allow a few seconds to stop what you were doing, and permit you to shove your hands into some still functioning part of your heat suit. Or, if you were near your 50 calibre guns, you could hold your hands on top of the bolt heaters. This was

particularly easy for the navigator and the waist gunners, as they had immediate access to the bolts of their machine guns. Not so in the case of the bombardier, upper turret gunner, ball turret gunner, or tail gunner; and, of course, the pilot, co-pilot, and radio operator had no machine guns. Still, there were far too many times when you simply could not stop what you were doing and take care of your hands. In these situations, frostbite and the loss of a few fingers was all too common. It was very seldom fatal, and who really cares if we've got a lot of people walking around with only two or three fingers on one hand or the other? Not me, so long as I'm not one of them.

Toward the end of the war in Europe, some genius came up with a solution. A muff which could be plugged into the second electric receptacle at each position would be provided. Thus, when heat to the gloves was lost, our intrepid aviator simply plugged in the muff, inserted his hands, *et viola!* his digits were safe. The solution was simple, and it worked.

At about this same time, a decision came down from on high that since the bomber crews were flying missions which generally lasted on the order of six to seven hours, they should be provided a lunch. Troop provisioning being what it was in those days, our lunch consisted of two slices of bread with a generous slab of cheese between them. No gourmet, to be sure, but perfectly acceptable to most of the crewmen. Now, since you donned your oxygen mask, generally, within 30 minutes after takeoff, and you were a madman if you created even the remotest need for a bowel movement during the course of the mission, the lunch was, universally, saved until near the end of the flight. This presented a problem, however, by the time you descended to about 14,000 feet or slightly less, and could safely remove your mask for at least a few minutes at a time, you had been in intense cold for hours. The cheese sandwich was frozen as solid as a rock, and would remain so until long after you had landed. But our American airman is a person to whom any problem is merely a challenge, and that a solution is not possible is an idea completely alien to his nature. In the case of the flight lunches, of course, the answer was duck soup. You simply inserted the frozen sandwich into the muff and plugged it in for 15 or 20 minutes before the time you knew you could remove your mask. When this time arrived, you removed a tasty sandwich which was not only thawed, but on which the bread was slightly toasted, and the cheese well melted. Delicious! Of course, the muffs still had to be used to save fingers when the heat gloves failed. After landing, it was always one hell of a chore getting the cheese and bread crumbs off your gloves. Everything has its price.

Once our bombs were away, we began to descend. No big hurry about this, you understand. We still had a very long way to go, and while uncharted flak was not a common event, we did encounter it on occasion. Thus, after BOMBS AWAY and the turn off target, the throttles were eased back only slightly, and a slow descent begun. Never mind that you were sick and tired of having your chin under water and a solid sheet of ice from your throat to your crotch, you were still in one piece, and the noses of those gallant old birds were headed for home plate.

As we crossed the Adriatic coast from a target like Blechhammer, we were likely at an altitude of between 17,000 and 18,000 feet. Every smoker in the Fifth Wing realized that at this approximate altitude there was enough oxygen to light a match or cigarette lighter and they all lit up. They were still too high to leave their masks off, so they'd take a puff, put the mask back on for two or three breaths, then take another puff, etc. Because of the small amount of oxygen at this level, a cigarette lasted for something like half an hour.

If my memory serves me correctly after these more than 40 years, the 99th returned with 27 of its original 28 aircraft. The other was lost to flak over the target. This means we returned with 274 of the 284 of the men who had begun the mission. That's a loss rate of less than 4%. Not bad, but loss rates have never impressed me very much. If you were one of those lost, so far as you were personally concerned, the loss rate was 100%.

For those of us who survived, however, it was a day of victory. We had, once again, beaten the Kraut!--no mean adversary. We had also beaten that more insidious and dangerous sonofabitch, THE COLD!!

Thank you, Les. Well said.



This office notes that present-day fighter jockeys are refueled in flight as many times as required for the mission. In answer to an obvious question, we have been told that the pilot has a direct connection to the relief tube. We have not been able to find out whether the tube is heated, but it must be warmed in its full length, doubtless by electricity. A further question intrudes - there must be some interesting stories of malfunctions in flight. Back to the drafting board? geo



Sye Feldman is the genial bagpiper who livens up our 99th gatherings here in Albuquerque. Note that RAF means Royal Air Force, but FFA [sic] means Federal Aviation Agency. The printer is not very long in this country. Here's to Sye!

16 Dec 88 ★ ★ ★
Tribune
Seymour "Sye" Feldman

was decorated with the British Distinguished Flying Cross in July 1944. It was presented to him by King George VI for his valor as a Royal Air Force flier in World War II. On Dec. 31, he will retire as a training specialist at Albuquerque Flight Service Station of the Federal Aviation Administration. He has been with the FFA here for 32 years. He was in the RAF from 1942 to 1948 and flew top cover in a fighter plane for the Allies' Normandy landings. He also shot down 11 V-1 rockets fired at England by the Germans. Feldman quit flying in 1983 but his feeling for flying is great. "It's my first love," he said. "My second love is my wife, Margot." He still makes talks on aviation. When he was young he swept out hangars in New York for 30 minutes of free flying instruction. He graduated from high school at Fleischman, N.Y., and went to a trade school.



Feldman

★ ★ ★

CROSSHAIRS - Dec 1988 - Pg 28

BOMBARDIER 'ACES' OF WWII has been a subject previously discussed in these pages. We were reminded of this subject in thumbing through the pages of the Sep 1988 newsletter published by the 99th Bomb Group Historical Society which we are privileged to receive through our newsletter swap agreement. On pages 24/25 is listing, dated 25 Jun 1943, of names and type aircraft 'killed' by 99th Bm Gp individuals. Included was Thomas Harris GARRETT, bombardier graduate of Kirtland 42-12 (5 Sep 1942) who flew with the 346th Bm Sq of the 99th. Tom was credited with 3-ME 109 kills. The article is not clear as to whether this occurred on one or more missions. Another name we presume to be a bombardier simply because his rank shown was 2nd Lt., and we don't know of gunners wearing bars except Clark Gable, was Paul A. SLED. He is not currently carried in our bombardier roster. His WW-II address listed was 15732 Finch Ave, Harvey, IL--who zip code would have been 60426. Paul also was credited with 3-ME 109 kills. Anyone knowing of this gentleman or his whereabouts is cordially invited to let BOMBARDIERS, Inc., know of such information! Each of these two Gents by this information, is well over the half-way mark toward becoming an 'Ace'. We are interested in knowing of other bombardiers and the number of enemy 'kills' officially recognized--particularly any who had five!

We thank Fab Fabiniak for this clipping from the Asbury Park Press of 8/27/87.

Search continues for Swiss internees

By SUZANNE DELCAMP Press Staff Writer

WORLD WAR II flyer James Goings last saw fellow flyer Norman Radin in July 1944, just before Radin managed to escape the Swiss internment camp where the two were held prisoner. It would be 43 years until Goings heard from Radin again.

The pair were reunited last weekend after Radin, of Potomac, Md., saw and responded to an ad in a military publication that sought information about former Swiss internees — those individuals who were held prisoner by the neutral Swiss government during the war.

For Goings, it marked the partial end of an intensive search. Goings, Broomall, Pa., is the secretary of the Swiss Internees Association, a group of former internees who are searching for their fellow comrades.

"One of my purposes of joining was to locate the members of my crew," Goings said, adding that he was surprised and pleased when Radin called him after 43 years.

"He thought I was living in the West or he would have looked me up before, he said," Goings said.

According to Robert A. Long, the Lakewood president of the organization, the reunion wasn't uncommon.

Take, for example, Joseph Krajewski, Pine Beach.

Krajewski, a flight engineer, said he hadn't seen or heard of his friend Cristy Zullo — who helped Krajewski to escape from Switzerland — in more than 40 years when he was contacted by a Swiss author who was writing about the American internees.

"He was requesting information from anybody who was an internee. I wrote him about 20 to 30 pages, and then I remembered when I worked in the cemetery (the point from which he began his

Focus

escape) there was a fellow there by the name of Cristy Zullo," Krajewski said. He later obtained Zullo's address from the author, he added.

Krajewski then wrote to Zullo, who supplied him with a picture taken of Krajewski, Zullo and a group of servicemen during a Thanksgiving Day dinner in Switzerland.

"There I was, after 40 years, sitting there, and he sitting two people away from me," Krajewski said. "There was a girl on my right and a girl on my left, and I remember I thought if they ever put this picture in Life magazine, my wife will skin me alive."

Since the formation of the organization in 1985, Long and a group of associa-

tion members have been able to locate about 350 former internees, and have obtained the names of about 250 others.

That leaves about 400 men unaccounted for, Long said, adding that Veterans Administration records show there were roughly 1,600 U.S. airmen in Switzerland during World War II. Of those 1,600, he said, 63 percent are still alive.

And while the reunions aren't uncommon, finding the men has proved to be a chore, Long said. In many cases, he said, members are found by sending a letter to the postmaster of the town where the internee last lived.

In the letter, Long said he explains to the postmaster whom they are searching for, about the organization, and asks if the post office has any information about where internees might be living or where they may have moved to.

"In many cases, but not all, we do get help," Long said. "Some postmasters will give us a photocopy of the telephone book, the city directory with the last name. Others, in small towns, someone in the post office remembers them."



A TIMELY QUOTE

from WORKERS' PARADISE LOST by Eugene Lyons

The quality of new housing, as of so much of the new, is abominable. A Soviet witticism refers to it as "instant antiquity". Repeatedly the press has disclosed in futile anger that walls and ceilings crack and the plumbing goes kaput even before the new apartment houses are occupied. Some of these structures in Moscow itself until recently were festooned with nets to catch falling bricks and pediments. p.236

"I just got a letter today from a fellow who is in California or Montana, but he was from Pennsylvania. The postmasters (in Pennsylvania) recognized the name and knew a relative that had the same name and sent the letter to them, who got got in touch with him."

In another case, which happened just

last week, Long said he received a telephone call from a Connecticut postmaster who, after receiving Long's letter, had found the man the association was searching for.

"I got a telephone call from the postmaster in Waterbury, Conn. He called and said he recognized what this is, and said he recognized what a difficult time it was. It was exceptional. I thanked him at least three times," Long said.

When they locate someone, Long said, the cycle begins anew, with the association trying to track down the internees that the most recently found individual might have kept in contact with.

The association members have also written to newspapers and publications for help.

"We first picked out two (newspapers) from every state, and we wrote a letter to the editor and publisher asking them if they would publish our press release," Krajewski said. "We also have written to the major magazines. It takes an effort, it really takes an effort to try and locate people."

"Sometimes we get a little discouraged when things stand still, and then someone calls and it just gives you a big lift to keep trying to get other members," Krajewski said.

Anyone with information about former internees can write to Long at 69D Dorchester Drive, Lakewood 08701.

2-20-1944

THE POST-STANDARD, SYRACUSE, N.

Saved from Coal

Syracusan Honored in Africa



Ross McKinney (right), of Syracuse, received the Order of the Purple Heart from Maj.-Gen. James H. Doolittle, commander of the American air forces in North Africa. Don L. Nelson, Colorado Springs, Col., (center), also was decorated.

Sgt. McKinney Given Purple Heart Award in N. Africa

Tech. Sgt. Ross E. McKinney, 28, reported in December as seriously wounded Dec. 7 in action over Tunisia; has been awarded the Order of the Purple Heart by Maj. Gen. James H. Doolittle, commanding officer of the American air forces in Africa.

A former clerk in the Arthur Morris liquor store, 100 S. State st., Sgt. McKinney enlisted in the air corps in August, 1941, and trained at Bangor, Me., and Boise, Idaho, before being transferred to Africa. His parents, Mr. and Mrs. Herbert A. McKinney, of Burke, and his sisters, Mrs. Arnold Gustke, 1412 Grant blvd., and Mrs. Florence Vincent, 228 Miles ave., were notified of his injury by the war department on Dec. 22, and in December learned that he had been released from the hospital.

Details of the encounter were not stated in the official notification, but an Associated Press dispatch from the Algerian base of the 12th air force on Dec. 17, published in The Post-Standard, said Sgt. McKinney was a member of an American plane crew that celebrated Dec. 7 by shooting its way out of a Nazi aerial ambush, while on a photo reconnaissance mission over Gabes in eastern Tunisia.

Sgt. McKinney was born in Burke, and attended Franklin academy, Malone. He came to Syracuse about nine years ago, and resided at Canillus R. D. until his enlistment.

from Margaret Boatwright's files

347
No. 102
BOMB FIGHTER

BULLETIN

Friday
15 July 1943
from the files of Margaret Boatwright.

TARGET :
FOR THURS. :

NAPLES

THE ITALIAN NAVY???
In answer to the much discussed question of the whereabouts of the Italian Navy, the Fascist paper, Giorni d'Italia declared yesterday that "Mastery of sea depends

Blasting storage depots, railroad yards and station, an arsenal, warehouses and other objectives in the industrial area, Flying Fortresses roared over Naples yesterday afternoon and left large fires and devastation in their wake.

In describing the raid, Major Lewellyn T. Boatwright, Jr., Brownwood, Texas, a pilot, declared: "We caught them completely by surprise. We hit the target squarely and were five miles past the city when the flak came up to where we had been."

T/Sgt Melbourne E. Angier, upper turret gunner from Lodi, California said; "I had a good look at Naples, and it seemed like a very beautiful town. It reminded me of some of our cities in California. Of course, when we left it wasn't quite the same."

QUOTES

From the tiny churches hidden within the newly budding verdure of the valleys, the evensong of the Ave Maria floated gently forth and died upon the lake.
from THE CARDINAL'S MISTRESS by Benito Mussolini - as reviewed by Dorothy Parker



LUFTWAFFE * Alfred Price - Ballantine Books, 1969

During 1942 scientists in both Britain and Germany had carried out tests with metal strips, quite independently and in the greatest secrecy. In both countries the men had reached exactly the same conclusion: the new counter to radar was dynamite. If it was used properly, then it could wreck the radar-dependent night air defences of either country. At that time neither side had felt that it had a sufficiently great margin of strength over its opponent to justify the risk of retaliation in kind. But by the summer of 1943 the striking power of Royal Air Force Bomber Command had expanded out of all recognition, while the demands of the war of attrition on the Eastern Front had reduced the German strategic bomber force to comparative impotence. On 15 July 1943, during a meeting of the British War Cabinet, Mr. Churchill gave his permission for "Window" to be used against the Germans.

So it came about that ten days later, during the 791 bomber raid on Hamburg on the night of 24th July, the new countermeasure was used in action. The effect was devastating: it reduced the German defences to chaos, utter and complete. As usual, the night fighters orbited over their radio beacons, awaiting instructions from their controllers on the ground. But none came. Instead the ether was thick with confused appeals and exclamations:

"The enemy are reproducing themselves!"

"It is impossible - too many hostiles."

"Wait a while. There are many more hostiles."

"I cannot control you. Try without your ground control."

When the night fighter crews tried to seek out targets using their own radar sets, they soon found themselves making attacks on the swirling clouds of "Window".

When the first wave of bombers arrived over Hamburg their crews were struck by the air of unreality at the target: instead of the usual precise handling of the searchlights, they now all seemed to be groping blindly. Where the beams did cross others would quickly join them, and as many as thirty or forty beams would build up to form a monster cone - on nothing at all.

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Any jubilation felt in Germany over the Schweinfurt success was quickly dampened that very evening, when a force of 498 bombers of the Royal Air Force smashed the German guided missile research establishment at Peenemunde. This, coming as it did on top of the disastrous setbacks suffered by the Luftwaffe first at Stalingrad, then in North Africa, Sicily, Kursk and Hamburg, was the final straw for the Chief of Staff Generaloberst Hans Jeschonnek. Jeschonnek had read the Intelligence reports on the vast American production plans for 1943, and he had seen the reconnaissance photographs of the airfields in Britain steadily being stocked with aircraft which proved the accuracy of the reports. A year earlier he had commented; 'If we have not won the war by December 1942 we have no prospect of doing so.' The Germans had not won the war by December 1942. Now it was clear to him that the writing was on the wall for the Luftwaffe, that the force would be inexorably crushed by its enemies; the short war, on which he had staked everything, had not brought victory. On the morning of 18th August Jeschonnek shot himself.

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As more and more escort fighters became available, the situation became disastrous for the Luftwaffe. The first to suffer heavily were the twin-engined fighter units. For example, on 16th March (1944) forty-three Bf 110s of the III/ZG 76 ran in for a massed attack on a formation of B-17s near Augsburg. But before the Germans could open fire, the Mustang escort struck. In the one-sided battle which followed, several of the Messerschmitts were shot down right away, and the remainder were hounded all the way back to their base; in all twenty-six of the German fighters were destroyed. Soon the German twin-engined fighters were forced to cease daylight operations against the bombers together.

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THEY FOUGHT WITH WHAT THEY HAD

22 Jan 86

Insufficient quantities of coolant (for the P-40s) became a source of constant worry, and there was a theory among the pilots of the 24th Group that the shortage was caused by an over zealous supply officer who could not understand why Prestone was unneeded by planes flying in a hot climate.

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Then, in Lieutenant Dyess's words, "On New Year's Day, 1942, in mid-morning, we finished our airfield. By mid-afternoon the onrushing Japanese had made Lubao field front-line territory. By evening we had received orders to abandon it.

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In a way, General Brett spoke for the lower echelons as well as himself when, after informing Washington on February 20 that evacuation plans had been prepared, he added bitterly that "tenacious adherence to age-old custom of procedure is of primary importance here. Aggressive initiative is of secondary consideration and committees are the rule. Staff procedure is obstructive, complicating, and cumbersome. If the war is to be won it is most evident that a different attitude of aggressive action must be taken.

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It would seem that seldom in the history of war have so few been commanded by so many.

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The left wing (of a Beechcraft), broken off in the bombing at Nielson Field, had been fastened on again with bailing (sic) wire and the whole leading edge of it replaced by a piece of tin roofing. With a suddenly aroused statistical sense, the men counted 130 bullet holes in the fuselage and realized that, while the plane was designed for only seven passengers, they were going to lead eight into it, besides 50 gallons of extra gas in five-gallon cans. A length of pipe with a funnel in the end had been rigged to lead through the wall of the cabin into the wing tanks, so they could refuel in flight. With all of them inside, it didn't leave jump room for a flea, and when Captain McFarland lifted the plane off the dusty strip it seemed a miracle.

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Belem was a spot where you could generally find one or more ships in difficulties. Here Captain C.V. McCauley lost his No. 1 engine with a bent piston rod and a cracked cylinder skirt. He knew that it would take forever to get a new engine sent out, but there was a crashed B-17 up the river from Belem and his bombardier was Lieutenant Hugh McTague, the Assistant Engineer of the 9th Squadron. So McCauley sent McTague upstream to get a replacement engine out of the wreck.

McTague started off with a barge and a bunch of natives and found the plane near the edge of the river with one wing completely buried in the mud. It was of course the wing with the No. 1 engine that was down; but, as McTague looked the plane over, he realized that if he did not use

the No. 1 engine he would have to change the wiring and the whole rig to set it in place. So he hauled the plane out of the mud - a difficult process with only native help and no tackle - and after a time they managed to get the engine out of the wing. They cleaned it carefully before taking it back to Belem, making it quite presentable, and McTague never said anything to McCauley about the engine's having been underneath the river ooze. He just put it in their own plane and started it, and it ran all the way to Java for them. It went through the Java campaign and was still running when they got out to Australia. The number of that plane was 452; it kept on running with the same four engines till it finally crashed on a reef outside of Milne Bay; and it was an example of the endurance, almost the fortitude, of B-17 engines and B-17s themselves.

~~~~~ p. 296

From IRON EAGLE by Thomas M. Coffey

Clever as he was, however, Fulkrod could hardly compensate for the fact that most of the replacement planes from home were going to North Africa, where the need was immediate and almost desperate. Nobody could do anything about this, including General Eaker, who had been promoted from bomber commander to the command of the entire Eighth Air Force, Eaker was trying desperately to stem and reverse the continuing depletion of his force. On February 26, (1943) he wrote to General Arnold in Washington deploring what appeared to be the gradual destruction of the Eighth due to the needs of the African operation.

The two heavy groups we were supposed to get in February have, as you of course know, been side tracked to the Twelfth Air Force (in Africa). We have been told that there will be no shipping in March or April. This makes it appear that we are not to build up an increased force of heavy bombers to be available this spring . . .

We have to date received but 24 replacement crews and 63 replacement aircraft. We have lost 75 planes and crews in 2206 sorties. p.52

Those of you who were in the Mayflower Group (the Original 99th) will remember how our foot-lockers went to England, and how we exchanged maps at Marrakech with a B-24 Group. We then moved up to Tafaraoui and awaited the end of the rains. The Germans handed the ground forces two defeats during the rains, but with clear skies the tide turned in our favor. geo.

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from THE EMBATTLED MOUNTAIN, by Deakin

As we lay face down on the floor of the upper room of a Moslem house, we could glimpse the tiny German aircraft flashing past the windows, or below them.

Spread-eagled on the floor, Wroughton was in radio contact with Cairo. During one pause the enemy pilot flew over the hill, and I decided to make a cautious reconnaissance. Before I could emerge from the orchard of the cottage, the plane was skimming the trees in a straight path at ground level back down the narrow street. I fell, unobserved and headlong into a wooden Moslem privy in the garden, and crawled, malodorous and shaken, back into the house. Wroughton was still lying by his set, bent on his task. He was not unaware of my presence for long.

One waited at times in vain; alone, in a forest clearing or meadow, with a small Yugoslav patrol as escort and reception party. On occasions we would hear, even see, our aircraft, which would miss our signal torches and fail to pinpoint us. On other nights the Germans would imitate our fires. These were visible to us across the neighboring hills. We could only hope that our pilots would fail to locate them.

THE BIG SHOW

Clostermann, 1951

So there was - gradually melting in the furnace of the skies of Europe - the heroic band of the "old stagers" of the Luftwaffe, the real veterans, with three or four thousand hours of flying. These pilots, trained in the school of the Spanish Civil War, survivors of the successive campaigns of the Luftwaffe from 1940 onwards, knew their jobs inside out, with all the refinements. Both prudent and sure of themselves, masters of their machines, they were very dangerous.

On the other side there were the young fanatics with high morale and bound by an iron discipline, who were in many circumstances relatively easy prey in combat.

All in all the average standard of German fighter pilots was much higher at the turn of the year 1944-1945 than at any other time since 1940. This can only be explained - apart from possible considerations of morale, such as the defence of the Fatherland - by the fact that the crack fighter units had absolute priority in everything, including personnel and also the handing out of fuel and lubricants. We were therefore very likely to meet in combat nothing but very experienced pilots, while in 1942, 1943 and early 1944 there had been a rotation of pilots between the Western and Russian fronts which often brought us in contact with units of very middling worth. These were later concentrated exclusively on the Eastern front. In principle the Russian front was a rest cure for the Luftwaffe, quantity mattering more than quality, and the best units were kept in reserve to face the R.A.F. and protect German towns against American daylight bombing. p. 140

Unaided, alone, each one of us had every day to conquer the stab of fear in our breast, to preserve, re-form, our ebbing store of will power.

We had to do all that ten times, a hundred times, a thousand times, and then after each mission, take up again a normal healthy life - an appalling strain. The moment we stepped down from our planes, we found other human beings like us, the same flesh and blood, but who walked about, made love, went to the pictures, listened to the wireless as they smoked their pipes and read a book - and who knew they would be alive another day. p. 147

The mechanics also led a dog's life. In that cold you had to have a night crew every 20 minutes to start up the engines and warm them up to 110 degrees. It would have been catastrophic to let the oil in those sleeve-valve engines get too cold, as it was impossible to get the frozen oil feeds cleared. p. 151

Mechanically I lowered the undercart, reduced throttle. The usual sensation of being born all over again at the moment when your tyres screech on the concrete. p. 202

~~~~~

THUNDERBOLT

Robert S. Johnson  
with Martin Caidin

1959

Nothing makes a man more aware of his capabilities and of his intrinsic limitations than those moments when he must push aside all the familiar defenses of ego and vanity, and accept reality by staring, with the fear that is normal to a man in combat, into the face of Death. p. 21

THE NIGHTMARE YEARS Wm. L. Shirer 1984

"What surprised me most was that most Germans...did not seem to mind that their personal freedom had been taken away, that so much of their splendid culture was being destroyed and replaced with a mindless barbarism, or that their life and work were becoming regimented to a degree never before experienced even by a people accustomed ... to a great deal of regimentation."

## A MAN CALLED INTREPID

Stevenson 1976

A treasury of misinformation had already been gathered and widely distributed in the decades since the war. Much of this came from commercial exploiters who sought popularity at the expense of any semblance of truth.  
p. xvi

"I've always believed in the superiority of mind over matter," Watson-Watt told Donovan. "But, by God, we suffered from some witless leaders before the war. Stephenson and private enterprise helped me in the 1920s. Bill understood what I was doing because it was close to his own work with the rudiments of television. By the 1930s, he was able to get me secret support. If I'd relied on the British government, there'd have been no radar and no Spitfires."  
p. 127

Some agents with special knowledge were needed by SIS for intelligence-gathering missions. This did not always mean stealing enemy secrets. William Deakin was a professor who quit BSC in New York to command a partisan mission. Deakin had been literary assistant to Churchill, and an Oxford tutor in modern history. Why was an obviously valuable man like this dropped into an almost suicidal mission? The reason was that British scholars were needed in the field for tasks requiring particular qualities of intellect, filling gaps in the knowledge of the secret armies.  
p. 210

Some of you who went souvenir-hunting in Yugoslavia will enjoy Deakin's "Embattled Mountain".  
gfc.

The peoples' wars began in Yugoslavia. Tita's Communist armies fought guerrilla campaigns and humiliated what Churchill called "the dulled, drilled docile, brutish masses of the Hun soldiery plodding on like a swarm of crawling locusts."  
p. 217

The speech reached Hitler and, as intended, sent him into a dangerous and this time uncalculated rage. A week later, on April 6, the Orthodox Good Friday, German bombers began to raze Belgrade. It had been declared an open city. There was no declaration of war. The bombers destroyed the Palace, the university, hospitals, churches, schools, and most dwelling places. After four days of what the Germans code-named OPERATION PUNISHMENT, some 24,000 corpses had been recovered from the ruins. Untold numbers were never found.  
p. 230

"The President had been reminded that Hitler's philosophy was highly unconventional," Sherwood said later. "The Nazi leader jeered at generals who wished to behave like chivalrous knights, and all rigid military thinkers. 'I have no use for knights,' Hitler had written, adding: 'I need revolutionists.'  
p. 289

The mathematics of secret warfare were unknown to the Allied military establishment. The lesson had yet to be learned that apparently primitive methods of warfare can be combined with the most modern techniques; that if the regular armies have been defeated, guerrillas can play a major part in Defensive strategy until the regular armies can be reconstituted, whereupon the guerrillas assist in offensive operations.

"We could argue that a brigade of guerrillas was worth thirty regular army brigades but it made no dent on conventional military minds, . . ."  
P. 398

Another two million dollars were released. This particular sum was flown to a field prepared by the Polish Secret Army, the RAF Moon Squadron STS landing at the center of a triangle made by three hooded lanterns.  
p. 404

The case of double agent William Sebold created a scandal, disclosed the loss of major military secrets to Germany, put thirty-three members of a Nazi spy ring in an American court . . . Washington was embarrassed to discover that the blueprints (of the bombsight) had been smuggled out to the Nazis while the British were refused it on grounds of security. p. 409

If the Soviet Union agreed to an armistice (with Germany) Germany might be content with the land already captured. The Russians might take the bait if they believed Anglo-American strategy was to let Hitler and Stalin destroy one another, delaying a second front for this reason only. Churchill's fears were well founded, as ULTRA subsequently proved when it retrieved messages concerning the unprecedented journey that Molotov made, 200 miles into German-occupied territory, to discuss a separate peace with the Nazis in June 1943, an astonishing episode never officially made public. p. 419



from ASSAULT ON THE LIBERTY by James N. Ennes, Jr.

The barrier of rank is the highest of all barriers in the way of access to the truth. B.H. Liddell Hart, quoted on p. 125

Captain McGonagle was regaining his strength and, while Admiral Kidd slept, entertained a small group of visitors in his cabin. Recalling that Dr. Kiepfer's supply of medicinal alcohol had been an important morale booster in the hours following the attack, McGonagle decided that his guests might appreciate some of the same spirits.

Locating Dr. Kiepfer by telephone in the wardroom, he asked, tongue in cheek, "Do you have any more of that medicinal alcohol? I think you could prescribe some for our visitors to help them recuperate from the rigors of their journey,"

"Certainly, Captain," Kiepfer said. "Give me five minutes. I'll bring it up to your cabin."

Kiepfer knew that the medicinal alcohol had long since been consumed. Not one to be caught unprepared, he quickly rounded up the empties (which he had been careful to preserve) and brought them to a stateroom that had become a collection point for the many unmedicinal spirits that had been turning up. Breaking the seal on an imperial quart of brandy, Kiepfer carefully filled the tiny medicinal alcohol containers. Then he restored the larger bottle to its hiding place and gathered up the smaller ones, which the captain and his guests could consume with a clear conscience.

Only as he prepared to leave did he notice that the bunk was occupied. Kiepfer had forgotten that this room was now assigned to Admiral Kidd, who-driven suddenly to bed with a severe bronchial infection-had quietly watched the entire operation.



ASSAULT ON THE LIBERTY is an absorbing tale of a Chinese Fire Drill covered up (until this eye-witness account) by a white wash in high places

The author comments on page 163

A Navy JAG (legal) Corps officer who finally achieved access to [the unclassified Summary] told me, after studying the 707 legal-size pages of testimony, photographs, evidence, legal opinions and findings: "The report is confusing. After you read the testimony, review the evidence, and then read the findings, your first impulse is to go back and see if you missed a couple hundred pages, because the evidence simply does not lead to the findings. Many of the findings are not supported by the evidence at all. The message you get from the report is that Admiral Kidd had some orders that are not spelled out in his appointing letter."

AIRPLANES OF THE WORLD Simon & Schuster, France (in 1940) could not point to a single modern warplane. Its aircraft industry had been nationalized, and most development work had ceased due to intra-governmental strife. The only modern combat planes the United States could wheel out of the hangar were Curtiss P-36 and Seversky P35 fighters, in small total. Our air force was geared for defence, and planes like the Martin and Douglas bombers were rapidly becoming obsolete.

AND ONE MORE TIMELY QUOTE

The Jordan government issued this statement later in the day (17sep1970):

'The Jordanian armed forces entered Amman in the morning of 17th September to re-establish law and order and protect the lives, property and freedom of the Jordanian people and foreign nationals present in the country.

'This action was taken after the complete failure of the Central Committee which represents all Commando organizations to agree on an immediate start to implementing agreements reached on July 10th and September 15th 1970.

from THE ARAB HIJACK WAR, p.92



We have been asked for information about crew training during WWII. Well, the best source for information about gunnery training is AERIAL GUNNERS, by Charles A. Watry. Charles also wrote WASHOUT, the Aviation Cadet Story.

The secrets of the Bombardiers are now being exposed in BOMBARDIERS INCORPORATED of Star Route 1, Box 254 Eagle Harbor MI 49951. The Navigators, however, have preserved their secrets till now. We have two revered spokesmen, Arfy Aardvark and Calvin Compasscover. Arfy tells me that navigators spent three months at Santa Ana in ground school before being sent to flight traing at Mather Field, where they flew in AT-7s, three cadets at a time. The 99ths navigators must have mostly been of the class of 42-13. At that time none of the instructors had ever flown in a combat plane except that Dave Solomon had gotten a few hours before his ears disqualified him for high flight. He had gotten into a B-17.

I believe that the navigation schools at San Marcos and Ellington Field were opened later as the training of aircrews got into high gear.

Arfy assures me that all of the pilots were washed-out navigators. So now you know. geo

Arfy is famous for having adapted the octant to determine when the sun is over the yardarm. He has also pioneered since his retirement on ways of making snowshoe bindings of the Navigation Case.



Your Editor has been goofing off as usual only more so. In 1947 I came upon a 500-lb GP bomb in Domingo Baca Canyon within sight of Albuquerque. At that time Albuquerque was 12 miles away, and the nose fuse was safetied, so I went right on with my bird-watching and never said anything about the bomb. Since then I have had second thoughts, perhaps because of a shattering explosion among the grade-schoolers of Los Alamos. Also, Albuquerque is now only one mile away. Anyhow, I went on a two-night search for the beast, but the snow was too deep for any real search. I just wish that a helicopter/magnetometer search could find the bomb, but the Air Force says that it will not work, and the aforesaid AF has put a real professional bunch on the search last year.

This goofing off with full pack in winter is plumb restful.

Escape From Yugoslavia

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 aircrew members involved. Most of them were in hiding with the Chetniks after the Ploesti 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 related 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

AIR FORCE Magazine / September 1987

Rex Greathouse files

I am carrying out research for the purpose of writing a book on paranormal events and experiences, ghost stories if you prefer, that are connected with aviation in general and in connection with World War II in particular. If anyone has heard of, knows of or has actually experienced anything relevant to my work, I would be most grateful to hear from them at the address below.

If any contributor wishes to remain anonymous I shall, of course, respect their confidence and would ask that those who contact me let me know their wishes in that respect.

Perhaps some of you flyboys have read "The Airmen Who Would Not Die."

You may now speak of Foo Fighters without being grounded. geo.

D G Bannister, 31, Flaxen Walk, Warboys, Huntingdon, Cambridgeshire, PE17 2TR. England.



ISAF  
SORTIE

**B**ULGARIAN EX-POWS: How about a reunion for 1989? Drop me a line if you are interested. Erling L. Arnson, 10257 Bannock St, Spring Hill, FL 34608. (904) 683-4241. Drop me a card anyway!

**G**UNNERS: There is a new organization for enlisted aerial gunners which held its second reunion in Denver this summer. Annual dues are \$12 - Air Force Gunners Association, P.O. Box 568102, Orlando, FL 32856-8102. Jim Peters (99 BG) also

says that current B-52/B-1 gunners can only wear 'crew member wings' - he thinks that they should be authorized to wear the WW II Gunner Wings and continue the heritage of a vanishing breed. Ed's Note: We strongly agree!

**P**OW MEDAL: About 142,000 former POWs or their relatives are eligible for a new Prisoner of War Medal recently approved by Congress to honor those held captive during WWI, WWII, Korea, and Vietnam. Application forms may be obtained from the military services or by phoning a toll free number: 1-800-873-3768. Since there is no way of knowing how many of the former POWs are still alive, the law allows the medal to be awarded to the 'legal next of kin.' Ed's Note: We agree with our member, Norbert Blankenheim (99 BG), who feels that those who were shot down, escaped, and evaded capture or who remained a MIA should also be recognized and honored for their sacrifice and service. We have asked for congressional assistance and have received favorable replies.

**T**HE 15th AIR FORCE STORY: There are still a few copies left of *The 15th Air Force Story*. If you want a copy, mail your check for \$46.95 (our cost) plus \$3.50 postage and packaging to John Lee, 945 Rancho Circle, Fullerton, CA 92635. Make the check payable to John Lee, who purchased the last few copies from the publisher to be certain that they would be available to our members.

## NEWS, DUES &amp; VIEWS



HEADQUARTERS, ARMY AIR FORCES

WASHINGTON

IN REPLY REFER TO: AFPPA-8

SUBJECT: Casualty Information of Crew Members

TO: PRATT, Marion D., S/Sgt., 35045222



1. You will be interested to know that there have been formed here in Washington and in the theaters overseas, Missing Aircrew Research and Investigation Offices to collect all information from our own and enemy sources, correlate this information and furnish it to search teams in the theaters who will go to the scene of the casualty incident and investigate. These teams will question those in the area who have knowledge of the incident and trace all leads down until they have the story. The German records we have translated are excellent. We have just received the Japanese records. By combining all this data with the story available in your memory, we can tell next of kin the things that mean so much to them.

2. You may or may not have been questioned in this manner before concerning the mission on which you were shot down and the events that followed. Regardless of previous questionnaires, it is important that we have the information requested here to complete our records concerning combat crewmen remaining in a casualty status.

3. If you have been sworn to secrecy as a result of your escape, evasion or internment, you may consider yourself released from all restrictions as to disclosure or publication of experiences except:

- a. Secret intelligence activities and methods developed for use, or actually used, in prison camps.
- b. Details of techniques employed by military intelligence organizations operating behind enemy lines to assist evasion and escape.
- c. Negotiations conducted on high government or military level to secure release from internment in a neutral country. (See AAF Reg 46-8 dated 30 October 1945)

4. Please answer all the questions you can promptly and accurately. Request that, if possible, answers be typewritten; if not, printed. Mail the reply to Commanding General, Army Air Forces, Attention: AFPPA-8, Washington 25, D. C.

BY COMMAND OF GENERAL ARNOLD:

JOHN J. SMITH  
Lt. Col., Air Corps  
Chief, Notification Section  
Personal Affairs Branch  
Personnel Services Division, AC/AS-1

Incls

There is talk of making a National Monument out of the big baracoon at Bathurst in The Gambia. Biggest baracoon in Africa, they say.

Do any of you fellows remember when the Dutch War Correspondent went down to Bou Saada and bought himself a slave and brought the slave to Algiers? I believe the price was 120,000 francs.

Calculations by the Bureau of Public Roads in Turkey in 1950 showed that one pick-up truck equals 200 camels, caravan-wise. It took only one or two pick-ups to put all the caravans out of business. Well, my neighbor, John Skolle, figured that he should get over there before the caravan racket came to a stop, and he did accompany the last caravan. His book, AZALAI, is a real treat for all of you who are lonesome for the lovely desert stars.

My interest in slavery came about when Dp Hayes' body, along with the others of the crew of the LADY BE GOOD were found sixteen years after their departure for Naples on April 5, 1943. The US Army concluded that the last coffin to come through Navarin was in 1933. I guess the Model T made a big change in the slave trade.

My boss about five years ago volunteered me for a job at Nouachchott, but they had an other revolution there before we could ever get serious, and now I do not even know the current name of the country. Nor do I care!

Our Northwest Chapter, under the guidance of C.D. Boggs, recorded the following attendance

|                              |              |                   |                    |                  |     |
|------------------------------|--------------|-------------------|--------------------|------------------|-----|
| VANCOUVER--June 24-25-26 '88 | GREGORY, Don | 347               | MACPHERSON, Hector | 416              |     |
| BLANKENSHIP, Don             | 347          | HALL, Chas        | 416                | MAINWARING, Norm | 348 |
| BOGGS, Chas.                 | 416          | HICKOX, Chas      | 348                | MATTSON, Vince   | 346 |
| BURRILL, Don                 | 347          | KINARD, Bill      | 346                | OLSON, Marv      | 416 |
| BULLOCK, John                | 348          | KIDWILLER, Bill   | 416                | PERRY, Geo.      | 416 |
| CLARK, Wm.                   | 347          | KOSTER, Geo       | 346                | TOOMEY, Dave     | 348 |
| DELANO, Ed                   | 346          | McGARRY, Sheridan | 348                | TUTTLE, Clyde    | 348 |
| FOLGENDALEN, Robt            | 347          |                   |                    |                  |     |

The 416th had a Chocolate Guard. It was necessary for this guard to sit at the runway with arms folded while the planes took off for a mission. It was also necessary to look as much like belligerent Mussolini as possible as we guarded the chocolate. The Guard of course was composed of men who were not flying that day.

"Zork" was the cartoonist and humorist of the original 416th. One of his finest performances occurred when the Group was scheduled to raid Foggia. Casualties were expected. As we rested waiting for transport to the planes Zork reached into his pocket, deadpan as ever, unfolded a letter, and read aloud "From Baker Tailors, 318 Figueroa St., Los Angeles, California. Dear Captain Was: If you do not remit \$3.58 to this office by July 7th, 1943 you will find yourself in serious trouble." Zork then refolded the letter, replaced it in his pocket, arose, shouldered his parachute and got into the jeep to go fly the mission. Zork survived WWII, married an airline hostess, and died at Harvard during the Korean War when the B-29 in which he was instructing lost an engine on takeoff. Zork was an outstanding leader.

Zork's brother Bill is now a member of our Society.

## VETERAN VIEWS

## Write It Now

By Thom Herrold

Challenge you to tell your story! There will never be a better time than right now to compile your own personalized military service journal. It will serve you faithfully as a quick reference to dates and places where you served during your hitch with Uncle Sam. Perhaps what is more important, it will be a family heirloom, immediately cherished by your children and many years from now highly prized by your children's children's children.

Shortly after discharge, we veterans probably could have named absolutely every place we had been stationed or passed through. With a little head scratching, we could have attached dates to those places. We could have filled a book with short stories about the good times and the rough times and the friends we had along the way.

I don't know about you, but the older I get, the more I forget. Dates, places, names and occurrences, so clear in my mind a few years ago, are now a little fuzzy.

Here's an example. I recently leafed through my service records and reminisced about my experiences aboard the USS Blue Ridge (LCC-19) in the Gulf of Tonkin in 1972. Not until I blended information from my records with data from a Vietnam War history book did I remember that I had been in the middle of a daring, successful amphibious assault operation involving U.S. and South Vietnamese troops behind enemy lines.

Don't misunderstand me. I know the success or failure of that operation did not depend on my contributions; I know there were many more battles in Nam hairier than that one. My point is that I'm glad that I recollected something about my military service and have now written about it. I am absolutely certain my descendants will be grateful.

I think we all want to be remembered.

Back to your journal. It's not just nice to have a record of your military service. Correct dates and places are often required when you apply for veterans' entitlements or for membership in veterans' organizations.

Start by bringing together those military records, decorations, newspaper clippings, snapshots and letters written home to loved ones. You might find them tucked away in scrapbooks, in the attic or in the back of the dresser drawer. Ask your relatives if they have any of these items which pertain to you. Inform your service-time buddies about your project; swap stories with them.

Then, at least make a list of the dates and places where you served. Make a note of the unusual, as well as the usual, events. List the names of those unforgettable friends and "enemies" (if you had any!).

The next step will be the real joy for your great-great grandchildren. Write to them.

Most people say they don't write well. Heck, you've written letters, haven't you? Just write about where you were, what you saw and how you felt.

Your descendants will not be as interested in your grammar as they will be in your simple, honest observations. Take it from me. I've spent hours talking with oldtimers in my home town and rummaging through courthouse records trying to find out all I can about my now-deceased relatives. I would dearly love to have personal accounts of the Revolutionary War from my soldier ancestor or of my uncle's experiences as a submariner in WWII.

Keep in mind that your style of talking and writing is a reflection of you, the you that future generations would like to have known in person, the you to whom they will be grateful for your part in preserving freedom and its history.

Have your military service journal waiting for them by compiling it now. ■

We here in the editorial ivory tower are writing a history of the chivalry of air combat. We are indebted to 'Doug' Fairbanks of the 416th for his stories of waving a white glove at an enemy who had run out of ammunition, (in 1918) and it seems that we should be able to tell such heart-warming tales to our great-grandchildren. The inspiration for this history was a recent TV program of warfare in the Horn of Africa where the combatants gained trophies to hang on their spears.

Having attended two scalp dances during the days of my pious youth, I knew where to go for details on chivalry, but I found that the details vary considerably from unit to unit. Some present-day knights include the nape of the neck, some include the ears, and some are content with but a fragment of scalp. And if we had not led such a sheltered life, if we had ranged more widely, we might find the subject even more confused. But never fear, the history will be plumb chivalrous.

end

# B-17 restoration taking longer than expected

12/31/88

By KITTY McGRAW  
Of the Valley Tribune

Although the repair and restoration of the B-17G 909 of the 91st BG 8th Air Force has taken longer than previously predicted, the delay does have its beneficial aspects.

The 909 was a great drawing card for the 1987 Beaver County Air Show. It literally stole the hearts of many air enthusiasts. Consequently, when 909 suffered the ill-fated crash landing, the local community rallied to help get the aircraft in the air again. The project became a unity common to residents of the area creating the birth of the Save the B-17 Committee.

Dan Donatella, airport director, led the way to provide the means to restore this priceless war antique in Beaver County. Volunteers, skilled professionals and local residents, some former airmen, rallied to help with the restoration.

Scotty Royce, crew chief in charge

of the renovation, found himself moving to the area to oversee the project with the help of a team of volunteers. By the time the 1988 air show came, 909 was on the airstrip showing off its reconditioned form. It was not quite ready for flight, but was certainly on the way to being the best restored bomber.

Bob Collings of the Collings Foundation, Stow, Mass., said that the way the county residents have pitched in to help his vintage aircraft is inspiring. As the volunteers give life back to the Flying Fortress they are also realizing a community unity and making new friendships.

Save the B-17 Committee adopted a motto: "It flew in with dignity and it will fly out with dignity." That goal is hoped to be a reality in 1989. When 909 does venture out again, inscribed on the tail will be "The Spirit of Beaver County." Return visits will be scheduled and the Beaver County

story will be told nationwide.

According to Bob Collins, the restoration work will make the 909 better than before the accident, which at that time it was considered one of the best restorations. The nose section will be exactly as the original 909 and the bomb-bay doors will be functional. Other details to be added will include a navigator's table and chair, bombardier's chair and work panel, chin turret, stinger tail, tail guns and much more.

Not all of the work could be done locally. Engines had to be shipped to Minnesota and Florida for overhauls. Not all the materials were available so USAir, Alcoa, PIA and Cherry provided vital supplies.

The original 909 had the distinction of never having lost a crew member. That distinction held true when it went over the runway into the ravine at the 1987 air show. This unique plane has also survived atomic testing, crop

dusting and the ravages of time's wear and tear. That indestructible spirit seems to penetrate the craft and rubs off on those involved with it. The Flying Fortress was a deciding factor in World War II and is still special to those who are part of the B-17 family.

The restoration costs are vast and much money has been contributed to the cause. Contributions are still welcome, and purchasing B-17 memorable items helps.

In appreciation to the help received in bringing new life to 909, the Collings family, Bob, Caroline and Bobby, recently hosted a Christmas lunch for volunteers at Lance's Port. More than 30 were on hand at Lance's Port to enjoy food, fellowship and the presentation of certificates.

"I only wish I could really thank you the way I want to, but there are not words for the appreciation I feel," Bob said.

The Collings family left on a happy, positive note about the progress of 909 to spend the holidays in Indiana and Florida with Bobby's grandparents.

Taking time out from their holiday activities to attend the party were 909 pilot Ed Lawler and co-pilot Ed Phillips. Both men make regular out-of-state trips from their homes to work on the craft. They were among many recipients of merit certificates. Support for the restoration of this historic warbird is one of teamwork from the Beaver County Commissioners, businesses, professional craftsmen and individual volunteers. The list of names helping with the restoration project is lengthy.

The spirit of giving associated with Christmas remains all year when it comes to the Save the B-17 campaign. Not only did 909 earn a place in air history, but is making Beaver County known for the great place it is and the honorable people who reside here.

The Albuquerque Conventions provide that in order to protect innocent civilians (It's all one word) the flak batteries be ruled out as inhumane, in order that the bombers may place their loads more accurately on only military targets. After all, Logic is Logic, and this makes as much sense as most of the other rules.

george

# Two more sports legends have left us

## LEN HOYES

OPINION



Flint MI

Let's call a halt, Jimmy.

Jimmy Massar, the sometimes-feisty area sports official, has reason to lament happenings of the last year or so.

The Flint area has lost at least five of its outstanding sports personalities, each unique in his contribution to our illustrious history.

Don Jarrard, Dominic Tomasi, J.B. Cook.

Within the past week, Big Ed Novak and Walt Jakubczyk.

**"IT'S UNBELIEVABLE** that so many great guys passed away in such a short time," said Massar who, himself, is about to bow to the rigors of age and retire as an official.

Golf, tennis, baseball, football, basketball. They covered the spectrum of our sports scene.

Novak and Jakubczyk were products of Flint's North End when that sector was a melting pot of our citizenry who wore their ethnic and racial backgrounds with pride. The Journal's editors have downgraded the area to a generic "north side" nowadays (notice the lack of capital letters), but oldtimers still talk about being North Enders.

I can't recall hearing Novak's name mentioned without the "Big." Heck, for a while after coming to Flint, I thought it really was

his first name. I never realized Novak was an Americanized version of his original name, Nowaczyk, until I read his obituary.

**"BIG" WAS** the manner in which the Novak twins, Edward and Edwin, were separated. "Little Ed," who was several inches shorter, died in 1970.

Ken Failing, a member of the Greater Flint Area Sports Hall of Fame, combined the Novak twins with Leo Kerrigan, Pat Dowdall, Mike Quinn and Fritz Vanitvelt into the 1939 Class C state high school basketball championship team at St. Mary. No other Flint-

area team has won the Class C crown in the ensuing 48 years.

Like many youths of that era, World War II interrupted Big Ed's career. He played briefly in the New York Giants' farm system and was a post-war pitcher in the City Baseball League and also played in the City Basketball League.

**JAKUBCZYK**, who was nicknamed "The Polish Prince" by intimates, never retired from the sports scene. After his playing career ended, he became an umpire. When the inroads of diabetes forced him to the sidelines, he was a ticket taker at Whaley Park.

He umpired baseball and softball for 27 years. For 19 years he was the elected secretary of the Genesee County Federation of Umpires.

He had the job of assigning more than 60 umpires on each summer Sunday in the 1960s when three leagues, the City Baseball

Novak and Jakubczyk were products of Flint's North End when that sector was a melting pot of our citizenry ...



Novak in '52 Jakubczyk

League, Tri-County League and Three-Star League, operated within 50 miles of Flint.

Sometimes he had to assign un-dependables to handle the last few assignments.

**WALLY HAD** his way of checking up. He would spend Sunday nights calling the umps to check "rumors of incidents." Obviously, there were no incidents but this was his way to confirm that the umpires actually showed up.

Whatever he was paid, the stipend wasn't enough.

More recently, he was an organizer of Oldtimers Night, an annual spring affair for yarn-spinners. He also was a member of the selection committee for the Greater Flint Area Sports Hall of Fame.

Why did he devote all that time?

"For the love of it," he said.



Can any of our gentle readers remember whether the Secret Radar Bashing was used in the invasion of southern France? We here in HQ would welcome a few words about that invasion. For those of you who have forgotten, the 99th single-handed, blanked out the Sicilian radar for the invasion of the same name.  
geo

HAP, by Thomas M. Coffey is just a gold mine of information as to what you and I were doing and why we were doing it. I almost quoted the whole book!

## QUOTES

On the way home they flew the 950 miles from Juneau to Seattle nonstop, thereby, in the words of the inscription on the Mackay Trophy, which Arnold won for the second time as a result of this feat, "linking the Territory of Alaska with the United States by air, without a stop on foreign territory, for the first time." From Seattle they flew by way of Salt Lake City, Omaha, and Dayton, landing at Washington on the morning of August 20, 1934.

... Air Force Historian Dr. Murray Green . . . was able (to quote letters) that proved that Arnold had gone to Deputy Chief of Staff Gen. Hugh Drum to plead for recognition of all the men connected with the flight. Arnold argued that every one of them should get the D.F.C. But General Drum, an infantryman, was not an aviation enthusiast—he had remarked at the Baker Board, of which he was vice-chairman, that he could see no reason why the range of an Army airplane should exceed "three days' march by the infantry"

p.100, HAP by Thomas M. Coffey

from HAP

The prevailing political doctrine of the 1930s was that the nation could conceivably be forced into a defensive war but would never enter an offensive war. Hence there was no need for long-range bombers. The Navy would keep any enemy from American shores, and if an enemy did manage to land, the Army would deal with him. . . .

The fastest fighter plane they knew, the P-26, had an airspeed of only 220 miles per hour. The B-17, which was undergoing tests, was expected to fly at 250 miles per hour. This led many, though not all, Air Corps strategists to believe that the bombers of the future would be able to outrun the fighters and therefore would be able to fly their missions unescorted. It was a belief that persisted too long and was destined to cause grief in World War II. p. 167

In 1940, however, Arnold, despite his sympathy for the British, had a limited view of their (the armaments) helpfulness. On May 15, about a week after becoming British Prime Minister, Winston Churchill sent an urgent plea to Washington not only for thousands of planes and engines, but for ships, artillery, rifles, ammunition, and machine tools. With the German army rolling toward Paris and the British retreating toward Dunkirk, he was sufficiently desperate to take anything the United States could spare. Morgenthau was eager to accommodate him, and once again Arnold felt he had to resist despite the presidential strictures that had been placed upon him. But this time, Marshall was on hand to intervene in his favor. He, too, was willing to give the British everything that could be spared, but he pointed out that there wasn't much left to give.

During a May 22 conference at the Treasury Department, Morgenthau asked that 100 planes, already in use by the Air Corps, be turned over to the British. Marshall looked to Arnold and asked him how much training time his units would lose if these planes were surrendered.

After making an unexplained calculation, Arnold said that those 100 planes, which the RAF would use up in three days at its current loss rate, would cost the Army Air Corps six months of training time. The Air Corps then had only 160 pursuit planes for 260 qualified pilots, and it had only 52 of the 136 heavy bombers it would have had were it not for the diversion to foreign countries. from HAP, p. 215



HAP  
 (Arnold's) concern about heavy bombers was intensified by the British reports that the B-17 performed badly in combat. The Air Corps was so deeply committed to the B-17 that Arnold would be in trouble if it fell short of expectations. He was somewhat relieved when George Brett reported from England that the British disliked the plane only because they had misused it. Their training and maintenance were poor, and so was their fight planning. They had made "no attempt to institute check lists for takeoff and landing." There was "no inspection system in effect." One pilot was sent on a mission without ever before having flown with his crew. Neither he nor the crew had flown a B-17 above 2,000 feet before this mission, in which they had to fly above 25,000 feet. "The pilot had never before used Boeing oxygen equipment, nor had he ever feathered an engine or operated the automatic pilot. The crew had never used the interphones or fired fifty-caliber machine guns." p. 239

One day Arnold got a call from Clark Gable asking for an appointment. He had met Gable during the filming of MUTINY ON THE BOUNTY and they had become good friends. But when Gable arrived for his appointment, he was accompanied by an MGM press agent who did most of the talking.

"We'd like to have Mr. Gable serve in the Air Forces," the press agent said.

Arnold said, "Great. He can do a job for us."  
 The press agent, perhaps remembering the enlistment of Elliot Roosevelt as a captain, said, "We'd like him to go in as a captain."

Arnold said politely, "I don't think that's the route to go."  
 The press agent tried to persuade him. Arnold became angry. Finally he turned to the silent Gable and, perhaps forgetting the enlistment of Captain Roosevelt, said, "You just don't come into a service as a captain when you've had no military experience."

Gable and the press agent departed, but that night, Gable called Arnold and said, "I've been thinking of what you told me and I agree. I should start as a private."

He did so, and served with such distinction in the Eighth Air Force that he had risen to the rank of major by war's end. p. 268

As if the overseas demands for airplanes were not enough, Arnold was now getting requests from fellow Army generals who hadn't yet gone abroad to send them planes for their personal transportation. He fulfilled some of these requests. On May 7 he sent a C-45 transport plane to Maj. Gen. George S. Patton of the Armored Corps, who was then commanding the Desert Training Center in California. But he was not so generous with some of the ground force generals who had spent the peacetime years resisting Air Corps growth. To one lieutenant general who said to him, "Say, Hap, where is that transport plane that you're supposed to get for me?" he replied, "Still on the drafting board, just exactly the same place it was three years ago when I asked you to buy it for us." p. 271

Churchill said to Arnold that night, "Your program apparently will provide an aerial striking force equal to, or in some cases larger than, that provided and planned by us. Perhaps your program is too ambitious. You are trying to do within a few months what we have been unable to accomplish in two or more years."

The next day he agreed that the Americans should keep the heavy bombers for themselves. But he didn't explain to Arnold why he was so sure the American plan was too ambitious. In fact, he was quite sure there would be no major American air offensive against Germany in 1942 for the same reasons there would be no invasion of the continent that

year - because he intended to insist that North Africa be invaded first, and many of the American bombers assigned to the Eighth Air Force would have to be diverted to that operation. Though Arnold had apparently won his point and persuaded the British to concede, the actual results were yet to be seen. p. 275

And so the 99th was sent toward England but was diverted at Marrakech to the fighting in Tunisia.

By late July, the Ford Motor Company had fallen so far behind in deliveries of B-24s that Arnold asked Charles Lindbergh to go to Detroit and find out if anything could be done. Lindbergh returned on August 11 with very little encouraging news. Arnold, who had visited the Ford plant himself on July 31, was not surprised. He was more than ever convinced that auto companies didn't know how to make aircraft. And he had also become ambivalent about the B-24. He told Lindbergh the combat squadrons greatly preferred the B17. "When we send 17s out on a mission, most of them return. But when we send the 24s out, a good many of them don't." p. 280

After private briefings with Marshall, Stimson, and President Roosevelt, Arnold received a request to visit Navy Secretary Knox and tell him about it. This meeting went smoothly until Arnold began outlining his differences with the Navy.

Knox stopped him with the announcement that he didn't care to hear him criticize the Navy.

Arnold said he was simply presenting the facts as he had found them. He had not asked for this interview, and if the Secretary didn't care to hear what he had to say, it was all right with him. That ended the interview.

Shortly after his return, Arnold summoned to Washington from Wright Field the men who designed and procured lifeboats and other emergency equipment for heavy bombers. After assembling this team in his office, he had them inflate one of their four-man boats in front of his desk.

Then he chose eight of them and said, "Climb in."

"But it's only a four-man boat." one of them said.

"I don't care if it's a four-man boat or what it is. Climb in."

Needless to say, they didn't fit. But that was not enough. He instructed them to get bathing suits and try it in the Potomac, climbing into the raft from the water, the way downed airmen would have to do it at sea. "When you get through," he said, "I want to talk to you some more."

By the following day, they fully understood the problem of of an eight-man crew trying to get into a four-man lifeboat. As a result, the B-17s and B-24s were soon carrying two five-man boats plus a four-man boat, so that even if one boat was bullet-riddled, there would be two left. p. 291

He (Arnold) had learned, he said, that (Churchill) had asked the president to discontinue daylight bombing. And the president had agreed that the Eighth Air Force should join the R.A.F. in night bombing. "What do you think of that?" he asked Eaker.

He knew very well what Eaker thought of it. p. 296

**Catapult Club** — Trying to locate Caterpillar Club members (aircrew members who have parachuted from a damaged or disabled aircraft). Contact the Caterpillar Association, P.O. Box 235, Punta Gorda, FL 33951-0235.

(Marshall) even tolerated Arnold's outrageously boyish practical jokes. One day, earlier in the year, Arnold, on a mischievous impulse, had sent an old friend, comedian Vince Barnett, into Marshall's office, pretending to be a wealthy European immigrant. In a thick accent, he told the dignified general he wanted to get into the flying business.

Marshall, bewildered at the sudden appearance of this odd-looking stranger, said, "Who are you? How did you get in here?"

"You know what I want." Barnett said in his musical comedy accent. "You can fix it for me." Thereupon he pulled out a wad of currency and dropped it on Marshall's desk.

Marshall, in a fury, was shouting, "Get out! Get out!" when Arnold, who had been listening outside the door, came in, laughing. p. 345



**O.S.S. Agent** — Stephen Galembush, who was an O.S.S. agent responsible for the safe evacuation of downed airmen in the area of Montenegro, Yugoslavia, has recently joined the 15th Air Force Association and hopes to locate the men who he helped evade and return to home base. He was at Kolasin and the Monastery of Moracha during April and May 1944, and then moved to Negobudja, where he stayed until July 1944. Some of his photos showing evadees are published in the Memories Section on pages 10 and 11. If you recognize yourself and wish to make contact, his address is 607 North Duane Avenue, Endicott, New York 13760. \* \* \*

**Yugoslavians Seek Airmen**

The partisans who rescued some 303 U.S. airmen who were downed over Slovenia, Yugoslavia, during World War II are hoping to have a reunion with those airmen. For further information, write to: Janez Zerovc, Sorlijeva 24, Kranj, Yugoslavia 64000.

FEBRUARY 1989  
DAV Magazine

SORTIE

Carl T. Rowan, former head of the USIA, after a recent visit to Soviet Russia, reported stalled elevators every where. He quoted a Russian as saying "They can get to the moon, but they can't get me to the fifth floor." The "they" is characteristic; always Soviet citizens speak of the rulers in the third person. p. 243 *Straw Giant*

\* \* \*

**Yugoslavian Experiences** — WW II airmen who were shot down in Yugoslavia are being sought by author. Please describe your experiences and send to contact: Robert Russell, 2696 So. Ammons Way, Lakewood, CO 80227.

**Santa Ana Army Air Base** — If you were a cadet at the base anytime during 1942 - 1946, please contact their historical society, P.O. Box 1764, Costa Mesa, CA 92628.

\* \* \*

AIR FORCE Magazine / November 1983

**THE MARCH FIELD MUSEUM FOUNDATION**



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Make check payable to 99BGHS. Your address label shows the date to which you are paid up.

We do not stop the subscriptions of deceased members; we extend the subscription gratis for an extra year. But please remember to send us any change of address.

#2 \* \* \* \* \*

**Curious Italian** — wants contact with anyone who flew from Italian bases in WW II: Lucchini Carlo, Vicolo Serenella, S. Simone Vacallo, Switzerland.

**Amateur Writers** — A new Australian flying magazine wants war stories and photos from crewmen who flew over Europe during WW II: Flightpath, P.O. Box 91 Capalaba, Qld. Australia 4157.



**RE UNIONS**

- 15 Feb 1989 99th Bomb Group, McAllen TX  
Jeff Waguespack, 1423 Tulip Ave., McAllen TX 78504
- 1 May 1989 Bombardiers, Inc., Dayton OH  
E.C.Humphries, Star Rt. 1, Box 254, Eagle Harbor MI
- 19 May 1989 - NW Chapter of the 99BGHS, Spokane WA  
Charles D. Boggs, E. 250 Woodland Dr., Shelton WA 98584  
phone (206) 426-4371
- 13 Aug 1989 15AFA, Las Vegas NV  
P.O.Box 6325, March Air Force Base, CA 92518
- 19 Aug 1989 National Warplane Museum Geneseo NY  
P.O.Box 159, Geneseo NY 14454, Ph. 716/243-0690
- Spring 1990 99th Bomb Group, Huntsville AL  
H.E.Christiansen, 4520 Panorama Dr., Huntsville AL 35801

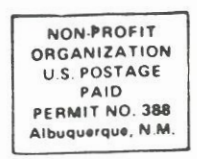
**TAPS**

**HADDOCK, Wm.** . . . must report the death (heart attack) of our navigator Wm. Haddock Jr. this past December 1988  
Bud Kaufman

**WILLIAM PAUL** It is with regret that I must report that William Paul from Solvang California died in February 1988. His widow, Gloria Paul, notified me of Bill's passing in her Christmas card.

Bill was the pilot of our crew that joined the 99th Bomb Group in August 1944. . . Bill remained in the Air Force after World War II and subsequently served a tour of duty in Japan during the Korean War. A heart attack in 1964 forced him into early retirement. . . . Bill Paul was a fine pilot and a fine man. Vince Mattson

99th Bomb Gp Historical Society  
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| Jan C. Travis,         | 3901 Lewis Road            | Ballston Spa   | NY 12020 |
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| Liberator Club         | P.O.Box 15/2424            | San Diego      | CA 92115 |
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