



THE 99th Bomb Group Historical Society

Newsletter

Vol. 10 No. 2

Mar. 1 1990

SOCIETY OFFICERS, 1989-1990

PRESIDENT - BILL SMALLWOOD
TREASURER - WALTER BUTLER
SECRETARY - H.E. CHRISTIANSEN

VICE-PRESIDENT - FRED HUEGLIN
HISTORIAN - GEORGE F. COEN
EDITOR - GEORGE F. COEN



THE PRESIDENT'S MESSAGE

Dear George:

It was good to note the presence of plenty of "meat" in the January, 1990 Newsletter, despite the shorter number of pages-(good for the budget), a tribute to your organizational skills. I have gone over a whole series of these publications and have found a wealth of 99th history.

My copies go back to Dec. 1980, the issue in which you wrote to Bill Holt about how you got into "the reunion business." Inclusion in this latest Newsletter of part of the war diary of Squadron 347, when we were based at Oudna, confirms that we must have shared a base with a B-24 group. This is something I had hoped to confirm.

I hope everyone will take note of Joe Kenney's message in "Chaplain's Corner" that anyone who has input about a ninety niner who has just passed away is welcome to send it along to Joe, that all of us can share it.

Chris C. has been working away at plans for April's reunion in Huntsville. Applications are rolling in, and noone should wait till the last minute. As you will note Chris has help now from Herb Holdsambeck on golfing activities; there are four courses in the area.

Best Regards

Bill S.

4520 Panorama Drive SE,
Huntsville, AL 35801-1211

Phone 205-534-8646

DEAR GEORGE,

IT WAS GOOD TO GET TO TALK TO YOU TUESDAY NIGHT. YOUR LETTER ARRIVED ON WEDNESDAY.

THE RESPONSES TO DATE FROM OUR SURVEY INDICATE THAT 95% ARE IN FAVOR OF A PERMANENT TYPE NAME BADGE. I HAVE CONTACTED EIGHT FIRMS FROM ACROSS THE US. THE MOST FAVORABLE IS RIGHT IN OUR BACKYARD A 100 MILES DOWN THE ROAD AT TRUSSVILLE, AL. WE WILL BE ABLE TO GET A BADGE WITH OUR LOGO-THE TAIL OF A B-17 WITH THE TRIANGLE "Y". DIRECTLY BELOW WILL BE THE INDIVIDUAL SQUADRON ID, i.e., "I", "II", "III", "IV" WHICH WILL MATCH EACH PERSONS INSCRIBED NAME. THE PRICE OF APPROXIMATELY \$3.75 ea WILL BE INCLUDED IN OUR REGISTRATION FEE. SEVERAL OF THE PREVIOUS HOSTS AND HOSTESSES HAVE SAID THAT THE "PUNCHING" OF NAMES ON OUR BADGES HAS BEEN VERY TIME CONSUMING.

THE TRAIN RIDE THAT PRACTICALLY EVERYONE CHECKED DOES NOT LOOK LIKE A REALITY AS THE RAILROAD CLUB SOLD THEIR ENGINE RECENTLY TO A FIRM IN CANADA.

THUS FAR ABOUT 30% HAVE INDICATED AN INTEREST IN GOLF. HERB HOLDSAMBECK, ALSO FROM HUNTSVILLE WILL BE HEADING UP THIS FUNCTION.

THERE WERE ABOUT ONE-HALF OF THE PEOPLE WANTING TO HAVE A SQUADRON GET-TOGETHER. THE LADIES LUNCHEON WAS ALSO A FAVORITE.

THE SPACE AND ROCKET CENTER TOUR ON THE 20TH OF APRIL WILL BE A GREAT EVENT. THE CENTER WILL PROVIDE TRANSPORTATION TO AND FROM THE CENTER IN OUR ENTRANCE FEE. I'VE MADE ARRANGEMENTS FOR A BAR-B-QUE WHILE AT THE CENTER. I'M ALSO WORKING ON A TOUR OF THE SPACE SHUTTLE AT NASA WHICH IS NEARBY TO THE SPACE AND ROCKET CENTER.

AN ITEM THAT DID NOT GET ON OUR SURVEY FORM IS AN OLD-FASHIONED SOUTHERN BREAKFAST ON SATURDAY MORNING THE 21st.

WE TRIED TO MAKE ARRANGEMENTS FOR A GROUP FROM MAXWELL AIR FORCE BASE TO PROVIDE OUR ENTERTAINMENT FOR THE BANQUET. THEY COULD NOT DO SO UNLESS OUR FUNCTION WAS OPEN TO THE PUBLIC. WE'RE WORKING ON AN AFTER-BANQUET DANCE WHICH SO MANY HAVE REQUESTED.

GEORGE, I'VE ATTACHED SOME ITEMS THAT MIGHT BE OF INTEREST.

THE BEST TO YOU,


CHRIS

1 February 1990

Dear 99thers,

The folks in Huntsville are looking forward to your arrival in April. We have had a good response from "early birds" (about 50 in January). Another month will have elapsed when you read this letter. If possible, please make your reservations by 26 March to enable us to firm up last minute details.

A photographer will be covering our events, taking both individual/couples photos as well as squadron photos. The squadron group photos are tentatively planned to be taken following our business luncheon. The photos will be published in a nice booklet and will include a roster of attendees. If you have a photo of "way back when" that you would like to appear in the booklet, bring it with you to the reunion. The booklets will be available a short time following the reunion @ \$12.50.

The airlines advise that in lieu of convention rates, we could do better using super saver fares and getting a possible further discount as senior citizens. Delta, for instance, has a "Young at Heart" discount of 10% over and above any other discounted fare. In any event, you need to tell your travel agent of your status. Then too, our reunion will be during a "slow" period for air travel.

As a result of our survey in the July Newsletter, several firms were contacted that make plastic badges with engraved names and logo. Some were quite expensive but an Alabama firm will be making our badges that will have engraved a B17 tail configuration with the triangle "Y", your squadron designation, your name, your 99th service dates and a background color of your squadron to which you have been accustomed. The spouses badges will be identical but will not have the service dates.

The badges cost \$3.75 ea. but this cost is not included in the registration fee.

Sincerely,



Chris Christiansen
Reunion Chairman
4520 Panorama Drive, SE
Huntsville, Alabama 35801-1211
Phone: (205) 534-8646

CHAPLAIN'S CORNER

GREETINGS:

THE VERY NEXT ITEM of important things to do is to attend the next 99th Bomb Group Re-Union at Huntsville, Alabama April 18 to 22nd. Chris Christiansen and his Committee have worked diligently to make this the high success we know that it will be. Hope to see you all there, Lord willing.

Received as Christmas gift one of the most unusual and interesting books I've ever had the pleasure of reading, thanks to my daughter and son-in-law. The Books title; HALF A WING, THREE ENGINES AND A PRAYER, Author is Brian D. O'Neill. Aero, a Subdivision of TAB BOOKS, INC., Blue Ridge Summit, PA. This book is uniquely dependant upon contributions of others permitting the reader to see the events through the eyes of those who took part in those combat missions so many years ago. Author O'Neill carefully covers the context of each mission from VIII Air Force and U. S. Air Force archives and the rest from diaries and interviews of those who flew. One quote on page 46: "I saw something that day that even yet sends chills down my spine. The ground gunners scored a direct hit on one of our bombers. The exploding shell blasted the cabin of the ship wide open. I could look right down into the cockpit and see the pilot and copilot sitting there - they didn't have a prayer!" The book itself is full of experiences and descriptions which really stike a nerve and I think right now of the sick feeling of losing power and beginning to lag behind losing altitude and finding yourself alone with enemy fighters around. I recommend this book as one each should read.

In these days of fast moving events in Eastern Europe, the problems in Romania it is difficult to keep up. These are areas we are well acquainted with and our Prayers must go with these people as they struggle to recover from nearly 50 years of Communist tyranny and subjugation.

Joe C. Kenney, Chaplain



CALL FOR NOMINATIONS TO BOARD OF DIRECTORS

The 99BGHS affairs are managed by a Board of Directors who are elected by the general membership at the annual meeting. Two vacancies on the Board need to be filled during the group's reunion in Huntsville. In the past, alternates have been elected to serve on the Board when a regular member is absent.

If any member would like to be on the Board of Directors or desires to nominate someone, please communicate with Fred Hueglin or Joe Kenney of the Nominating Committee. According to our by-laws the requirements are: (1)The individual must have consented to serve. (2)If being elected for the first time, he must be present at the annual membership meeting in Huntsville. (3)He must have been a member of the 99BGHS for at least one year before the election.

Fred is somewhere in Florida, Joe can be contacted at area code (307) 332-2188 or 950 McDougall, Lander, WY, 82520

17 January 1990



To: Board of Directors, 99th Bomb Group Historical Society

Subject: Audit of 99thBGHS 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 1989.

The ledgers, check register, bank statements and voucher file were examined using procedures consistent 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



Dear George

January 27, 1990

I wonder how many 99ers realize that almost every state in this great union of our has the 99th BG Diamond Y. It seems they got the colors mixed up though. Photo 99'er PAUL W. CAPEN 416th and submitted by Rex Carnes 416th.

Rex A. Carnes

HELLO MEMBERS: This is an appeal for you to sit down and write up your story an event that happened to you during your tour of duty in the 99th Bomb Group. You may not think it is very eventful but it would add to the history of our organization. Please write it now and send to George Coen 2908 ALISO Dr. NE Albuquerque ,NM 87110. PLEASE DO IT NOW!!!

One of our dearest and most supportavive members Katherine Hack called to say that she had survived the earthquake of San Fransisco and was doing great. Even though she has never served a day as a member of the group she is most interested in our activities, reunions, etc. She has attended most of our annual meetings and "God be willing" will be with us in Huntsville AL with Chris and Sue in April. Hope to see each of you there also. *George*



LETTERS

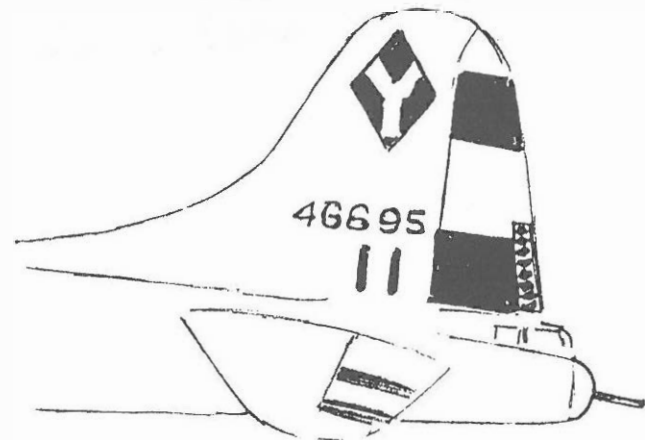
January 2, 1990

31 Parkland Road
Mona Vale 2103
Sydney, Australia

Dear George:

Happy New Year! I'm back with a few more questions which I hope that you or someone reading this can help with.

James S. Peters (348th) and Dave Steffens (347th) have provided me with the first concrete data on the B-17Gs equipped with the APG-5 upper turret radar sight. There was one plane to each squadron - 44-6694 (346th), 44-6695 (347th), 44-6696 (348th) and 44-6697 (416th). A sketch of the tail markings of the 347th's aircraft appears below. I'm interested to know the significance of the rudder stripes, and the rather intricate design on the trim tab, which could be miniature diamond shapes.



Naturally I am searching for any photos of these particular aircraft, which I'd like to borrow and copy. Prompt return is guaranteed, of course.

My "Flying Fortress Almanac" is in the final typing stages and I'd like to make a last-minute appeal for good quality photos to make sure that the 99th is properly documented. Planes I'd like to feature are 42-32015 Action Preferred, 42-31998 Baraz Twins, 42-32039 Rabid Rabbit, 42-32040 Turnip Termite, 42-32046 Lil Abner, 42-32071 as Moonbeam McSwine or later as Nine Wolves and Poppa, and Earthquake McGoon.

I'm also interested to learn if anyone recalls any 99th B-17s fitted with 20mm tail cannon. Both 2nd and 97th Groups had planes with them, presumably to deter rocket attacks.

Finally, it would help if I could obtain a copy of Richard Tregaskis' press account of the July 19, 1943 Rome mission.

Every good wish,

Steve
Steve Birdsall

Dear Sir;

I have a friend who was a Rt. Waist Gunner during WWII and we are both searching for any photo of his plane SWAMP GAL.

thanks

Christopher Gallegos 7888 Cedar Springs Way Sacramento CA 95832

QUOTES



from CALVIN AND HOBBS LAZY SUNDAY BOOK P. 61
A voice cackles in Calvin's radio. "Enemy fighters at Two O'Clock!"
"Roger. What should I do until then?"

Adolph Hitler, full of zip
What's that on your upper lip?
If it were ten times as big
It might make a midget's wig
Or a doormat for a house
Occupied by Mickey Mouse

fragment of a 1934 nursery rime.

Mine eyes have seen the censor with my copy on his knee
He is crossing out the passages that mean the most to me

War Correspondents' hymn, fragment

8

B-17E RECOVERY TEAM

**TRAVIS AFB
HISTORICAL SOCIETY**

P.O. BOX 1565 • TRAVIS AIR FORCE BASE • CALIFORNIA 94535
Dear Team Members and VIP's: January 1, 1990

First of all I would like to wish each and every one of you a very prosperous year and hope last year was a very good to you. Lots of exciting things are going to happen this year.

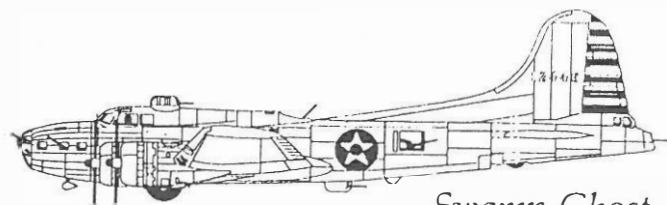
A lot of you have worked very hard this year 1989 and brought in a few bucks to keep our head above water. We have brought in a total of seven thousand and a far cry from the big two hundred thousand. It's a start and the coming year looks good.

Let me give you some very exciting news that has happened in the last few months. Saul Layton from Metro 2000 in New York, a man that knows video and the movie business has agreed to help us as well as making a documentary. I've interviewed a few companies in the business and have viewed their works. This man by far exceeds all expectations. He also wants to help us raise money and of course I didn't refuse. I haven't met with him personally but have had many conversations with him on the phone. He is up front all the way.

Richard (Dick) Quick, I worked for him a short time at Air/Space Expo in San Diego Brown Field two years ago and this man did one great job of putting the show together and keeping it going. He even got the Russians to bring three aircraft. Dick, we may need the Russians to lift the Ghost out of the swamp and bring her home. Don't throw their telephone number out. Dick also sent me a letter with many good ideas and I thought it was so good, I sent it on to Ken Fields in Texas to incorporate it in our letter to PNG. Also enclosed.

The most recent person to help us out is Ed Power Jr. from the famous Nut Tree in Vacaville CA. Ed called me and asked if I would like to display and talk about the recovery of the Swamp Ghost at their open house. They opened a new floor totally devoted to aircraft. General Chuck Yeager was their to sign books and already knew about the Ghost. He called it a pile of junk and we call it history. My first meeting with the General was like going back in history. If he could do the crazy things that he has done in the past, I'm sure we can recover the Ghost. Yes General, I read your books!

I have many people that have really put themselves out for us in this past year. Our friends in the Pentagon, Mr. Mike O'Leary of Air Progress Warbirds International who gave us front page and three pages inside. Please pickup a copy of November/December issue.



Swamp Ghost

9

We have a lot of coverage in the news papers in the San Francisco area and television as well. I understand we have had coverage in the Los Angeles area. In Flight has gone above and beyond just for us and many thanks to all of you loyal people.

I appointed a new Assistant Manager this year. A person that is taking a big load off of my shoulders. Chet Robbins owns two developing photo labs in Lafayette and Orinda. He has saved us a lot of dollars plus doing most of the mailing of VCR tapes and pictures. Anything I ask, Chet is their to help. If you can't contact me, call Chet.

In reading Ken Fields letter you will note that we are going to do the recovery in August of 1990. We have made a commitment to the PNG Government, so lets not sit back and let the other guy do the money raising. If we keep procrastinating, the PNG Government will change again and renegotiating will be in order.

Another new change at the U.S. Ambassadors office in PNG. Mr. Tod Greentree departed the same day I left PNG and now Ambassador Bierman is no longer their. The new Ambassador is Robert Farrand and his assistant is Oscar Clyatt. I have already talked to Mr. Clyatt and looking forward to a conversation with Ambassador Farrand. This letter will be going to the Ambassadors office as all of my informational letters do. Good luck on your new positions Oscar and Ambassador. We will see you in August.

I want to ask each and everyone of you to please get out and talk to the public and businesses and lets get the big money in as soon as you can. We need to get on with our final planning and bring the great lady home.

A fantastic thing happened to me. I met the pilot of the P-38, the one we are bringing home. John Schanton and I did the Reno Races and he came to me. I just happened to have the data plate off of the P-38 in PNG so he took the number down and later wrote me with an article and picture. Low and behold, it was our P-38F. The data plate came from a man in Alaska. Thank you news media.

Another thought came to mind. If we can find another early model P-38, maybe we can talk the PNG Government out of theirs and send them another without the history behind it. Of course we must find another nonflying P-38. Just a thought!

We have new Swamp Ghost history posters 11x16 by our artist Steve Klein of Redding CA and "T" shirts on the way. I have another "T" shirt design coming from LA area. Posters are \$10. plus postage.

Thanks to all of you and one day you will be rewarded for all of your efforts. Please continue to pray for our success.

ATTENTION PLEASE !!!!
DO NOT MENTION AIR FORCE MUSEUM
IN ANY PUBLICATIONS, LETTERS, ETC.
TRAVIS HISTORICAL SOCIETY ONLY

Very Sincerely

Bob Gonzales
Bob Gonzales
Project Manager

Mail This Form and Check To:
Travis AFB Historical Society, P.O. Box 1565, Travis AFB, CA 94535
 B-17 Team Phone: (707) 424-5598
 (Please Print)

Name _____ Date _____
 Address _____ Amount Enclosed: _____
 City _____ State _____
 Zip _____ Phone _____

ANNUAL DUES & MEMBERSHIP CATEGORIES

- Individual Patron \$10.00
- Family Patron \$25.00
- Sustaining Patron \$50.00
- Contributing Patron \$100.00
- Sponsor Patron \$250.00
- Benefactor Patron \$500.00
- *Life Patron \$1,000.00
- Renewal
- Money to B-17 Fund

BUSINESS AND CORPORATE ANNUAL MEMBERSHIP AVAILABLE

*Life patrons may make the total contribution in any amount over a five consecutive calendar year period. Approved as tax deductible by both United States IRS and California Franchise Tax Board.

I am interested in working with the Museum in the following areas.

- O-2 Committee
- C-124 Committee
- C-118 Committee
- Aircraft Restoration
- Aircraft Maintenance
- Receptionist
- Other (write-in) _____
- F102 Committee
- C-133 Committee
- Other Aircraft Committee
- Office Work/Typing
- B-17 Special
- Docent/Tour Guide
- LC-126A Committee
- B-29 Committee
- Museum Shop Set Up
- Art and Design
- Gift Shop
- Publicity
- A/B26 Committee
- B-52 Committee
- Exhibit Committee
- I have a historic photo, exhibit, material, etc.
- Scale Model Club

A membership in the Travis AFB Historical Society is an excellent gift to give for birthdays, holidays, or as thanks for a job well done. Being "in on the ground floor" is always fun. Many young people already feel that they have a vested interest in the Air Force and in Travis, and would love to be a part of history. Friends, relatives, and even business acquaintances will enjoy seeing the Society grow and prosper. It's certainly not your average run-of-the-mill present! Be creative and give the unexpected!

SWAMP GHOST EXECUTIVE MANAGERS

Project Manager	Bob Gonzales	(415) 798-5100	CA
Assistant Mgr.	Chet Robbins	(415) 283-0732	CA
Coordinator	Ken Fields	(806) 665-2635	TX
Coordinator	John Verhoek	(415) 672-4009	CA
Historian	Glen Spieth	(206) 584-3930	WA
Historian	Hulet Hornbeck	(415) 228-2350	CA
Editor	Elaine de Man	(415) 769-9766	CA
Artist	Steve Klein	(408) 623-4357	CA
Fund Raisers	Ed Lieberman	(707) 938-0289	CA
Northern California	Jim Disher	(415) 689-2324	CA
	John Schanton	(415) 687-6438	CA
	Carol Ball	(408) 842-7666	CA
	Garry Brem	(408) 842-7666	CA
	Keith Lamb	(707) 864-6465	CA

Carl Johnson	(916) 878-1186	CA
Martin Filiatrault	(408) 446-1277	CA
Dick Quick	(619) 562-6052	CA
John Burns	(805) 943-7031	CA
Al Summerfield	(818) 842-3454	CA
Rod Mish	(714) 875-2712	CA

YOUR NAME COULD BE ADDED TO THIS LIST
 PLEASE COPY AND SEND ON TO FRIENDS



FIELD FOREMAN
 Larry Rengstorf
 ADVISORS
 Dave Florek
 Dave Fleming
 Wally Mitchel
 Patti Hall
 Bruce Hoy

SURVIVING CREW MEMBERS
 Fred C. Eaton Pilot
 George B. Monroe Jr. Navigator
 Clarence A. LeMieux Flight Engineer
 Richard E. Oliver Bombardier
 Howard A. Sorenson Asst. Radio Operator

**TRAVIS AFB
 HISTORICAL SOCIETY**

Dear Friends of the Swamp Ghost:

After many delays, we have finally received approval from the Papua New Guinea (PNG) government to bring the Swamp Ghost home to Travis Air Force Base. In Exchange we will clean and paint a B-25 at the Popondetta Airport in PNG, bring a P-38F back to Travis AFB Museum where we will restore it before returning it to Port Moresby Museum, PNG. It's a bargain. The Swamp Ghost is the only B-17 left in the world in its original combat configuration and the only World War II airplane that can be restored to show its original combat damage. Now all we need is \$200,000 to do the job.

We need fund raisers, people who can approach large corporations and solicit donations for the Travis Historical Society recovery team. If you are interested in this, please call me at (415) 798-5100 or write to me Bob Gonzales 2700 Waltrip Lane, Concord CA 94518. Be sure and let us know who you'd like to contact or if you have any special skills or services you can contribute to our efforts.

We also need publicity, press releases and articles in newsletters, newspapers and magazines. If you know of any publications that might be interested in the story of the Swamp Ghost, please let me know.

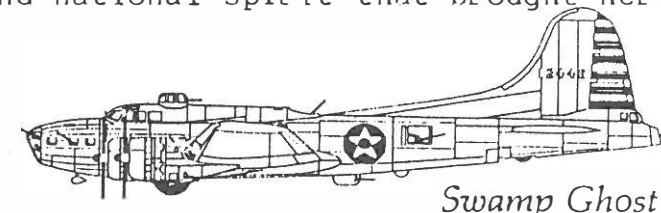
And most of all we need money, Donations made to Travis Historical Society B-17 Recovery are tax deductible.

A lot of you have expressed a desire to be a part of the recovery team that goes to PNG next fall 1990. The team will consist of twenty people who can spend three or more weeks in the field and will be able to work under very hot, humid conditions that are far from ideal. In order to be considered for the trip, you must be a member of Travis Museum and you must be willing to donate time working at the museum or the road show. Spaces on the team will not be sold. If you're still interested, please send me a resume and note telling me why you are interested. "OH" I forgot the ten shots and malaria pills, the last shot is a hum dingier.

I can't stress enough that what we really need right now is big money. In order to plan dates and times we need money in the bank. Your contributions and donations will go a long way toward preserving a piece of our national heritage. Her presence at the museum will serve as quiet testimony to the men and women who gave their lives to the war and as a tribute to the ingenuity, Camaraderie and national spirit that brought her into existence.

Sincerely

Bob Gonzales
 Bob Gonzales
 Project Mgr.



VCR Swamp Ghost
 Tapes \$35.00
 \$2.00 postage
 =====
 Picture set-12
 \$15.00
 \$2.00 postage

AUGUST 45

Victory in the Pacific, rest camps peacetime and point (ASR) were the chief topics of discussion for the 99th Bombardment Group of the occupational air force in Europe in August.

The unofficial V-J Day was celebrated in the four squadrons and headquarters. The men then asked "when do we go home?" The Group chaplain, Capt James Sadler, conducted a victory service at the Naggella Theater in Foggia for all personnel in the Foggia area. The "Wings over Jordan" choir also sang at the services. Approximately 1,000 attended.

Promotions were opened in August for the Group with both officers and enlisted men benefiting. Promoted to Major from Captain in Group headquarters were M.F. Lueck, group adjutant; E.A. Schmuck, intelligence officer; and G.F. Brodie, operations officer.

Staff officer promotions in the 346th Squadron were: W. Hamberg, commanding officer, to Lieutenant Colonel; S. Peterson, operations office, and L. Griffiths, executive officer, both to Major; and W. McNabb, adjutant, to Captain. In the 347th Squadron: Paul C. Buckholtz, commanding officer, to Lieutenant Colonel. In the 348th Squadron: Robert N. Guay, commanding officer, to Lieutenant Colonel; and S.D. Kem, executive officer, to Major.

Further building and remodeling was carried on in the Group in the month. The 346th Squadron's new area progressed nicely. In the 347th Squadron, 50 officers' and enlisted men's houses were completed. An officers' and an enlisted aircrew barracks were completed in the 348th Squadron.

Group personnel continued to troop to rest camps in August in large numbers, enjoying a respite from the heat of Tortorella Flats. Capri, Rome, Venice, Florence, Cannes, Paris, and Cairo were popular places, but the Swiss tour took all rest camp honors.

Tales of wonderment and praise of the Swiss people, food, drink, merchandise, scenery and weather were the chief topics of conversation for the returnees for days afterward.

The well-filled store windows, the cleanliness and friendliness of the people, the modern electric transportation system made the men think they were going on a near replica of the States. Watches and souvenirs such as wood carvings, lighters, lace work, canes, mats, and postcards were collected by the B-4 bag-full.

Though scarce in Switzerland, milk and cheese were made available to the GIs, some of the men tasting fresh milk for the first time in over two years. The Swiss custom of drinking beer with their meals proved very popular with the American soldiers.

Running in second place for rest camp popularity were Venice and Cannes. Said one GI of the Venice EM rest camp: "The Lido, the playground of millionaires with its soft music and good food, was all for the GI. Venice, the city of canals, mystery and gondolas, was romance itself."

Cannes, with its "wine, women and song" came in for its share of praise from those fortunate enough to get on orders.

The information and Education Section's school program made progress as classes got underway, following registration the first of the month. More personnel were dispatched to the army study center at Florence for the one-month course and the University of Florence for three-month courses.

Weekly orientation programs were held throughout the Group, discussing such topics as re-deployments, post-war employment and jobs, the home front, peace-time conscription, GI bill of rights, peace conferences and many other items.

The Special Service Section continued with its program of physical training, movies and entertainment to keep the personnel happy. The 347th Squadron EM aircrew softball team won the Group softball tournament in August. Intra-squadron tennis matches also were held. Other activities of the section included beach parties at the Manfredonia beach, and a Red Cross stage show at the Group theatre.

The Group band got off to a fast start. Another band has been organized in the 347th Squadron. Group Special Service sponsored two booths at a Red Cross carnival at the Foggia club in the month. Four enlisted men were sent to the sports school at Rome. A new building was erected in the school area for the Arts and Crafts shop.

The Chaplain reported that church services were well attended in the month. He also reported that material for the new chapel has been obtained but construction has not started yet.

Members of the 19th Photo Recon Squadron moved into the 348th Squadron area while it is on a mapping operation of Greece and other Mediterranean lands.

All clubs of the Group, both officers and enlisted men, held victory parties at various times during the month with plenty of free drinks and eats.

Personnel changes in August were slight. Strength of the Group as of the first of the month was 370 officers and 1675 enlisted men, while at the month-end it was 320 and 1602, respectively.

In the 416th Squadron, 1st Lt Jerry Craft replaced Capt Hamilton Hass as intelligence officer.

Aircraft operations in August continued with routine training flights being made almost daily. The group held three 24-ship practice missions doing "camera bombing" and participated in one 24-ship Wing practice mission. Transport missions carrying personnel to rest camps and replacement centers also were scheduled.

A day-by-day schedule follows:

DATE	TRAINING FLIGHTS	TRANSPORT FLIGHTS
1 August	--	24
2 August	6	1
3 August	12	8
4 August	6	8
5 August	--	8
6 August	4	3
7 August	26	3
8 August	7	18
9 August	6	4
10 August	12	7
11 August	10	21
12 August	--	3
13 August	33	2
14 August	6	3
15 August	8	6
16 August	4	3
17 August	--	--
18 August	--	4
19 August	--	6
20 August	8	1
21 August	28	8
22 August	5	5
23 August	31	6
24 August	26	5
25 August	--	5
26 August	--	5
27 August	28	6
28 August	13	13
29 August	4	2
30 August	16	2
31 August	22	2

14
HEADQUARTERS
NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of the Communications Officer

U.S. ARMY, APO 520
3 August 1945

SUBJECT: History of the Group Communications Section
TO: Public Relations Section, This Group

1. The weather situation in Italy has been giving this Section a very hectic time recently. The following catastrophes have occurred:

a. A week or so ago the Italian farmers decided it was time to burn off their fields, so with utter disregard to the Communications lines running through their fields, they set them, the fields, afire. By the time the fires were extinguished by the RAF fire department, practically every telephone line going to the Squadrons were burnt down. Corporal George Jensen, Wire Chief, is threatening to shoot the next Italian he sees with a match in his hand.

b. The burned out lines were no sooner replaced when the roaring winds of Tortorella plains came dashing through. Once again, practically every telephone line was out, having been blown down by the high winds. Corporal Jensen is once again hard at work (so he says).

c. The high winds also gave our Radio Station Chief, Corporal Daniel Harmatz, a bit of a headache. With the terrific winds blowing it was urgent that we keep in constant touch with the planes that were still aloft. Everything was going along okay until a terrific crash was heard outside of the radio station. Corporal Harmatz immediately investigated the noise, finding that the antenna to the radio station had been blown down. Harmatz tied a rope to the broken antenna, and after throwing the rope to the roof, he climbed up on same. Harmatz held the antenna in place until assistance arrived and temporary repairs were made. The station was out of contact with the planes for only a few moments due to Corporal Harmatz' quick work.

d. Pfc Joseph Bloomfield, Generator Maintenance Chief, is also having trouble with the young hurricanes that have been sweeping Tortorella Flats. The winds destroyed the power lines from which the Group receives commercial electricity, thus causing the necessity for electricity obtained from generators only. This placed a heavy burden upon Pfc Bloomfield's shoulders because the increased hours of operating time of the generators also increased his maintenance troubles.

e. Sergeant Arthur Maloney, Chief Radio School Instructor, is still keeping our Aerial Radio Operators right on the beam. Maloney claims that operators graduating from his intensive schooling are the very best.

f. Corporal Francis Murray, Cryptography Chief, had very little to report from his department, stating that everything coming from his way is a deep secret.

g. We have had a recent change in department heads. Captain Harold F. Popelka, former Group Communications Officer, was relieved from duty and transferred to the 31st Fighter Group, and we hear that he will soon be on his way home. Captain Popelka's position has been amply filled by Captain James J. Cunningham, former Communications Officer of the 346th Bombardment Squadron. Captain Cunningham does have enough points to go home, but is one of those unfortunate persons who has been declared "essential."

15

h. Pfc Robert Drake, Chief Control Tower Operator, states that his work is still having its ups and downs. Drake sees to it every day that the planes get up in the air and back down on the ground without any disputes on the pilots' part as to who is going to take-off or come in first.

i. Corporal John Ward, Communications Clerk, is still trying to figure out the whole situation. He hopes to come up with the answer soon. Last week, Corporal Ward received the Certificate of Merit from his old Bombardment Group, the 463rd.

CORPORAL JOHN R. WARD
CHIEF REPORTER

HEADQUARTERS
NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
Office of the Group Flight Surgeon

APO 520, US Army
6 August 1945

SUBJECT: Monthly Historical Data
TO: The Commanding Officer, 99th Bombardment Group (H) APO 520 (ATTENTION S-2)

Following data of historical interest are submitted for the month of July 1945:

2 July - Anti-malaria detail of two (2) medical men chosen for the purpose of instituting anti-malarial measures. These measures will include spraying with DDT, oiling all streams in the area, and pouring gasoline into the native wells which have been found to contain mosquito larvae.

5 July - The last of the high point men were transferred so that, although the section is under strength, all men have less than 85 points.

13 July - A new metal roof has been put on the Group Dispensary building in the hope that this measure will lower the interior temperature during the summer and make the building more nearly liveable.

18 July - Major Shubert, Group Flight Surgeon, departed for two (2) weeks DS as Surgeon at the Capri Rest Camp. In his absence, Captain James W. Lamb, 346th Bombardment Squadron, will be Acting Group Flight Surgeon.

FOR THE GROUP FLIGHT SURGEON:

L. OBERMAN
1st Lt, MAC

Feature event of the month for the whole group was the celebration of the group's second overseas anniversary. Each squadron held a party for both officers and enlisted men, putting on special banquet-like dinners and having a party or dance afterwards. At Group Headquarters, the occasion was observed in the form of a banquet, followed by a floor show and then a dance. The banquet was stag. Distinguished guests were Brigadier Generals Lawrence, 5th Wing Command; and Upthegrove, 301st Wing Commander, both men having formerly served as C.O. of this Group.

Switching to more or less tactical bombing work, the group flew missions in support of the American 5th and British 8th armies in their push through the Po Valley, the drive which brought about the surrender of German forces in northern Italy early in May. Fragmentation bombs were used a number of times against troop concentrations and ammunition dumps. The group flew its last mission on April 26 in an attack against enemy targets at Bolzano. That was mission number 395. Many men who had wagered that the 99th would fly over 400 missions before VE day had to fork over.

The group mourned, with the rest of the world, the loss of the President of the United States, our Commander-in-Chief, Franklin D. Roosevelt. The flag was lowered to half mast [sic] to remain so for one month. On Sunday, April 14th, all other services were canceled in favor of a mass memorial service, honoring the late President Roosevelt. This service was attended by a record crowd. A bugler blew taps; the National Anthem was played; Chaplain Whitlock preached a short memorial sermon and led the congregation in a solemn prayer. Over the pulpit the American flag flew at half mast [sic].

HIGHLIGHTS IN 346TH SQDN HISTORY

April 16th, Major Walter Hamberg succeeded Capt Carlyle F. Strobel as Operations Officer. On April 26th, 1st Lt Bertrand Obrentz became Squadron Navigator, replacing Capt James V. O'Donnelly. The two years' celebration took place on the night of April 29th; forty-five gallons of ice cream and 150 eggs were disposed of in short order.

HIGHLIGHTS IN 347TH SQDN HISTORY

Captain Monroe B. Gross was transferred to the United States, and Lt Harold Blum succeeded him as Intelligence Officer. Individual awards for 20 men in the group--17 DFCs and 3 Bronze Stars--were approved. Major Mickey, 5th Wing Personal Affairs Officer, lectured at one of the weekly meetings on the subject of GI Insurance. Lt Harold Blum gave two escape and evasion lectures to all combat personnel. Pfc Arthur Lunz redecorated and painted the enlisted men's day room in time for the two-year party. Charles Reagan, squadron executive officer, was promoted to major.

HIGHLIGHTS IN 346TH SQDN HISTORY

Capt E.W. Scott relieved Capt James Hemphill as Operations Officer. Major Robert E. Quay succeeded Major Frank B. Knepper, Jr., as Squadron Commanding officer. 10 Distinguished Flying Crosses and one Bronze Star award were approved by the C.O. for members of this squadron.

HIGHLIGHTS IN 416TH SQDN HISTORY

On April 7th, GIs turned out for a drill session for the first time in quite a spell. April 21st the squadron underwent a personnel inspection and passed in review before the Group C.O., Col Raymond V. Schwanbeck. I/Sgt Joe Warner, Sgt-Major, became 2nd Lt Joe Warner on April 24th, was transferred to group headquarters for an assignment there.

For more detailed squadron histories see "Special Accounts" Section)



CHAPTER II

THE EARLY POSTWAR YEARS, 1946-1950

A New Beginning

Fifteenth Air Force remained on the shelf for only a few months. Its reactivation came as part of the restructuring of the Army Air Force which occurred in the spring of 1946. The landmark reorganization of the nation's air arm on March 21, 1946, created three new major commands, divided along functional lines, to replace the old Continental Air Forces. One of the three, the Strategic Air Command (SAC), was vested with responsibility for the conduct of long-range offensive operations and reconnaissance. Reactivated 10 days later at Colorado Springs, Colorado, Fifteenth Air Force became for a time the only operational numbered air force under SAC.

As a numbered air force, Fifteenth provided an intermediate level of command between Headquarters SAC and the units assigned to Fifteenth's jurisdiction. Its mission involved "manning, equipping, operating, and training of a strategic air force within the continental limits of the United States." Activities under the strategic heading included very heavy bombardment, very long-range reconnaissance, and long-range fighter operations.

The Fifteenth Air Force involvement with fighter aircraft proved fitful, coming to an end entirely in 1957. The command's reconnaissance responsibilities assumed a prominent role initially during the early 1950s and again, after a lapse of several years, on a continuous basis since 1963. Strategic bombardment, in contrast, has remained of fundamental importance throughout the entire history of Fifteenth Air Force.

Mission accomplishment and operational matters took a back seat in the first months after reactivation. The command had to devote the bulk of its attention in 1946 to the gigantic military demobilization which followed the end of World War II. Fifteenth Air Force found itself acting, in effect, as a holding company for a host of units and bases destined for inactivation or for transfer to other commands. The work load entailed in managing and disposing of unneeded bases and units seriously interfered with efforts to man--let alone to train--Fifteenth's own operational units.

The Postwar Force in Operation

Not until November 1946 could Fifteenth Air Force shift its primary attention from demobilization tasks to the training of the forces assigned to it. That same month, Eighth Air Force, recently reassigned to SAC, set up shop at Fort Worth, Texas, and took over half the operational units previously assigned to Fifteenth. Further reorganization within SAC in early 1947 deprived Fifteenth of all fighter and reconnaissance units, leaving the command with half a dozen bombardment groups stationed at four bases in California, Washington, South Dakota, and Kansas.

These groups flew B-29 Superfortresses, the mainstay of U.S. bombing operations in the closing stages of World War II. Throughout 1947, Fifteenth Air Force concentrated on a training program designed to make its B-29 groups fully combat ready by the end of the year. A maximum effort mission in the first 10 days of 1948 tested the effectiveness of this training effort. Over 90 percent of the command's 150 available bombers were able to participate, but weather conditions limited the value of the exercise by reducing bombing activities to a fraction of those originally scheduled.

In the midst of the rush to attain combat readiness Major General Charles F. Born, Fifteenth's first postwar commander, took time out from his other duties to lead a flight of six B-29s from Smoky Hill Army Air Field, Kansas, to Montevideo for the Uruguayan presidential inauguration on March 1, 1947. The coming years would see other goodwill flights of this kind, serving to advertise the global capabilities of SAC and of American air power in general. The Uruguayan flight also provided the command with useful experience in organizing and carrying out a long-range mission.

Emphasis shifted in 1948 to training for and executing large-scale rotational deployments to overseas locations. These movements developed into a full grown overseas rotation program in which at least one complete bombardment group was on temporary duty abroad at all times in 1948. Some crews made as many as four trips to Germany or England during the year. Such unit-size rotations made sense in a period before nuclear power had come fully of age. Should the need arise, as it did in Korea, they would enable SAC forces to position themselves for sustained conventional bombing operations of the kind carried out in World War II. Fifteenth's units continued large-scale rotational training of this kind in Europe, the Far East, and North Africa until the late 1950s, when changing technology and conditions dictated a different concept of operations.

A hint of those future developments came in 1949 when the Fifteenth Air Force mission was revised to include for the first time an explicit reference to the conduct of strategic air warfare with atomic weapons. The change came the month following the Soviet Union's first successful detonation of an atomic device. This event heralded the end of the United States' short-lived nuclear monopoly and the onset of a period of escalating nuclear competition between the two postwar superpowers.

A Growing and Changing Organization

Between 1946 and the start of the Korean War, Fifteenth Air Force underwent numerous organizational changes while developing into a formidable fighting force. The command's headquarters moved to March AFB, California, on November 7, 1949. The most recent of several periodic reorganizations of SAC forces, on April 1, 1950, had redistributed responsibilities among the three SAC numbered air forces (Second Air Force having been reassigned to SAC in November 1949). This reorganization divided base assignments along geographical lines, with Fifteenth Air Force in charge of operations in the western third of the country. In consequence the command lost far-flung units or bases in South Dakota, Louisiana, and Florida while gaining others closer to home in Arizona and California.

The 1950 reorganization also aimed at balancing the types of units within each numbered air force. Fifteenth, a purely bombardment command in 1947, thus emerged with a fighter wing and a newly acquired reconnaissance wing to go with five bombardment wings. In July, however, the command lost its fighter wing while gaining a sixth bombardment unit.

By June 1950, Fifteenth's manpower had grown to more than 20,000 military and civilian personnel compared to the 17,000 or so assigned to the command in late 1946. (Manning had been considerably larger in 1949 before the loss of bases and units which accompanied the creation of a third numbered air force in SAC.) During the same period the B-29 fleet had increased from 77 to 159 aircraft, including a number of RB-29 reconnaissance aircraft and a handful of KB-29 aerial tankers. In addition the command now boasted some 85 B-50 aircraft, a considerably modified version of the B-29 Superfortress. The 80-odd World War II-vintage P-51 pursuit planes of 1946 had given way to a slightly larger number of modern F-86 jet fighters. These were the forces with which Fifteenth faced the shooting war which broke out in Korea at midyear in 1950.

347th Squadron War Diary

- 3 Today was nonoperational for our squadron. The ground echelon pulled out for Port of Embarkation and we started eating with the 348th Sq. (Combat Personnel and a few ground men left behind.) Tonight "Hit the Ice" starring Abbott and Costello played here on the base.
- 4 Today was again nonoperational for our squadron.
- 5 Nonoperational for us. Church services were held in the briefing room at Group Headquarters instead of the Chapel Tent. The Chaplain from the 301st Bomb Group is holding services. Tonight we had fresh meat for supper.

- 6 Today was operational for our squadron. Ten of our B-17s took off but one returned early due to mechanical trouble. The target was the M/Y at Grizzano, Italy.
- 7 Today was nonoperational for our squadron.

Sheet No. 16

Month of December, 1943

- 8 Today was operational for our squadron. Eight of our B-17s took off at 0955 hrs. for their target, the Port of San Stefano, Italy. Bombing was done from 3,500 feet and the gunners had a big time strafing. All planes returned safely to their base.
- 9 Today was nonoperational for our squadron. The Orderly Room-Operations Hut was torn down today. Since 2 December, when the first batch of men pulled out for the new base, it had housed offices for S-1, S-2, S-3 and provided sleeping space for twenty men. As many of the original twenty of the clean-up detail scheduled to be put up in the Hut as there were personnel left from S-1, S-2 and S-3 moved into tents still standing on the _____. The first batch of men had left Oudna so that the office personnel could be housed more conveniently. Those of us who had been sleeping in the Hut moved out under the open sky. We managed to set up _____ this afternoon and sold the weekly rations. At midnight we built a fire and gathered until quite late to sing and keep warm.
- 10 Today was scheduled to have been operational but the mission was cancelled due to weather. Before daylight this morning it started to rain and most of our belongings and equipment for which no cover could be provided got drenched. This afternoon we moved all of our office equipment and personal baggage down to the line in preparation for loading on the transport planes which are scheduled to fly us to our new base tomorrow. We slept in tents tonight which men on the line shared with us.
- 11 Breakfast at 0500 hrs. - our last meal here with the 348th. Their mess on the whole seemed to be better run than ours and the same chow made tastier by more careful preparations and dispensing. Immediately after breakfast, the line tents were taken down, stoves dismantled and all unpacked equipment made ready for the journey. Weather and several last minute changes in the schedule for arrival of the transports at our field and other unforeseen factors which had not been taken into consideration made for a good deal of confusion and many hours delay in completing the move scheduled for today. Plans had been announced whereby all equipment and personnel going by B-17 and transport planes would be in the air and under way by 1030 hrs. The B-17s with their full crews and all their ground equipment, tents and belongings which had been loaded last night, got away a couple of hours late due to weather and arrived safely at their new base. Of the four transports ordered and expected for our squadron, two arrived in time to get away by noon. Capt. Davis and Sgt. Bobco, both of Engineering, were the only 347th personnel on either of these two C-47s which we had loaded on their arrival with the engineering machinery and equipment plus some of the "line" freight. They reached the new base later in the day. For chow, those of us still waiting for our planes, had to break out K-rations fortunately left over from the supply S-2 had used to service combat missions from Oudna since our mess had pulled out and

we also managed to unpack one of the pyramidals and set it up sufficiently well for shelter against the rain which had finally put in its appearance. There was no sign of the other transports until around 1500 hrs, just before the field was to be declared closed for the day. Then a third one showed up and we packed it with as much freight as it would accommodate in addition to nine E.M. under the command of Capt Barnes of S-2. Meantime, most of the 347th line crew area had been policed and set tidy by details from our crowd who had set to work after the rain had abated. The fourth transport did not arrive in time to take the remaining men and equipment today. In addition to them, there is the twenty man special "clean-up" detail of 347th personnel. These twenty E.M. under the command of Lt. Leone are supposed to follow us by truck and L.S.T. in about ten days. The transport plane carrying Capt Barnes and the nine E.M. put in for the night at Milo/Trapani A/D after heavy overcast ten miles beyond the airbase forced us to turn back for landing. In the short time since our transport had left the soil of our African base and headed over the wet fields and groves of gnarled olive trees for a new continent, we'd had opportunity to observe from a new perspective many of the localities some of us knew only from the ground. The city of Tunis, all bustle and jabber, appeared from the air as though it had slid down the gentle slope on which it is built and thus gained its harbor. The inner basin of the harbor was crowded with vessels loading at their docks and some already under way were heading for the long double row of floating booms which marks the angled course of a channel running to the outer harbor. Many partially submerged hulks are visible where the unique blue of the Mediterranean is turned to an equally unique shade of green. On the eastern perimeter of this large bay we could spot Hammam-Lif, where our rest camp was located, and a half dozen of the other small settlements that lie between the straightway of the railroad and the shoreline. La Goulette, another satellite beach settlement, somehow managing to look like a loosely dressed bather, sprawls out on the other side of the bay and on the high cliff further north near the mouth of the bay stands Carthage, all white and trim, surrounding its majestic cathedral. As our plane changed its course to a more easterly direction, we had a grand panorama of the rough coast line within its massive promontories that cut out boldly into the Mediterranean. Several good-sized convoys were spotted plowing along below us before we reached the handful of small islands off the Sicilian coast. One or two of these islands is practically covered with a village that looks more like the cut-out, set-up cardboard buildings that American children play with than anything we have at home. The verdant, mountainous countryside here is quite different from the barren districts of ragged ranges we'd become accustomed to see around our bases in Africa. Here at Milo/Trapani the M.A.T.S. (Mediterranean Air Transport Service) unit have provided food, lodging and transportation for us with a minimum of fuss and confusion that was heartening. This base had been an important Axis field. It was here that the 99th made one of the most spectacular and successful of its raids. Enlargements of two comparative photographs taken on that mission and showing the extraordinary results of our bombing used to be outstanding souvenirs of the 99th's War Record. Everywhere at Milo/Trapani is evidence of one sort and another of the great momentum of our offensive. Buildings and huge hangars bombed to shambles, one after another "built-up" revetments in ruins, the remains of shattered German transports and fighters, dead in their stands, the painted Swastikas on their fuselages seared and dull with fire and weather--these tell the story of the air battles that had taken place. A contrasting part of the same picture is the patched-up buildings, in various stages of repair, used for officers' quarters, day rooms, barracks, mess halls, offices, shops to service the great amount of air traffic

we now send through the base and the general air of ordered activity and work which we noticed so readily in the efficient manner in which we were taken care of. You could even "read between the lines" of the English language signs, some on the walls of buildings, painted over the partially blocked-out German ones now in hiding from their companions in Italian. These healthier more vital aspects of life and work on the base spoke of the speed with which Milo/Trapani had been put into condition and was being kept running to accomplish tasks at hand. Back in Africa, we'd seen many battle-scarred villages and some of the wrecked and abandoned mechanized might of the Axis, but this scene seemed more significant. Perhaps it's because this is a part of Italy where we'd won a victory on the native soil of an erstwhile foe. Whatever the reason, there was something quickening in this scene. This was an example of what all the activity we'd seen only a few hours before above the busy harbor at Tunis and the convoy-laden Mediterranean was pointing to.

Sheet No. 19

Month of December

-
- 12 The field had dried out to some extent in the bright early morning sunshine but take-off was still hazardous. As we circled the field and gained altitude we had a better view than was possible yesterday of "The City in the Clouds" which stands atop a high, steep-sided mountain overlooking the field from less than a mile away. Almost overhanging the cliff is an ancient building known as "The Bath of Venus" where legend states the Goddess came to bathe. "Believe-it-or-not" Ripley has publicized this mountain village which is seldom visible through the enveloping clouds. Unlike the country below, it has been practically unaffected by this war and we were told that chewing gum, American shoes, and other "phenomena" from our side of the Atlantic rare to these parts are still in abundance in "The City in the Clouds." Sicily left behind and another portion of sea crossed on which there were more convoys. We entered Italy proper above the invasion beaches around the Gulf of Salerno. There were still some signs of wreckage in the water near the shore and the adjacent marshland. All the way to Foggia which took us over steep, mountainous country with small, highly cultivated valleys, bomb craters stood out from the earth beneath like pock marks. Most of the larger villages in this country stand on the mountains and the walled forts, probably once the residence of the lord of the community, is as typical of these Italian villages as is the church with its tower presiding over the small houses and chasm-like streets of the village. The air was much rougher than we'd met on the first leg of our flight, and several times it seemed to us the plane barely skimmed through the narrow passes. When the country suddenly opened up into a vast plain between two long spurs of mountains, we saw the bombed and battered town of Foggia and its large marshalling yards strewn with bomb debris but once again active. Here we were arriving at our first base in Europe exactly seven months to the day after we of the ground echelon had disembarked at Mer-el-Kebir in Algeria. Besides Foggia Main, there are more than a

dozen satellite fields of which ours is #2. Even the seasoned pilot of our transport had to take special care to bring us down on the right satellite area. There are British Wellingtons, Baltimores and Bostons on the field in addition to our B-17s which arrived yesterday. The whole valley is spotted with small white stucco farm houses with barns adjoining incorporated in a wing. Several of these are being used by the South African units of the British force. There are only two or three designs for the farm houses, and their uniformity suggests they may have been Fascist government projects. Group Headquarters is about two miles away from our area. In addition to three or four farm houses close to Headquarters, there are several buildings including a strange pink stucco church with a square, block-like tower for a steeple which are built around a small plotted square where the road we must use coming from squadron intersects a badly gutted back road running past one edge of Foggia #2 and on to town. Judging from the standardization of design and material, the buildings at Group were very likely another part of the Fascist government project and included a school, a health center, assembly hall and offices to house the administration for the community. It looks as though Headquarters again will be comfortably located both for living and work. We should not be too badly off in Squadron with proper administration and initiative plus a reasonable amount of "moonlight requisition." Our kitchen and mess hall is placed in a long shed-like stucco shelter and S-1, S-3, and "medics" share the two story house where there is also a room for living quarters to be occupied by our CO and some of the higher officers. S-2 is in the one story wing which used to be the barn. There is a sloped cement floor in the barn and cement feeding troughs run along the two long walls in each of which there are three windows near the rafters that support the high gabled roof. We also have two unfortunately large doorways centered in each of the other two walls so we will certainly need something for doors to keep out the sharp wind and after something can be done to provide the window frames with some sort of covering that won't completely rob us of light, some sort of contraption that can be made to serve for a stove will be a big help. But there is swell wall space. The whole place is at present a general storage room for barracks bags, tents, P-X supplies, cots, and everything else anyone doesn't want to be bothered with placing where it belongs. Both our S-2 officers are going to brave the general disorder and try to set up their living quarters here in what little space we can manage to clear for them until more of our tents and equipment arrive. At least there is a good slit trench just outside. Some few tents which came on the B-17s are already up and perhaps a dozen more are on hand to be used. Our area is staked out so that the tents will be widely separated. As a matter of fact, all the squadron areas in addition to being well dispersed around the field are pretty expansive tracts in themselves. There's not much else here at the moment save the wrecks of German aircraft, mostly JU-88s. They promise to make good "bone-yards" for gathering gadgets and material with which to fit out both our sleeping tents and offices and a good deal of ingenuity is bound to appear in this direction. The wing of one of these JUs is already being put to use as shelter under which our latrine has been built. What roads there are have been made by trucks cutting through the deep mud. Early tonight we had our first alert which was sounded on the siren at the South Africa unit near us. Steel helmets, gas masks and the customary paraphernalia was dragged out but fortunately the incident did not develop into a raid. Nevertheless, two of the men managed to get a deep trench dug for themselves in the record time of forty-five minutes while the alert lasted. They worked like beavers in a Walt Disney movie being run at top speed. Later in the night, another alert was sounded, but again no raid developed. It sort of cut into the sleep of a lot of weary men, but at least one new slit trench would be fund ready and waiting in the morning which had not been there today.

Sheet No. 21

Month of December, 1943

-
13. Today was scheduled to have been operational for us but the mission was cancelled. Our last transport plane with eight men and equipment arrived this morning. Work of putting the offices, kitchen and whole squadron area in order went forward. Wiring for electric lights was installed at the office and telephone connection is to follows.
 14. Today was operational for our squadron. Ten of our B-17s took off at 0720 hrs to their target, Eleusis A/D, Athens, Greece. Our ground echelon that left Oudna on 3 December and came over here by boat arrived late this afternoon. Much of our badly needed equipment was loaded back in Africa with this convoy. We've been sweating it out ever since.
 15. Today was operational for our squadron. Nine of our B-17s took off at 0946 hrs. to their target, the M/Y at Polzano, Italy. We had one early return due to mechanical trouble.
 16. Today was non-operational for our squadron. We had fresh steak for supper tonight. "Juke Girl" starring Anne Sheridan played on the base.
 17. No mission for our squadron again today. A good many of our men were in town on pass. Italian laborers started digging squadron slit trenches in the middle of the bivouac area. "Juke Girl" was repeated tonight at the movie in the briefing room at Group.
 18. Today was non-operational for our squadron. One of our men got hurt seriously in an automobile accident today while returning from town. "Sweater Girl" played at the show tonight.
 19. Today was operational for our squadron. Nine of our A/C took off at 0854 hrs to their target at Augsburg, Germany. Due to weather the bombed the secondary target at Innsbruck, Germany. The same show played tonight as last.

Sheet No. 22

Month of December, 1943

-
20. Today was operational for our squadron. Nine of our A/C took off at 0945 hrs to their target, Eleusis A/D, Athens, Greece. One of our A/C returned early due to mechanical trouble. One of our A/C returned with sixty flak holes in it. The crew was called over tonight to hve their picture made by the ship.
 21. Today was non-operational for our squadron.
 22. Today was non-operatoinal for our squadron. "The Amazing Mrs. Holladay" played at the movie tonight.
 23. Today was non-operational for our squadron. We had fresh ham for supper tonight. The same movie as last night was shown.

24. Today was non-operational for our squadron. We had a group practice mission, however, in which we furnished ten A/C. Tonight we had fresh pork chops for supper. A good many of them have been accumulating things to eat and will no doubt have a little celebration to mark Christmas Eve in their tents tonight. There is transportation for those wishing to attend Christmas Eve Midnight Mass.
25. (Saturday) Today was operational for our squadron. Ten of our A/C took off at 0935 hrs. The primary target, Udine M/Y, was obscured by clouds as were two alternate targets, Trieste M/Y and Fiume M/Y. Our A/C returned to this base with their bombs at 1417 hrs. "Spam," cheese, bread and blackberry jam and hot coffee was served at the regular time for dinner and the real Christmas feast came later when our planes had returned. We had turkey with all the trimmings! In all, 14 different dishes were served. To this was added the load of a 2 1/2 ton truck filled with Christmas packages from home. In the evening, transportation was provided by our motor pool to the Ella Logan U.S.O. show in Foggia.

Sheet No. 23

Month of December, 1943

26. Today was non-operational for our squadron. The usual transportation was furnished those who attended church. Transportation was also available to the Ella Logan Show still playing in town. Tonight a new combat crew arrived by transport plane after dark. After they had been fed by our cooks who re-opened the kitchen for them, they stretched out in the S-2 office for what shelter [we] could afford them for the night. They had experienced great difficulty in finding this base.
27. Today was again non-operational for this squadron. Very cold, wet rains have arrived accompanied by strong winds.
28. Today was operational for our squadron. Five of our A/C took off at 0946 hrs. The primary target, Verona M/Y, was obscured by clouds so the fourth alternate target, Rimini M/Y, was bombed. Our A/C returned at 1412 hrs. No opposition was met on the mission. In the evening, "The Sea Hawk" was shown in the briefing room at Group. Early this morning, our first batch of officers left for rest camp on the Isle of Capri where they will stay for a week.
29. Today was operational for our squadron. Nine of our A/C took off at 1021 hrs. Weather prevented bombing at the primary target, Reggio Emilia; instead, the alternate target, Ferrara M/Y, was hit. Our A/C returned to base at 1522 hrs. Many Christmas packages continue to come in. "The Sea Hawk" was shown again on the base. Early tonight the base was shaken by a bomb blast resulting from the crash of a Wellington in the process of taking off. Neither the cause of the crash nor the exact extent of the casualties has been determined as yet. A huge crater was torn in the field where the Wellington exploded following the enormous fire started by the collision. Whole sections of the large Wellingtons and fragments of equipment were hurled for yards in the area of the explosion. The tragedy seemed even more heightened by the utter helplessness of those who witnessed it.

30. Another operational day for this squadron. Nine of our A/C took off at 1030 hrs to bomb Verona. Again, we could not drop on the primary target because of weather and the alternate target (Rimini) was hit. The movie tonight was "The Leopard Man."
31. The mission scheduled for today was cancelled due to weather. Pay call, with rifle inspection, scheduled for this afternoon was cancelled also and postponed until tomorrow morning. Another new crew arrived this morning in the B-17 G they had flown from the U.S. Welcome crew and welcome to our squadron's first "G" Fortress. ("G" for "Goatee?") Transportation was furnished to the Jewish Sabbath Evening Services conducted by the Chaplain from a nearby South African unit. A large amount of Christmas packages continued to arrive today and were distributed to the men. New year's Eve! It started to rain soon after nightfall--a few early promises of morning--after heads present in the scattered sounds of merriment throughout the area, but the only other sound of celebration--the thud and rumble of distant artillery--all light and warmth to be found inside the men's tents where packages from home were opened and shared round the small stores and "old acquaintance" was renewed and new acquaintance made another year old.

PRESS RELEASES



In passing

'Flying Fortress' name-giver dies

ST. PETERSBURG, Fla. (AP) — Richard L. Williams, a writer and editor credited with inventing the term Flying Fortress for the famed B-17 bomber of World War II, has died at age 78.

Williams died of pneumonia Sunday at Bayfront Medical Center.

Williams was born in Seattle, home of Boeing Co., which developed the B-17. He earned a journalism degree from the University of Washington and joined the Seattle Times in 1933.

Williams was assigned to write a caption on a picture of the B-299, a B-17 prototype, on July 17, 1935, according to the Boeing News, a company publication.

He later said he was impressed by the apparent power of the plane and wrote: "Declared to be the largest land plane ever built in America, this 15-ton flying fortress, built by the Boeing Aircraft Co. under Army specifications, today was ready to test its wings."

The name stuck.

Williams also worked for Boeing Aircraft before becoming an editor at Dell Publishing Co. about 1948. Later, he went to Time Inc. as an editor for Time-Life Books.

Williams moved to Florida's Gulf Coast in 1985 from Unadilla, N.Y., after his retirement from the board of editors of the Smithsonian magazine.

The Philadelphia Inquirer
Dec 86

A COMBAT PLATFORM HIGH IN THE SKY

A Rare B-17 Will Take One Last Flight, When It's Ready

By Elizabeth Hallowell
Special to the Inquirer

Edward J. Gallagher spent much of a year in the cramped rear of a B-17 bomber.

Crouched on a seat no bigger than a bicycle saddle, his legs folded beneath him, Gallagher spent hours peering out the open tail of the plane, his finger poised on the trigger of a .50-caliber Browning machine gun.

It was World War II, and Gallagher, now 64 and living in Northeast Philadelphia, was the tail gunner on the crew of "Shoo Shoo Baby," a B-17, Model G.

That vintage plane is now being restored at Dover Air Force Base, and when the work has been completed -- sometime in April 1988 -- Shoo Shoo Baby will become the only Model G in existence to have seen combat and still be flyable.

The bomber then will be taken on one last flight, to the Air Force Museum in Dayton, Ohio, where it will be put on permanent display. By that time, the restoration project will have entailed 50,000 hours of volunteer labor.

Gallagher said he volunteered for flight duty in 1943 because it seemed "easier up there than walking on the ground." But his bombing missions, seven of which were aboard Shoo Shoo Baby, were anything but easy.

"You're sitting back there and you can't do anything," he recalled. "It's noisy and cold. You just watch out the window and hope against hope that everything will be all right."

Ray McCloskey, an airplane mechanic in charge of the restoration project, recently was in the hangar at Dover Air Force Base where Shoo Shoo Baby has rested, in various stages of reassembly, for eight years.

"You're taking an airplane that was a basket case and hopefully restoring it to flying condition," he said.

An Australian aviation buff discovered the bomber in 1968 on an abandoned airstrip in France. It was identified through its serial number and the scratched-in name of Lt Paul G. McDuffee, Gallagher's pilot.

Little remained intact. Built by Boeing in 1944, the plane's engines failed after more than 20 missions. It was converted into a passenger plane for the Swedish government, and later became a paramedic rescue plane. Finally, it was used by the French government for aerial surveys.

In 1961, Shoo Shoo Baby was stripped of all usable parts and left for dead on a French airstrip.

Eleven years later, a group of US Air Force mechanics disassembled [sic] what remained of the plane, cutting it into seven pieces and sending it to the Ohio Air Force museum. There it sat until 1978, when officials at Dover Air Force Base decided that a restoring the plane would make an excellent project for reservists.

Over the last eight years McCloskey, Dan Vasey, and Victor Rosica, all civilians who work full-time on the base maintaining C-5 planes, have volunteered virtually every weekend for the project. On the occasional days and nights he is not at the base, McCloskey said he often takes a piece of Shoo Shoo Baby home with him and works in his basement.

The mechanics researched blueprints and old photographs of the plane so they could replicate every detail. They combed Air Force bases across the country for spare parts, and when certain parts could not be found, they were manufactured by the volunteers from scratch.

Even the plane's name and logo, a curvaceous, half-nude young woman peering coyly over her shoulder, was repainted by the original artist, Tony Starcer, who died earlier this year.

McCloskey enjoys showing visitors the volunteers' handiwork.

"When you finish up [a part of the restoration] you're always thinking two steps ahead," he said. "When you give a tour, you reflect on all you've done, and you really amaze yourself."



The New York Times, Sunday, October 12, 1986

FIRST CREW HELPS REFIT A B-17 FOR HER LAST MISSION

Special to the New York times,

DOVER AIR FORCE BASE, Del. -

As George Bogert looked into the cramped ball-turret gun compartment at the mannequin in the leather flight jacket and goggles, memories rushed back over more than 40 years.

He was visiting a hangar at Dover Air Force Base and Shoo Shoo Baby, a World War II Flying Fortress. Mr. Bogert, 67 years old, an electrician who lives in Baltimore, had been that ball-turret gunner as a member of the bomber's original crew on several of its 22 successful missions over Nazi Germany.

Scrounging for Parts

And, like a dozen of about 100 crew members of the B-17, he had come here to see the restoration of what aviation historians say may be the last B-17 of its type to survive the war.

It has taken eight years of work, scrounging the country for parts and creating from scratch parts that could not be found, but Shoo Shoo Baby is beginning to look like its old self, with the Vargas pin-up and 22 bomb stripes, for the missions, on the fuselage once again.

In a year, when the bomber takes its final flight to the Air Force Museum at Wright-Patterson Air Force Base, Ohio, almost 10 years and 50,000 volunteer hours will have gone into the restoration. Sixteen years will have passed since the derelict shall was discovered on a rural airstrip in France.

In January 1944, the bomber was the 3,345th B-17 to come off the assembly line at the Boeing Aircraft Company plant in Seattle. At the time, Flying Fortresses were being shot out of the sky at a rate approximating the plant's production rate of 17 a day.

It was one of six B-17s delivered to the 91st Bomb Group of the Eighth Air Force at Basingbourn, England, on March 5, 1955. After a test flight, Second Lieut. Paul G. McDuffee, 27, from Michigan, who had flown as a pilot with the Royal Air Force and the Royal Canadian Air Force, scratched his name on the underside of the control wheel.

His crew chief, Tech. Sgt. Henry Cordes of California, named the plane Shoo Shoo Baby, after the Andrews Sisters' hit. An Air Corps soldier, Tony Starcer, who was a "nose artist" painted "Shoo Shoo Baby" and the Vargas bathing beauty on the fuselage. Mr. Starcer died this June.

On the first bombing mission, over Frankfurt, the plane took the first of many hits it would suffer in 67 days in combat. Sixteen of Shoo Shoo Baby's 22 successful missions were flown with Lieutenant McDuffee at the controls. "There's never been an aircraft, military or civilian, to equal her," Colonel McDuffee, who is now retired, said in a telephone interview from his home in Tampa, Fla. "It had an incredible capability to withstand punishment and get the boys home safely."

9 Hours Aloft and Underneath

Mr. Bogert does not remember how many missions he flew on Shoo Shoo Baby. He said he flew a total of 31 missions aboard three bombers. "They had trouble with ball-turret gunners freezing," he recalled. "I had to fill in where I was needed." The ball-turret gunner spent the missions on the plane's underside. A flight to Berlin and back took nine hours.

On the 23d bombing mission, over Posen, Poland, on May 29, 1944, Shoo Shoo Baby, with two engines out and a third failing, headed for neutral Sweden. The plane was landed on one engine near Malmo.

The Swedish Government later converted the aircraft into a passenger liner, with curtained windows replacing the machine-gun turrets. The plane was sold to Danish Air Lines, and for the next 12 years ferried passengers from Europe to Greenland and Africa.

Found by a B-17 Buff

It finally served as an aerial survey craft for France's Institut Geographique National. The plane was retired in 1961 and stripped for parts.

Steve Birdsall, an Australian who traced B-17s, tracked the remains to France through the bomber's serial number and the nearly illegible inscription, "Lieut. Paul G. McDuffee, Army Air Corps."

Colonel McDuffee led the campaign to bring Shoo Shoo Baby home, a mission that was completed in 1972 after payment of one franc to the French Government.

Air Force mechanics dismantled what was left of the plane and it was taken to the Air Force Museum at Dayton, Ohio, in June 1972. It was found there by an Air Force reserve unit in Dover that was looking for a public relations and maintenance-training project.

The 512th Military Airlift Wing undertook the restoration in March 1978.

Civilian aircraft mechanics at the base work on Shoo Shoo Baby in their spare time. They have scavenged parts from it from B-17s from Newfoundland to Texas. Mr. Starcer came from California to repaint his pin-up.

The restoration project has had thousands of visitors on open-house days at the base. World War II buffs, including former crew members, have sent in uniforms, medals, photographs, and a 50-caliber machine gun.

A small museum in the hangar will accompany Shoo Shoo Baby to the Air Force Museum.

Dateline Michigan/Thursday, July 3, 1986

War Bird Home to Roost as Aviation Fans Buy B17

By JOEL THURTELL
Free Press Staff Writer

As the World War II B17G heavy bomber's long, tall tail settled onto the runway at Willow Run Airport Wednesday, Joe Slavik knew he'd spent his money well.

Slavik and his brother, Stephan, both of Orchard Lake, had donated \$50,000 toward the Yankee Air Force's \$250,000 purchase of the last B17 for sale.

The plane is one of nine flying in the United States and 12 in use worldwide, all of them now in the hands of collectors or museums.

For Joe Slavik, 69, the plane's arrival meant realizing an old dream: to fly a B17 like the one named "No Comment Needed," which he piloted on bombing runs over Germany.

"My only string was that they let me fly it once in awhile," he said.

Now that the 1,150-member Yankee Air Force owns a B17, symbol of US air power in World War II, work begins to raise \$100,000 to restore the 41-year-old plane.

Eventually, its orange nose, wing tips and tail will be transformed into a clean silver and it will bristle with the .50-caliber machine guns that earned it the name "Flying Fortress."

The B17's performance on the two-day trip from Mesa, Ariz., was "wonderful, beautiful," said its co-pilot, retired Air Force Maj Gen Richard Bodycombe.

Slavik flew B17Gs from a base near Cambridge, England, in World War II, and remembers the four-engine craft as "the greatest bird in the world - it brought me back safe from 35 missions."

When it rolled off the Lockheed-Vega assembly line in July 1945, its chin, belly and topside had rotating turrets, and there were gun ports on its sides, tail and nose.

It was vulnerable to pursuit planes, and the Army Air Force lost many on daylight raids.

"I came back with 215 (bullet) holes once," said Slavik.

The Yankee Air Force's Boeing-designed B17 lacks those guns and turrets now. But it still has the high tail, with a leading edge carried far forward on the fuselage. The distinctive nose, long and roomy, was where the bombardier would have controlled strikes on German towns like Schweinfurt, Cologne, Frankfurt, Munich, and Leipzig.

The B17G purchased by the YAF never saw wartime duty, though.

Of the nearly 13,000 built, it was 12th from the last, built after the war ended. It was used in the 1940s and '50s by the Coast Guard for air-sea rescue, and carried a 27-foot lifeboat slung under its belly.

It also has been used to drop chemicals on forest fires in California, and appeared in the war movie, "Tora! Tora! Tora!", said YAF secretary Grant Martin.

9-day air show starts tomorrow in Geneseo

WWII-era planes going on display

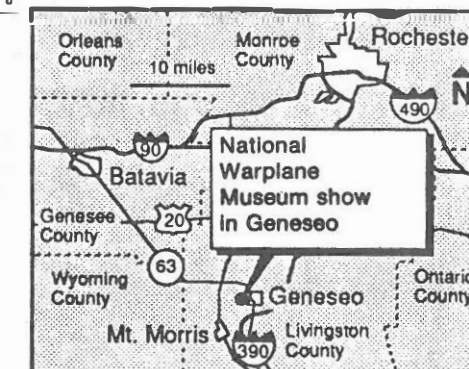
Democrat and Chronicle

There'll be parachutes. There'll be fortresses in the air. So you'd better get there early if you want to get up close.

The occasion is a festival of World War II nostalgia offered by the National Warplane Museum, and called the Wings of Eagles Air Show. It starts Friday and runs nine days, through Aug. 21, at the airfield near the museum, off Route 63 in Geneseo.

And by the time all the parachuting and flying are done, as many as 100,000 people may have stopped by to look up.

While the event does indeed take off this weekend, it flies highest next weekend, starting on the 19th. That's the day when about 100 World War II-era aircraft will be flying to Geneseo from all over the nation.



Democrat and Chronicle

Among them will be seven B-17 flying fortresses, joining the one that the museum owns itself. There'll also be trainer aircraft, liaison aircraft, transport aircraft and fighter aircraft, including a Corsair and a rare Hurricane.

And there'll also be medium bombers

along with the heavy bombers, plus Japanese and German replica planes.

The "warbirds" can be seen the 19th through the 21st from 11 a.m. to 5 p.m. (although the gates open at 7 a.m.) Admission is \$9 for adults and \$3 for children under 12 those days. Admission Saturday through Thursday is \$5 for adults and \$2 for children under 12.

But the show gets off the ground Saturday and Sunday (the 13th and 14th), from 11 a.m. to 5 p.m. There'll be two performances daily by the U.S. Army Golden Knights Parachute Team, and a light aircraft fly-in and competition. The competition will include a variety of landings — and bombings, except with flour, not with bombs.

The event continues Monday through Thursday, from 9 a.m. to 5 p.m., with a variety of aircraft on display.

The museum is about 30 miles south of Rochester. For more information, call 243-0690.

NEWS, DUES & VIEWS

Your editor thanks Bernice Barr, Lew Boatwright, and Walter Butler for their help in compiling this March Newsletter. Nevertheless, all mistakes are mine.
george

Your correspondent has not been able to determine the amount of Confederate money spent by the 82nd Airborne in Panama. We assume that the money lost its value after about 48 hours of invasion, just as it did in North Africa.
geo

We thank Dean Kuhn for a lovely VCR. Since the Coen household has nothing more complicated than a magic lantern we have been unable to show the tape, but Dean says that it shows seven B-17s at the Geneseo Air Show.

More later after we get the tape to VCR expert Bernie Barr.
geo

Air show stirs up awe, memories in Geneseo

By James Goodman

Democrat and Chronicle

GENESEO — Bill Chase and Robert Butler met for the first time yesterday at the National Warplane Museum's annual air show.

But they soon realized they had a common link to the past. Both were part of the Allied air force that freed the South Pacific islands from Japanese control during World War II.

"I was your escort," said Chase, 69, of Webster, who flew a P-47 Thunderbolt.

Butler, 69, of Fayetteville, N.C., was a bombardier on a B-17. He — like many of the estimated 40,000 people who flocked to this Livingston County town for yesterday's air show — felt a sense of nostalgia while watching dozens of airplanes from the past roar overhead.

"You have moatly a good feeling that you survived," said Butler, who told how five of the 12 crews in his grouping were lost in combat.

The air show, which concludes today, featured six of the nine B-17s still in use.

Becky Steudler of Espyville, Pa., watching

It was the largest number of these imposing four-engine bombers brought together in recent years.

For Richard Bagg, 53, of Irondequoit,

the air show from a PBV-6A Catalina.

the sight of the World War II relics brought back memories of growing up in Saratoga County.

"Many times I'd see B-17s and B-24s

flying overhead," Bagg said. The planes were headed for England, where the B-17s spearheaded the massive air attacks that eventually immobilized Nazi Germany.

Throughout the day, the large crowd, which blanketed the sprawling museum grounds, often watched airplane acrobatics in awe.

The show included a sprinkling of modern-day fighter jets, which crisscrossed the sky at blinding speeds.

But the attempt to re-enact a counter-attack to the bombing of Pearl Harbor got off to a shaky start.

The mock battle pitted a P-40 fighter against three bombers once used in the movie *Tora! Tora! Tora!* But the propeller-driven fighter had to taxi on the grass runway for several minutes before gaining enough momentum for takeoff.

"Our P-40 is having a little difficulty," said an apologetic announcer, as smoke bombs from the enemy planes continued to drop.

For those of you who came in late, the 99BGHS was re-formed in Amarillo Texas amid the scenes described below. The bomb scare caused evacuation of our motel rooms, but we were able to conduct a business meeting in Mike and Lettie Yarina's camper. Bradfute, Kenney, Parks, Panek, Reid, Yarina, and Greathouse were there. Lew Boatwright and Margaret flew over to the Amarillo airport but were unable to reach the rest of the Group by phone and were forced to return to Albuquerque without meeting the rest of the gang.

Pictures of the event show some hundreds of protestors surrounding the motel.

And so, kiddies, that is how the 99BGHS came to be!
george

Prof says pray-in intended only as defense of church

By RON BROWN

Globe-News Religion Writer

A "pray-in" at a witch convention here yesterday was not an attack on witches but a defense of the church, which is the body of Christ, a theology professor said.

Dr. Walter Martin, professor of comparative religion at Melodyland School of Theology in Anaheim, Calif., spoke to those attending the pray-in. He has authored a book on the occult, "Kingdom of the Cults."

"We are not attacking them (the witches)," he said. "We are defending the church, which is the body of Christ."

While a group of slightly more than 300 met to conduct the "pray-in" at the two-day witches' meeting at the Holiday Inn, those attending the convention conducted their seminar at another Amarillo motel.

Approximately 75 members of the Church of Wicca and other interested individuals are in Amarillo this weekend for the celebration of the Samain, or witches new year.

Members of the Church of Wicca have denied their power comes from a devil and have said they don't believe in "a separate entity or person as the devil ... mankind creates evil."

"It doesn't make any difference if they believe in him (the devil), that's where their (the witches) power is coming from," Dr. Martin said.

A bomb scare interrupted the seminar yesterday morning.

Amarillo police evacuated the 251-room Holiday Inn shortly after 10 a.m. after reports that a bomb had been planted. Three calls were received Friday — one at an

Please see WITCHES, Page 3-A

Witches

From 1-A

★ ————— ★
Amarillo television station, one at the motel and one at police headquarters — all saying the bomb would go off at noon Saturday.

The seminar was interrupted during a speech by Sabrina, a high-priestess from Danville, Calif., who was telling members "you can't accomplish anything by sitting in a broom closet ... mystery of our religion leads to fear."

Wicca members were secretly transported to another motel to continue their seminar as police conducted a room-by-room search of the building.

No explosive devices were found.

"We received a call that explosive devices were set to go off at 12 noon today (Saturday)," said Col. Charles Hollis, assistant police chief. "As far as we have determined there are none."

Hotel guests and employees were allowed back into the building at 2 p.m. and the seminar continued.

The annual Samain Seminar was inaugurated by the Church of Arianhu eight years ago. The Church of Arianhu, headquartered in Dimmitt, is considered the "lead" church by Wicca leaders.

The pray-in was organized by Amarillo evangelists Jimmy and Judy Mamou who expressed concern over demonic powers being present in Amarillo if the witches met here.

Jerry Phillips, senior minister of Trinity Fellowship, was a participant in the prayer meeting and in an opening prayer expressed concern about the convention being held in Amarillo.

Members of San Jacinto Baptist Church, who protested against the convention and cancelled a cancelled a planned seminar at the Holiday Inn, conducted a 48-hour prayer chain. The chain, which ended at 6 p.m. yesterday, was conducted at the church.

"I don't see that many people out there," Dr. Martin told those who assembled for the prayer meeting. "God doesn't want silent witnesses ... we should be here."

Organizers said approximately 1,000 persons were expected to attend the pray-in.

"I don't believe there is a bomb," said Mrs. Mamou. "Some weirdo (is responsible) just to cause confusion.

"Christians don't carry bombs, we carry the Bible and that's enough dynamite for me," she said.

Wicca leaders said the first recorded history of witchcraft was in British Isle cave paintings. Early hunting magic ceremonies at the time of Christ. The craft (witchcraft) gained

violently suppressed 500 years ago by seekers of temporal power, supporters claim.

The convention includes a craft jewelry display, a crystal ball and an explanation of how to use it, and other witchcraft literature available.

A 10-foot square pyramid, which Wicca members believe to be "a power source" is also included in material at the convention.

In addition to Sabrina, speakers in-

clude Bob Moser, an electronic occultist from Tuscon, Ariz.; Galena Price from St. Louis, Mo., who teaches classes in extra sensory perception; and Skip Tarrant, director of the School of Wicca in New Bern, N.C.

Wicca leaders and speakers had mixed reaction to the pray-in.

"Their God and prayers must be lacking something ... we're still here," Sabrina said. "We're not protesting the Baptists protesting us."

"Their prayers have been successful in that none of us have been hurt," Tom Sanguinet, co-organizer of the seminar said. "The demonstration is the thing that has brought so many media people to meet here ... we are more able to tell our side of the story."

More than 30 news media personnel, including several from European News Agencies, are covering the convention.



QUOTES

Men and women fight side by side in the ranks of Tito's Partisans but sex seldom gets in the way.

Pregnant women are of almost no use as fighters and on forced marches they are often abandoned. Those who contract social diseases are utterly useless and are sometimes shot. It is a tribute to the passion with which the guerilla war is being fought that such radical handling of these problems is seldom made necessary.

An American flier who bailed out over Yugoslavia returned to his base in Italy and mentioned casually that he had slept with two Yugoslavian women Partisans. When the eyes of his listeners were sufficiently round he told his story.

"We had hiked all day and that night they gave me a huge bed in an old farmhouse. It was the coldest night I ever remember. I lay down, fully dressed, and pulled the blankets up to my face and tried to sleep.

"A little while later I opened my eyes and saw two Partisan girls standing in front of the bed. They were fully dressed. They were talking to each other. I couldn't understand what they were saying, but then they lay down alongside of me, one on each side, spread the blankets out so they were covered too, and then cuddled up close. In a few minutes they were sound asleep. They never said a word to me."

His listeners waited while the flier lit a cigarette, and then said to him, "Well, well, what happened?"

"Happened? Those girls had four hand-grenades apiece stuck into their uniform belts and I lay awake all night afraid to breathe for fear the pins would come loose and the damned things would explode. Every time they moved I thought - here it goes. Was I glad when they woke in the morning and went away!"

from "Mediterranean Sweep", Thruelsen and Arnold

files of
Burnham Shaw

A gap - a military vacuum - had been left on the roads by the Sixth Division in its dramatic break-through to Hammamet. The returning Germans and Italians now filled that gap, and there were no British troops to take them in charge. Throughout this day my party was outnumbered on the roads by about one thousand to one by Axis troops. None made the slightest attempt to molest us. They shouted instead, "Who do we surrender to? To you?" We were willing to accept anyone's surrender, but there was nothing that we - four people - could do about it. Like the rest of the British troops scattered here and there along the roads, we simply waved the prisoners on and they kept going. I am making no attempt here to write of the astonishment and incredulity with which we saw this mass of beaten men flow by all through May 10th, the 11th, and the 12th, and even for days after that. I want only to explain how it looked and why they surrendered. The prisoners I saw - and I suppose I passed thirty thousand on this first day, mostly Germans - were not shell-shocked or wounded; they were not frightened. I saw their dumps under the trees from Soliman to Grombalia and away up the Peninsula, and the weapons they had thrown away - they had enough weapons and supplies to make a series of isolated stands in the mountains for weeks had they chosen to do so.

But they did not choose because they had lost the power of making military decisions. From the moment of our break-through on May 6th orders had stopped flowing through the German machine. It was like a motor-car engine running out of petrol. The machine was still there all right, but there was no one to put it into motion again. The orders were not given because von Arnim and all his senior generals were forced to strike camp and flee at the most critical stages of the battle.

THE COUNTERFEIT TRAITOR Klein

21 dec 84

From conversations with many Germans, Erikson soon realized how disappointed the people were becoming with the length of the war. They had been led to expect a series of quick, easy triumphs. Instead they had already been at war for two years, and they still faced the prospect of much fighting ahead. p. 100

Through his personal experiences and observations he became convinced that over-all bombing of cities, while probably useful as a sign of Allied might and perhaps necessary as a retaliant to Luftwaffe bombings of London and other British cities, was not proving successful as a sustained campaign. He felt that, far from demoralizing the Germans, these raids were actually stiffening the morale of the German people. As for any real disruption of the war production, it was Erikson's opinion, based on his talks with many German administrators, that such attacks were accomplishing relatively little. p. 101

Two weeks before D Day, Air Fleet III was compelled to send back to Germany six of its better fighter squadrons. At the start of June the Luftwaffe in the West was weaker than it had been at any time during the previous four years. . . . p.133

The Fifteenth Air Force covered itself with glory during this otherwise grim period (the Battle of the Bulge). In one of the most remarkable series of sustained operations in the whole air offensive this command immobilized the chief refineries and rendered inoperative all of the synthetic petroleum plants on its list. . . . even when the bombings were blind and the weather extremely adverse the Fifteenth's bombers achieved excellent results. p. 288

34

It appeared to me as I travelled among the prisoners, especially the Germans, that they lacked the power of individual thought and action. They had been trained as a team, for years the best fighting team in the world. They had never been trained to fight in small groups or by themselves. They were seldom forced to make adaptations and amkeshifts on the spur of the moment, because they were on the winning side and their almost perfect supply machine had placed the finest weapons in their hands. The German Army organization had been a miracle of precision in every phase of the African war. The fighting men always got their ammunition and their food. It used to come by air while we were still using carts. They even got their mail twice a week from home. And so they leaned heavily on the amchine and trusted it. They never tried out the odd exciting things that we did - things like the Long Range Desert Group. They were never much good at guerilla fighting or patrolling at night. They liked to do things en masse.

Mihailovic himself, having refused American offers to fly him to safety,, remained in Yugoslavia, a fugitive with a dwindling number of faithful followers, hunted by Tito's security forces in the wild country on the borders of Serbia and Bosnia. It was to be over a year before he was captured, which seemed to indicate that he was not without local support. He was tried on charges of high treason and giving aid to the enemy in wartime and executed by a firing squad on 17th July 1947. . 1
from "TITO", Ballantine Books, p. 143

GORING Ballantine Books

"On the other hand, we cannot worry unduly about the hunger of the Greeks. It is a misfortune which will strike many other people beside them. In the camps for Russian prisoners of war, after having eaten everything possible, including the soles of their boots, they have begun to eat each other, and what is more serious, have also eaten a German sentry. This year (1941) between twenty and thirty million persons will die in Russia from hunger. Perhaps it is well that it should be so, for certain nations must be decimated. But even if it were not, nothing can be done about it. It is obvious that if humanity is condemned to die of hunger, the last to die will be our two peoples."

As quoted by Count Ciano, Italian Foreign Minister

REUNIONS

18 Apr 1990 99th Bomb Group, Huntsville AL
H.E.Christiansen, 4520 Panorama Dr., Huntsville AL 35801
Phone 205/534-8646

16 May 1990 Bombardiers, Inc, Houston TX
Bigfoot Brown, 9002 Cliffwood Dr., Houston TX 77096

30 Apr 1991 99th Bomb Group, Albuquerque NM
Bernice Barr, 7413 Vista del Arroyo, Albuquerque NM 87109

Stalag XVII-B American Former Prisoners of War will hold a reunion in Albuquerque, NM from 1-5 May 1990 to celebrate the 45th anniversary of their liberation from Stalag XVII-B. For further information, contact Reunion Chairman Leo L. Gallegos, Sr., 11005 Haines Ave. NE, Albuquerque, NM 87112 - phone: (505) 299-5213.

Fall, 1990 416 BS, Seattle
Charles Boggs, E. 250 Woodland Dr. Shelton WA 98584

APPLICATION FOR MEMBERSHIP _ 1990 dues - \$15

NEWSLETTERS, 1981 - 1989, \$10 per yr. 81_82_83_84_85_86_87_88_89_Total_

NAME _____ SQUADRON (OR ASSOC.) _____

ADDRESS _____ NEW _____ RENEWAL _____

CITY _____ STATE _____ ZIP _____ PHONE _____

Mail to Walter Butler, Treasurer, 8608 Bellehaven Place NE, Albuquerque NM 87112.

Make check payable to 99BGHS. The upper left corner of 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.

* TAPS * * * * *

HAL TERRY We are informed that Hal Terry, one of the 99th's pilots, passed away in December 1989.

ELIZABETH ORR DUFFY "Bizzy" Duffy was a determined patriot with a deep pride in her Air Force husband. She served in the American Red Cross in support of units in the 12th Air Force and the 5th Army during the air campaigns against Central Europe and the Balkans. Bizzy and Lt. Duffy were married in 1945 in the briefing room of the 99th Bomb Group near Foggia, Italy. That love affair lasted close to half a century.

Bizzy died suddenly of a heart attack on 27 September in Pisa, Italy, a few kilometers from where she had served at the Pontadera Airfield. She was preceded in death by her son Barclay and by her daughter Marian. She is survived by her son Dr. Michael Duffy and his three children, by her two daughters Judith Parsons and Patricia Duffy, by her sister Marian Morse, and by her husband, Brigadier General Robert Duffy, USAF (Ret) of Concord

Biz was given in marriage by Ray Schwanbeck who was then Group Commander (at the end of the war) Bob Duffy.

Change of Address

William H. Aspengren	315 SE Lowell	Ankeny	IA 50021
Bill Meux	443 Hillabee Dr.	Montgomery	AL 36117-4112
Joe H. Cepparulo	131 Fox Ridge	Jackson	TN 38305
E.C."Ned" Humphreys	625 Spanish Main St.	Spanish Fort	AL 36527-3051
Vincent A. Schauler	2430 Florentine Way #N 205	Clearwater	FL 34630-1823
Carl J. Wilson	62 2nd St.	Lake Placid	FL 33852
David C. Conner	35-128 Merit Parkway	Cathedral City	CA 92234
Frederick J/ Engle	116 2nd St.	Roscommon	MI 48653-9295
Charles Bickner	1114 22nd St. W	Bradenton	FL 54205-5347

99th Bomb Gp Historical Society
 Walter H. Butler - Treasurer
 8608 Bellehaven Pl. N.E.
 Albuquerque, New Mexico 87112

NON-PROFIT ORGANIZATION U.S. POSTAGE PAID PERMIT NO. 388 Albuquerque, NM
--

FORWARDING AND RETURN
 POSTAGE GUARANTEED
 ADDRESS CORRECTION REQUIRED

1990 ***** 347
 J.D. Grizzell
 Rt.4 Box 270 A
 Paris, TN 38242

Mar. 19 90

FOUND

928 Daniel Doerr	2880 Wickham Rd. #815	Melbourne	FL 32935 416
929 August F. Dubbert	6231 Morningside Dr.	Kansas City	MO 64113 Asst.
930 Harold Fulton	2007 Ruskin Rd.	Salina	KS 67401 346
931 Dr. John V. Moller	150 W. Foothill Blvd. #19D	Pomona	CA 91767 348
932 Robert M. Wilkins	1918 Creekside Circle	Atlantic Beach	FL 32233 348