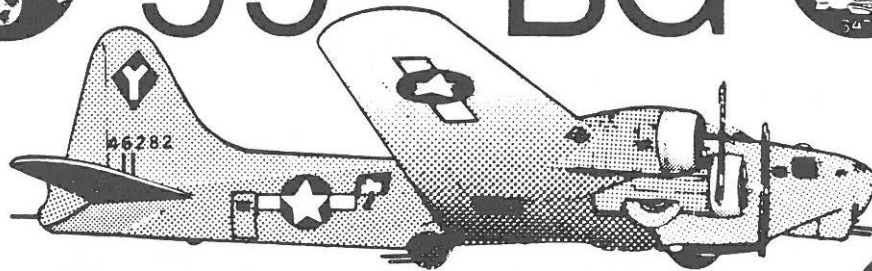




99th BG



B-17 FLYING FORTRESS
HaSq, 346th, 347th, 348th, 416th
395 COMBAT MISSIONS
1943 AFRICA - EUROPE 1945

THE 99th Bomb Group Historical Society Newsletter

Vol. 11 No. 3



May 1 1991

SOCIETY OFFICERS, 1990-1991
Same as for 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 99rs:

Serving as your President over the past two years has proved a rewarding experience, especially through coming in contact with so many of you-in working with Reunion groups, meetings with your Board of Directors, matters of Administrative detail, and, finally, by our having established a relationship with the 99th Strategic Bombardment Wing, headquartered in Rapid City, South Dakota.

At the time of this writing we look forward to the May Reunion in Albuquerque, which Bernie Barr and his associates are hosting. A highlight of the occasion will be the bringing together of the old with the new, veterans of Flying Fortress days with flyers of the B-1 era. I understand 99th Wing members, including Wing Commander Col. William C. Brooks, plan to be in Albuquerque.

Finally, the year 1992 will mark the 50th Anniversary of the activation of our Group. Appropriately, arrangements are being made to hold next year's Reunion in our nation's Capital, Washington, D.C. You will receive information about plans which Chairman Bert Kemp and his crew are arranging to celebrate this event.

I am sure that my successor will continue to receive strong support from the membership of this fine organization.

Sincerely,

B. K. S.

YOU MAY HAVE EARNED A GREECE COMMEMORATIVE MEDAL

IF YOU PARTICIPATED IN AN AIR FORCE OPERATION IN GREECE DURING THE YEARS 1941-1944 YOU MAY APPLY FOR THIS MEDAL!! YOU WILL NEED YOUR INDIVIDUAL FLIGHT RECORD-A COPY OF THE 99th RECORD OF MISSIONS FLOWN- DATE-TARGET -MISSION NO.-ETC--REPORT OF SEPARATION OR RETIREMENT OR HONORABLE DISCHARGE. WITH THESE DOCUMENTS AND A LETTER OF REQUEST FOR THE MEDAL-MAIL TO THE AIR ATTACHE, EMBASSY OF GREECE, 2228 MASSACHUSETTS AVE. NW., WASHINGTON, DC 20008...IF YOU EARNED IT PLEASE APPLY!! PHONE (202) 234 0561 if you have questions of the Embassy Air Attache.

99th BOMB GROUP REUNION IN ALBUQUERQUE

THANKS TO EACH OF YOU THAT HAS MADE RESERVATIONS AT THE MARRIOTT AND WITH THE 99th REUNION HISTORICAL SOCIETY. YOUR EARLY RESERVATIONS HAS HELPED !! IF YOU HAVE NOT MADE YOUR PLANS OF EVENTS TO ATTEND---PLEASE DO SO NOW AND LET ABQ KNOW!! USE FORMS IN JANUARY NEWSLETTER.....PLEASE!!.....''NUF SAID!!

DR (RET) FRANK PEARCE FROM CORAL GABLES IS BRINGING ONE OF HIS OIL PAINTINGS OF A B-17 TO AWARD AS A DOOR PRIZE-LIZ GILBERT HAS PROMISED US ONE OF HER WATER COLOR PAINTINGS-WALTER ZYGMOND HAS PROMISED TO SING (HE IS GOOD)-I'HOPE JOHN AND LEE TRAPUZZANO-AND CHRIS CHRISTIANSON-AND DONALD HATCH (JOHN HENRY SAID HE WOULD) BRING THEIR CAMCORDERS TO MAKE VCR TAPES OF OUR BIG EVENTS-OTHER PICTURE BUGS BRING YOURS ALONG WITH YOUR CAMERAS!!!!!! COME HAVE FUN !! ALSO BRING YOUR MOMENTOS OF YOUR ACTIVITIES AS A KID WITH THE 99th.

SEARCH FOR 99th ARTIFACTS

John S. Reid III -4797 Rebel Trail NW-Atlanta, GA 30327 is doing reasearch on the 99th Bomb Group and is looking for items of clothing,ground and flying, uniforms, written material, etc. He is willing to buy. Contact him if you can help.

GROUP & SQUADRON INSIGNIA AVAILABLE

We will have a supply of each squadrons insignia for sale at our ABQ Reunion also 99th BG Caps, and possibly coffee mugs. Prices not known at this moment. Pick your s up in ABQ or write Bernie Barr to mail them to you. Insignia is Cloisonne Jewelry.

15thAF REUNION 16 SEPT-20th AT LA MIRAGE HOTEL LAS VEGAS,NV

REGISTRATION WILL BE WITH THE 15th AIR FORCE ASSOCIATION. If you plan to go and would like to join in with a 99th Hospitality Room let Bernie Barr know. We can meet informally when things get quiet there!

AIRLINES TO ALBUQUERQUE
We have talked to Delta Airlines and United Airlines about Group Rates to the Reunion. Both say that as SENIOR CITIZENS it will be to our \$\$ advantage to make our own reservations using SENIOR FARES, EARLY RESERVATIONS or even the SENIOR COUPON BOOKS AVAILABLE. PLAN EARLY FOR BEST RATES.

CONFEDERATE AIR FORCE INTERVIEWS

COL HAROLD IDE of the CONFEDERATE AIR FORCE will be at our reunion and will interview any of our members to record for the future our individual stories of our WWII experiences. You may sign up to tell your story after you arrive in ABQ.

VAS YOU EVAH OVER BOISE CITY, OKLOHAOMA?

IE: WITH A LOAD OF PRACTICE BOMBS LOOKING FOR A BOMBING RANGE AND SEEING THE CITY LIGHTS LET LOOSE WITH YOUR BOMBS? Well that is the story that George Coen and the City Fathers are trying to solve after all these years. For on the night of 5 July 1943 (who can remember that far back?) some unsuspecting bombardier who had been navigated to that point by a young not so expert navigator flying with a brand new B-17 pilot barely checked out to fly the big bird. What with young kids such as we were what could you expect? PERFECT PERFORMANCE? Yes you could and most of the time we gave that perfect performance. A finger has been pointed at the 333rd Combat Replacement Training Group. This Group received a bunch of ten young kids right out of a school for their speciality and named to fly together in a speciality designed series of lectures, ground training, flying missions day-night-instrument-gun firing-Squadron supervisory personnell looking over your shoulders every step of the way-medical checks every time you prepared to take a flight-you must have had a full eight hours of rest (sleep prior to a flight). How do I know? I, Bernie Barr, just happened to be the Squadron CO of the 468th assigned to the 333rd to whip these young kids into a COMBAT CREW and send them off to WAR. I had just finished my tour of Combat in the Pacific and along with other Combat Veterans did our best to train these crews. As was the practice in those days when there was to be night flying by trainee crew a senior officer of the group (Major or above) was assigned to be in the control tower to give advice and assistance to any crew that called in. This was to be my fate on the night of July 5, 1943. All was quiet and uneventful with normal take offs and landings to fill in the squares of the training charts. It was after the night flying was over and we were making preparations for the early day training that the telephone call came in notifying the base that the Dalhart Crew had hit BOISE CITY. I'm sure it was a Dalhart traing crew but with no injuries and minor damage-we did not get too excited and forgot the incident. Who did it? I don't know-it was not me. If we find the culprit pat him on the back and say you did your best!!!



THE CHAPLAIN'S CORNER

GREETINGS:

Have you ever considered the changes that occur in a man's life when he settles down to a life of marital bliss? Down through the years we've all learned to mind our manners, adjust, and always use that restraint. Never mind the pantyhose on the shower rack as you prepare for an early morning shower. Never mind the fact that your side of the closet has now been invaded by various articles of feminine apparel. Forget the incredible numbers of spike heeled shoes that seem to be everywhere, or your side of the coat closet becoming so imposed upon that your favorite old coat is crowded out and into the basket that goes to The Thrift Shop. Or the glove compartment in the family sedan jammed full of lipsticks, perfume bottles, eye shadow, lotions and fingernail polish, each of us has learned to use the restraint and to bear up bravely as we suffer through that myriad of feminine impositions. I've learned to handle all of these problems without any complaining, even at times, with humor, maybe just a flicker of a smile. But when you've lathered your tired old face preparatory to that comfortable warm shave after that early morning shower and discover that your razor is G O N E! That's when I begin to roar and wake up the whole household even to disturbing the neighbors. This I did this morning when my lovely Grand daughter, who is with us for awhile, used my razor to shave her legs last night, and this with her Grandmother's consent! Just another of man's last vestages of male independence invaded by feminine encroachment.

There is one area in which each of us can enjoy another of man's last vestages of independence and this is when we attend a 99th Bomb Group Reunion. What a wonderful time we all have in sharing experiences with one another, of seeking out old friends and old crew members, and of endlessly recounting the capabilities of our faithful old B-17s. My friends, this is an area in which we all can indulge ourselves, where our spouses are totally unable to impose that ever encroaching femininity. At times I have been reminded that wives simply don't get the same tremendous feelings in a reunion that we do. For this very reason I'd encourage each of us to attend our next reunion. From Genesis Chapter 2; verse 18 we read: "And the Lord said, it is not good that man should be alone: I will make an help meet for him." I subscribe to this completely, God bless 'em all!

Joe C. Kenney, Chaplain



LETTERS

March 4, 1991

Dear Fellow Director:

March is now with us and the date for our Albuquerque gathering approaches. Earlier on you received a copy of the Minutes of the Huntsville meetings prepared by our able Secretary, Chris Christiansen. There remain a few open items in them which we will address in May. Also, Fred Hueglin and Joe Kenney will propose candidates for Director to replace men whose terms expire.

I want to inform you here about the change made in the site for our 1992 reunion-to Washington, D.C. instead of Baltimore, and the reasoning behind it. Over the Christmas holidays a series of telephone conversations took place between me and a number of 99rs, including some Directors. It had become evident that many were concerned about the Baltimore location, as was I.

It became apparent that what the '92 reunion really called for was a site close to Washington itself, close to its historic places, And I had learned that the hotel being selected in Baltimore meant we would be taking a bus ride of almost an hour's duration every time we wished to visit the nation's Capital.

I then took the main responsibility for bringing about the change, knowing Bernie Barr would be able to make satisfactory arrangements for accommodating all of us next Spring at the Crystal Gateway Marriott in Arlington, Virginia and close to the Washington National Airport. Bernie will fill us in on details when we meet in Albuquerque.

As we were in the process of effecting the changeover I slipped up by neglecting to remind Jim LaVey, who was slated to be our Chairman in Baltimore, not to sign a commitment with the local hotel; this has now been rectified. I regret causing Jim confusion and inconvenience.

Sincerely,

B. R. E. Smallwood



Dear George

On page 28 of the November, 1989 Newsletter, under "news, Dues, & Views," there is a reference to the Cairo trip of August, 1943. Dan MacDonald was indeed the A/C, and Terry Barton was in the cockpit with him. However, Jot Sayer was not on the trip; the Navigator was yours truly, and the ever-interesting Lew Franck was in the nose with me. (By the way, and it is certainly not incidental, Jot Sayer was one of the finest gentlemen I met in the Air Corps. He was from Atlanta, but had had considerable world travel as a young lad, learning to speak French and Russian. His talents in French helped us a lot in our attempts to communicate with the Jamokes. Jot was Albert (NMI) Orance's navigator, and one of Jot's favorite responses to the Major's questions was "Beats the hell out of me, Major.")

That Cairo trip was most eventful. When we next get together, I'll give you some of the details, including negotiating with the Cairo merchants on everything from jewelry, silks, and other worth-while items, to foul-odorous Arabian shoes. There was a night club named "Dolls" (that's DOLLS); Sania Gamal was appearing there as a belly dancer (she was 18 yrs old at the time), and later made news headlines in a marriage with a wealthy guy in Texas. I think his name was Sheppard.

Any how, Dolls was a clip joint to end all clip joints. 16 bucks American for a bottle of Champagne, which was charged water spilled all over the bar by over-dedicated hostesses. Terry and Lew can fill you in on that visit!!

It was great talking with you in ABQ in September. Rosemary and i hope to make the next reunion.

Slainte

Andy Collins

Dear Andy;

I am too modest to tell you what substance was used to tan leather back in those days in Egypt and Mexico.

slainte mhor

george

himself

HOWARD W. WRIGHT, JR.
A LAW CORPORATION
207 WEST ALABAMA AVENUE
P. O. DRAWER 600
RUSTON, LOUISIANA 71273-0600

AREA CODE 318
TELEPHONE 255-2661

May 15, 1990

Mr. George F. Coen, Editor
99th Bomb Group Historical Society Newsletter
3608 Bellehaven Place, N.E.
Albuquerque, NM 87112

Dear George:

In the letter from Dick Drain of February 6, 1990, published in Vol. 10 No. 3 Newsletter of May 1, 1990, he mentions a list of 99th losses. I was shot down on February 22, 1943, flying with the 416th out of Foggia.

I would greatly appreciate a copy of the list of losses prepared by Dick Drain.

Thanking you, and with best regards, I am

Very truly yours,

Howard W. Wright, Jr.
Howard W. Wright, Jr.

HWWJr/cw

Dear Howard; We are still (in April 1991) trying to figure out a way to publish Dick Drain's wonderful lists and information.

The problem is money, and we hope to solve that problem in the future, but so far we have not been able to increase the present 28 pages. Dick and I are working on the problems of publication and will report any progress.
george

George --

The following found in the records of the 2nd Bomb Group. Thought it might interest you since it involved a member of the 99th BG.

Col. Lauer trained the 2nd Bomb Group and brought it overseas. One day when he was inspecting the training procedures of the 49th Bomb Squadron the following occurred: In the Squadron they had a hot pilot named Lt. Spinning. He was well known for his short and low approaches on landings and for his "chandelling" off the runway on takeoffs. At one time when Col. Lauer was visiting Cut Bank, Montana, he was heard to say: "If Lt Spinning chandelles off sharply today, I will ground him." Instead of pulling off the runway sharply, Lt Spinning held the ship on the ground clear to the end of the runway. Then he suddenly went down and disappeared for a few seconds into a ravine and came up very peacefully on the other side. The Colonel was so surprised at the unexpected that nothing at all was said.

What eventually happened to Lt. Spinning? Before deploying overseas, he landed a new B-17F on a Kansas highway after getting lost and running out of fuel, wiping out the plane and injuring no one. He was issued a new plane and flew overseas with the Group. The records do not indicate if Lt. Spinning (Col. Lauer had been reassigned by now) continued his "chandelling" off the runway but he completed his 50 missions with only one accident. On 10 Nov 43, coming back from a mission from Araxos, Greece, his plane was pretty well shot up and he had to ditch 229646 in the Adriatic. It was a successful ditching, the plane stayed afloat for about 10 minutes, and the entire Spinning crew came back to finish their tour.

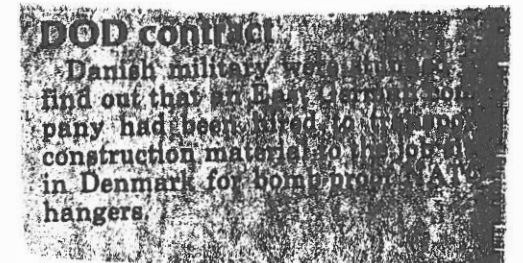
name lost

The names of the first two B-17s were HELL FROM HEAVEN for 091 and HUNK OF HELL for 274. Buck, Bezek and myself took 274 to 41,000 ft. in Oct '42.

Carl Mitchell

FINAL MISSION

The USAF and the March Field Museum lost a friend with the passing of General Curtis E. LeMay.



War Diary

Dear Friends of my Youth;

We are at a loss to account for the fact that these War Diaries have gotten out of chronological order.

It may be due to gremlins, or perhaps to Ole Snort, the family hog, who has been known to root in the 99th files. Sorry. George



- 21 & 22 YEA, FURLOUGHS. boy, we can't believe it until we actually get them in our hands and are on our way home. Everyone is to get 6 days leave. February 3 Lt. O'Rourke returned from the hospital and was picked up for duty. 1st Lt Wrenmore rel'd from command and 1st Lt O'Rourke assumed command. 50% of Squadron departed on 6-day leave with orders to return to our new station, OCAD, Tinker Field, Oklahoma City, Oklahoma.
- 23 133 EM and 8 Officers departed from Mitchell South Dakota by rail for Oklahoma City, Okla., at 1900 o'clock. Mitchell will always be remembered by all.
- 24 8 Officers and 133 EM arrived at OCAD, Tinker Field, Oklahoma City, Okla. at 2200 o'clock and were to our area. Barracks are the real thing and the camp looks okay.
- 25 Getting everything in shape for the EM and Officers on leave to come back so that the remainder of the Squadron can take their 6-day leave.
- 26 Usual Camp duties, OCAD, Tinker Field, Oklahoma City, Okla.
- 27 EM and Officers coming back from leave and the remainder of Squadron leaving on furlough. Some EM are taking advantage of the 6-day leave by not returning on time. Looks as if we will have quite a number of men on fatigue duty quite a while.
- 28 Usual camp duties, OCAD Tinker Field, Oklahoma City, Okla. EM and Officers returning from furlough are going through a processing process.

Sheet No. 3 416th Bombardment Squadron

March, 1943 THE AIR ECHELON

- 1 to 21 At La Senia Airport and getting all the supplies we think we might need. Also received our motor transportation consisting of a couple of jeeps and weapon carrier and 2 1/2-ton truck.
- 22 to 24 Departed La Senia at 1400 and arrived at Chateau Dun Du Rhumell at 1615, the field occupied by the 97th Bombardment Group. Several members drove the jeeps and our transportation to our new field.
- 25 Arrived at Navarin, Algeria, North Africa and this is to be our new station. We sure hope the air echelon meets the ground echelon.

- 26 to 30 Getting everything in shape and everyone waiting for our first combat mission. After attending all sorts of lectures at La Senia about combat, everyone is excited to get on the first mission which is to take place tomorrow, March 31.
- 31 FIRST COMBAT MISSION. 7 B-17s departed on bombing mission from Navarin at 1110. Target, Villacidro A/D, Sardinia. Group led by Col Upthegrove. Major Orance led 416th Bomb Squadron. The 301st and 97th Bomb Groups also on the raid. Fortresses were escorted by P-38s of the 1st Fighter Group. A total of 94 B-17s participated (considered the largest raid of B-17s so far in the war).

Sheet No. 15 416th Bombardment Squadron.

March, 1943 EVENTS

- 1 to 5 Usual camp duties, OCAD Tinker Field, Oklahoma City, Okla.
- 6 The remainder of the Squadron arrived back from furlough and we finally are getting an idea what we will do down here. (Some more drilling, inspections and obstacle courses.)
- 7 to 16 Usual drilling and obstacle courses, OCAD, Tinker Field, Oklahoma City, Okla. Everyone packing and getting ready for sudden move.
- 17 15 Officers and 265 EM departed from OCAD Tinker Field, Oklahoma City, Oklahoma for Camp Kilmer, New Jersey at 1130 o'clock. Day coaches to be used all the way. Sure some rough ride.
- 18 En route by rail for new station. These damn day coaches were last used during the Civil War.
- 19 15 Officers and 265 EM arrived at Camp Kilmer, New Jersey at 1000 o'clock. We were marched to our area and immediately got down to work.
- 20 to 31 Usual lectures, drill, rifle range at Fort Dix, N.J., obstacle course, net climbing and we also set up a bivouac in the rain and it sure turned out to be one hell of a mess.

Sheet No. 4 416th Bombardment Squadron.

April, 1943 AIR ECHELON

- 1 to 3 Getting everything in shape for the next mission. Ground crew men arrived from the 97th and 301st Bomb Groups to assist our Line chief M/Sgt Reese and our Flight Chief, M/Sgt Bezek, to keep the Fortresses flying. Everyone is sweating out the ground echelon.
- 4 SECOND COMBAT MISSION. 7 B-17s departed on bombing mission from Navarin, Algeria at 1045. Target: Naples, Italy (Railroad station, oil refinery, arsenal and torpedo factory and locomotive repair shop).

- 5 THIRD COMBAT MISSION. 7 B-17s departed on bombing mission from Navarin at 0900. Target: Trapani, Sicily. Target covered like a blanket. 86 aircraft destroyed or damaged on the field. Bombs hit hangar on NE corner of A/D and also set fire by salvo of 21 bombs. 301st Bomb Gp also came on raid. We were escorted by P-38s. Mission considered one of the most successful missions of this type ever carried out in this theater of operations.
- 6 to 9 Usual camp duties, and everyone sweating out the ground echelon. M/Sgt Reese, Line Chief, and M/Sgt Bezek are doing a wonderful job. They are working continuously and wish the ground crews would arrive soon. Combat crew EM are pulling guard on the Fortresses and also loading their own ships. Also participating on the mission. Sure is plenty rough.
- 10 FOURTH COMBAT MISSION. 7 B-17s departed on bombing mission from Navarin at 1020. Target: La Maddalena, Naval Base, Sardinia. No fighter escort. 97th and 301st also on raid.
- 11 Nonoperational and the day spent checking the Fortresses and repairing them.
- 12 FIFTH COMBAT MISSION. 7 B-17s departed on bombing mission from Navarin. Target: Trapani, Sicily. Flak was heavy.
- 13 Nonoperational and the day again was spent checking the Fortresses and repairing what needed repair. Still sweating the ground echelon.
- 14 SIXTH COMBAT MISSION. 7 B-17s departed on bombing mission from Navarin. Target: Monservato A/D, Sardinia. About 9 enemy A/C shot down or damaged by the Group. Lt. Breitbach's plane was damaged by enemy fire. So was Lt Henderson's.
- 15 Nonoperational. Usual camp duties, Navarin, Algeria.
- 16 Nonoperational. Usual camp duties, Navarin, Algeria.
- 17 SEVENTH COMBAT MISSION. 6 B-17s departed on bombing mission from Navarin. Target: Palermo, Sicily. Flak was very heavy and the worst this group has ever encountered.
-
- Sheet No. 5 416th Bombardment Sqdn
- April, 1943 AIR ECHELON
- 18 EIGHTH COMBAT MISSION. 7 B-17s departed on bombing mission from Navarin, Algeria at 0940. Target, Palermo, Sicily. Target we hit was well covered.
- 19 Usual camp duties, Navarin, Algeria. Still sweating and hoping our ground echelon gets here.
- 20 NINTH COMBAT MISSION. 7 B-17s departed on bombing mission from Navarin, Algeria at 1440. Target, Sidi Ahmen A/D. Due to solid overcast over target no bombs were dropped.
- 21 to 30 Bad weather kept the air echelon on the ground. Boy, what rain storms.

Sheet No. 16 416th Bombardment Sqdn.

April, 1943 GROUND ECHELON

- 1 to 27 More drill, inspections and lectures. Also instruction in the use of the carbine rifle (03) and Thompson Sub-machine Gun. Boy, we sure are becoming the first Group in the Air Corps which will be qualified as the Infantry.
- 28 Having received all of our necessary clothing, medical examinations, etc., we are leaving today for a port of embarkation. We departed Camp Kilmer, New Jersey at 0830 for Brooklyn, New York by rail. Detained and loaded ferry at Weehauken, New Jersey at 1200. Arrived at transport at 1330 and loaded at 1400. Enlisted men are still wondering whose bright idea it was to wear overcoats, blouses, and the worst type of blanket roll that can ever be worn. Temperature outside was only about 80 degrees above zero. I think we are all thinking of blaming the same officer--the no good (secret).
- 29 Transport departed from New York at 0500 and is considered one of the biggest convoys thus far in the War. We are double decked on the Edmund B. Alexander and must stay on deck for 12 hours and 12 hours below deck. Not bad. We are located on the deck right above the water.
- 30 At sea. Weather fair, sea calm.

Sheet No. 1 War Diary, 416th Bombardment Sqdn. APO 520

Month of May, 1943 Prepared by 1st Lt. Ernest H. Baldwin, Jr.

(Air Echelon)

- | DAY | EVENTS |
|-----|---|
| 3 | 10th Combat Mission: 8 B-17s departed for Bizerte Harbor (landing barges) Tunisia. Flak was light and no enemy aircraft encountered. Bad weather conditions encountered and result of all our plane crashes and losses. No barges seen at target so bombs were not dropped. 6 planes and men killed throughout the group. 50 trucks and jeeps placed for night landing. #488, Lt Buck, Fortress lost due to bailing out of entire crew about 4 miles east of ousouda. Bombs salvoed before leaving plane crash. |
| 4 | Usual camp duties and time spent getting the group together again. The 3rd of May, 1943 will never be forgotten by members of this group. |
| 6 | 11th Combat Mission: 7 B-17s left on mission to Marsala, Sicily (Shipping). Mission very successful, hits scored on 6 <u> </u> Furries, direct hits on 1 merchant vessel probably sunk, another left burning. Hits and near misses on 2 (M) merchant vessels. Leaflets dropped. Light flak, no enemy aircraft. |
| 7 | Still hoping and praying that our ground crews arrive. Usual camp duties. |
| 9 | 12th Combat Mission: 8 B-17s departed for Palermo, Sicily (proper). City was well plastered, huge oil fire in NW part of city. Docks are hit heavily. Leaflets dropped. Heavy flak, four enemy aircraft. 400 planes participated. |

- 10 13th Combat Mission: 7 B-17s left for Milo A/D, Trpani, Sicily. Target well covered. Heavy flak, 4 enemy planes encountered. 37 enemy aircraft on field destroyed.
- 11 14th Combat Mission: 7 B-17s left for Marsal, Sicily (proper). Town was well covered. Center of town completely demolished. Heavy flak, and 14 enemy aircraft. 6 fighters shot down, 2 by our squadron.
- 12 Usual camp duties, Navarin, Algeria, still waiting for the Ground Echelon.
- 13 15th Combat Mission: 7 B-17s to Cagliari, Sardinia (proper). Town well covered, heavy flak and 30 fighters encountered.
- 14 16th Combat Mission: 9 B-17s departed for Civitavecchia, Italy (shipping). Harbor well covered. 5 M/Vs sunk, 1 M/V and 2 P/C/Vs probably sunk and 1 P/C/V severely damaged. Many small vessels sunk or destroyed. Damage to Bldings on Harbor front. Slight flak, no enemy A/C.
- 15 Usual camp duties and word received that the Ground Echelon was on its way.

Sheet No. 2 416th Bombardment Sqdn.

May, 1943 GROUND ECHELON

- 1 to 7 At sea. Weather fair, sea a little rough. A few fellows getting seasick, and by all means something must be done about the mess situation which is a real mess. Standing in line for chow for 5 hours is getting quite disturbing. The food is swell if you can get there in time to appreciate it.
- 8 A cylinder blew up and we are now separated from the convoy. We would make a wonderful target for a submarine. Imagine being stranded in the Atlantic for 8 hours, not even moving a foot.
- 9 & 10 We are barely crawling along and might get to our destination anytime after the War is over. Still no sight of our convoy.
- 11 We are docking at the Harbor at Gibraltar. Boy, we sure are lucky after all. Due to our engine trouble we are getting a swell look at Gibraltar. We docked at 0900 and departed at 1600 for Oran, Algeria at 1600. These alerts on the ship are getting to be a pain in the neck. Also the inspections.
- 12 Transport docked at Harbor right outside Oran, Algeria, called Wers El Kebir, at 1600. We were all ordered on deck and then waited only until 2330 before we finally debarked.
- 13 After debarking we were marched to an area about 1 1/2 miles and then laid on the ground for about 3 to 4 hours before we were finally transported by trucks to our bivouac area at 0400 o'clock. Boy, what a jam session.

Sheet No. 2 416th Bombardment Sqdn.

May, 1943 AIR ECHELON

- 18 17th Combat Mission: 8 B-17s departed for Cossina, Sicily, small portion of city hit, also dock area. Heavy flak, 20-25 enemy A/C encountered.
- 19 18th Combat Mission: 8 B-17s left for Sciacca, Sicily. No bombs dropped. Bad weather. No flak or enemy A/C. Mission incompleated.
- 20 Usual camp duties and are still waiting for Ground Echelon.
- 21 19th Combat Mission: 6 B-17s departed for Castelvetrano, Sicily. Target all covered, 48 of 80 enemy A/C on field destroyed or damaged. Fires in underground stores, and repair shop hit. Enemy A/C used aerial bombing for first time.
- 22 Well the ground echelon is on its way. Usual camp duties.
- 23 20th Combat Mission: Advance cadre arrive and welcome. Remainder to arrive tomorrow. 6 B-17s departed for La Maddalena, Sardinia (NB). Hits on bldgs, many bombs dropped in water. Heavy flak and no enemy A/C encountered. Ground echelon arrived after being separated 5 months.
- GROUND ECHELON
- 14 North Africa finally. La Senia Air Port. Pup tents and food from cans.
- 15 Usual camp duties. La Senia. Several air alerts, harbor raided and sky filled with flak from ack-ack.
- 21 Usual camp duties. Kitchen set up with dehydrated food. Lt Col Rainey gave us a speech.
- 22 Advance cadre of Ground Echelon departed by rail for Havarin, Algeria.
- 23 Rear cadre of ground echelon departed by rail for Navarin, 40 & 8.
- 24 Country beautiful, but Arabia dirty as hell. The French must have a time with sanitation, education, of their subjects.
- 25 21st Combat Mission: Air echelon and ground echelon finally reunited. Capt. Goad's ship lost this day, with crew. Target, Messina, Sicily, with target well plastered. Heavy flak, 40 enemy A/C.
- 26 No mission for these two days but a lot of work.
- 28 22nd Combat Mission: 6 B-17s departed for Leghorn Italy (refinery). Light flak, 5 enemy A/C.
- 29 Camp duties, Navarin, Algeria.

Sheet No. 3 416th Bombardment Sqdn.
 May 1943 GROUND ECHELON & AIR ECHELON

30 23rd Combat Mission: Decoration Day. 7 B-17s departed for Capodochino A/D, Naples, Italy. 51 enemy A/C on fld damaged or destroyed. Heavy flak, 30 enemy A/C encountered, about 19 destroyed. 6 Forts damaged by the enemy.

31 24th Combat Mission: 6 B-17s departed for Foggio A/D, Italy (where ships are modified). Many fires started, field completely covered. Heavy flak, 10 enemy A/C encountered, 2 destroyed or damaged.

Sheet No. 1. War Diary, 416th Bomb. Sqdn. APO 520
 Month of June, 1943 Prepared by 1st Lt. Ernest F. Baldwin Jr.

DAY	EVENT
1	Lt. Mitchell flew on a familiarization flight and while landing at Bone the plane being taxied almost to a stop, suddenly slipped into an unmarked shell hole. Plane was slightly damaged but the crew had to remain overnight.
2	The Group was honored and paid a visit by Lt. General Spaatz, Secretary of War for Air, Lovett and General Spaatz' Secretary, Lt. Sarah Bagby.
4	Usual camp duties, Navarin, Algeria. 54 officers and 334 EM present.
5	25th Mission: 9 planes participated in raid on LaSpezia harbor, Italy. Very successful raid and flak was heavy, but no enemy aircraft encountered.
6	Usual camp duties at Navarin, Algeria, North Africa.
7	Usual camp duties, while other squadrons participated on raids.
8	26th Mission and target was Pantelleria gun emplacements. Flak was heavy and 5 enemy aircraft encountered. No losses or planes damaged. Wind and dust are terrible and everyone is feeling terrible.
9	27th Mission: Target, Pantelleria gun emplacements. No enemy aircraft and very little flak.
10	28th Mission: Another milk run to Pantelleria. Twice today in fact.
11	30th Mission and was to Pantelleria again. We didn't drop our bombs because the white flag of surrender was up. Major Orance and his crew left for rest camp.
12	31st Mission: 7 planes went to Castelvetro, Sicily. Good raid but flak was heavy. No fighters encountered.
13	Brig. General Atkinson made awards of Air Medals. The ground echelon marched in formation and Class A uniforms for the presentation.

14 Major General Doolittle and Air Marshal Viscount Trenchard of the RAF paid the Group a visit today.

15 32nd Mission: 6 planes went on raid to Bocadifalco AD, Sicily. Good raid and no opposition.

16 Lt. Keerting and a detail arrived from DS at Oran. Usual camp duties.

17 Usual camp duties.

18 33rd Mission and target was Messina Marshalling yards. 10 enemy aircraft encountered and 4 destroyed. Flak was extremely heavy.

19 & 20 Usual camp duties, but the Sirrococs are driving the men nuts.

Sheet No. 2. 416th Bomb. Squadron

June, 1943

21 34th Mission: Target, Naples, Italy. Heavy flak but very successful raid. Rumors of Arab uprising and so everyone must carry his gun until further notice.

22 Everyone excited about the Arab uprising. All personnel confined to base and guard of 600 was thrown around the camp.

23 PFC Renneles was shot in the leg by a stray bullet. Usual camp duties.

24 Restrictions lifted and everything back to normal. Lt. English and crew arrived and were assigned to us.

25 35th Mission: Target, Messina, Sicily. Heaviest flak ever encountered. 15 enemy aircraft attacked the formation. No losses by us.

27 Usual camp duties at Navarin, Algeria. Major Orance and crew arrived back from rest camp.

28 36th Mission: Target was leghorn, Italy. Very good raid and we had no losses or damage to planes.

29 Usual camp duties.

30 37th Mission: Target, Bocca di Falco Airdrome at Palermo, Sicily. Target was well plastered.

Sheet No. 1 War Diary, 416th Bomb. Sqdn. APO 520

Month of July, 1943 Prepared by 1st Lt. Ernest F. Baldwin, Jr.

DAY	EVENT
1	Invasion rumors have started. Usual camp duties, Navarin, Algeria, North Africa, 62 Officers and 344 EM present and absent.
2	Usual camp duties, Navarin, Algeria.
3	38th Mission was Airdrome at Monserrato, Sardinia. No bombs were dropped due to poor visibility. All planes returned. Major Orance led the group.
4	Took off for mission but had to return due to poor navigation. Officers latrine burned down. REbuilt after a number of difficulties encountered due to shortage of wood.
5	39th Mission was Gerbini Airdrome, Sicily. Entire group was comendated from higher headquarters on the success of this mission. Railroad station and British prison camp were destroyed by fire and explosion from burning gasoline tanks and trainload of bombs which were parked at the station. A hay stack in Navarin also went afire during the day and a detail had to be sent to keep it under control.
6	40th Mission was on Gerbini Airdrome, Sicily. Field was well covered but there was a lot of flak, and no enemy aircraft.
7	41st Mission: Target, Gerbini A/D. Little flak and no enemy aircraft.
8	Nonoperational. Usual camp duties while other squadrons went on mission.
9	42nd Mission. Target, Sciacca A/D, Sicily. Lt. Seila shot down 1 enemy plane. Flak heavy. Two runs made on the target. 0315 H hour; too early.
10	44th Mission: Target was Gerbini again. This target is getting monotonous. Heavy flak and a few enemy A.C. 45th Mission: Target, Catania, Sicily. Flak very heavy and a few enemy aircraft encountered, but was a very successful mission. Invasion of Sicily sounds good.
12	46th Mission: Target, Messina. Flak was light and no enemy A/C. A very successful raid and target believed destroyed.
13	47th Mission: Target, Catani A/D. Good raid and no opposition.
14	50th Mission for the Group and 48th for the Squadron. Target, Messina Sicily. Good raid. Col. Smith and Major Thurman flew with the Squadron.
15	49th Mission: Target, Naples, Italy. Flak light and no enemy A/C.
16	50th Mission for the squadron, and target was Messina. Very heavy flak and no fighters encountered.

Sheet No. 2. 416th Bomb. Squadron

July, 1943

17	51st Mission: Target was Naples, Italy. Good raid and no flak or enemy A/C.
18	Usual camp duties at Navarin, Algeria. The Sirroco is here again.
19	52nd Mission: Target was Rome, Italy. First time Rome has ever been bombed. Very good raid. Target and nothing else hit. 3 famous newspaper men flew with the group! Raymond Clapper and Richard Tresgaskis.
20	53rd Mission and target was Viterbo Airdrome. Little flak and no enemy fighters. Very good raid.
21	Nonoperational and usual camp duties.
22	54th raid and target was Foggia A/D. 8 enemy aircraft seen but our planes all returned safely. Was a good raid for the squadron.
23	55th Mission and target was Bologna. Was a shuttle mission for the squadron.
24	Crews returned from shuttle raid of the day before.
25	Usual camp duties at Navarin, Algeria. More Sirrococ.
26	Advance cadre to new station departed. Presentation of awards to combat crews was made today.
27	56th Mission: Target, Foggia. Good raid. No enemy A.C. and light flak.
28	Nonoperational. We are getting ready to move and cleaning up the camp. We are wondering what the new camp looks like.
29	58th Mission and raid was on Naples, Italy. We destroyed 14 enemy aircraft, and all in all it was a very successful raid.
30	59th Mission on Grottagni, Italy. Many of the planes had to land at Bone for gas, but all returned home safely. Was a good raid.
31	Everyone getting ready for the move to new field. Capt. Macdonald and crew acted as chauffeurs for Admiral Cunningham of the British Navy on a trip to Malta.

Month of August, 1943

Prepared by 1st Lt. Ernest F. Baldwin, Jr.

DAY	EVENTS
4	We were up at 0430, loaded the trucks and broke camp, and were all set to leave Navarin at 0630. We departed Navarin, Algeria at 0700, and there were 32 vehicles in the squadron convoy. The air echelon flew on to the new base and carried their own equipment. Very beautiful country was seen during the day and the ride was rough through the mountains. We bivouacked about 100 miles from our destination. The cooks made coffee for us and everyone was in bed by 2000.
5	We were up at 1630 and prepared our own breakfasts, coffee and "C" rations. Departed at 0800 and were again on our way for our new base. During the day we passed through many towns that were battered by the war and it was an interesting ride. We arrived at our new base, Oudna 1, just 12 miles South of Tunis, at 1600 and the advanced echelon had the camp all planned for us. Group headquarters is in the nice area surrounded by trees, while we are located on the road leading into camp, right in the middle of the "dust bowl." We can see the famous Roman Aqueduct in the distance and it is a marvelous view.
6	1st mission from our new station and the 59th mission for the squadron. Target, Messina crossroads, and 7 planes are participating. Lt. Barton was forced to make a crash landing at Comiso A/D, in Sicily, because two of his engines were knocked out by flak. Lt. Lesney, Lt. May, and S/Sgt Valleau were injured by flak, but not seriously.
7	Day is nonop., and everyone is going to Tunis on pass. We received a new plane and crew today; Lt. Eiden is the pilot. We have started running a truck convoy to the Mediterranean every evening for swimming purposes.
8	Another nonoperational day and the day was spent getting the camp into shape.
9	Today was our 60th mission and we had 6 aircraft participating in a raid on Messina crossroads. Major Orance, acting as Squadron leader, had Maj. General Davenport Johnson riding as his co-pilot. Planes returned home at 1860 and no enemy aircraft were encountered.
10	Day was nonoperational and the usual camp duties were carried out.
11	Another nonoperational day. This is getting monotonous. Lt. Barton returned his plane which was damaged in a crash-landing in Sicily, back to the base.
13	61st Combat Mission, and 11 of our planes departed at 0815 for the San Lorenzo Marshalling Yards at Rome, Italy. Had a good raid, altho the flak was heavy, and 18 enemy aircraft were encountered. All planes returned safely to the base. We didn't hit the Vatican.

August, 1943

14	Nonoperational, usual camp duties. Bob Hope was at the 301st field and a truck took some of our boys over there. A lot of planes out of commission and the boys on the line worked long hours.
15	Mission planned by canceled later in the day. Had an eclipse of the moon. 527 was transferred to the Service Squadron so we have on B-17 less.
16	Making preparations for an all-out mission tomorrow. Long day of work. Very gusty today and hot as blazes.
17	62nd Combat Mission, and 12 B-17s departed for Marseille, France. Had a good raid and caught the enemy by surprise. Very little flak and no enemy aircraft encountered. Lt. Wilson and his crew arrived today from the States. Had an air raid alarm tonite but nothing happened.
18	Another air raid tonite. The moon was full and bright and it was a beautiful night, but no enemy raiders came over.
19	63rd Combat Mission: 9 B-17s departed on raid over Foggia, Italy. All planes returned safely and with no damage. Major Orance lead the squadron.
20	Crew went to Bone to repair 502 which landed there and blew a tire. usual camp duties and no excitement.
21	Today is another day of rest and no mission planned. Lt. Wrentmore leaving for the States today due to bad health. A letter arrived today notifying Wrentmore of his promotion to Captain. Had a bad dust storm today, and a lot of the men went to Tunis to escape the dust. 5 men got just a bit too tight and wound up in the arms of the MPs.
22	Today was nonoperational and everyone is restless. Lt. Barton is sweating out his 50th mission, he now has 49. Every plane is in commission and we are all ready for anything that may come up.
23	Another nonop. day but news was received that the camp must be dispersed. No passes for anyone today and everyone just sat around moaning.
24	Squadron formation at 0700 and we all pitched in and started to disperse our tents. We all had to dig slit trenches and even the Major was out digging. Good news, tomorrow is operational after 5 days of nonop.
25	64th Bombing Mission: 12 B-17s departed for Foggia, at 1800. B-17 413 of our squadron was shot down by 12 enemy fighters over the target. Lt. Norris was pilot, Lt. Dahl, co-pilot, Lt. Seila, Navigator, Lt. Kidwiller was Bombardier. Crew members were Sgt Walker, Sgt Martingetti, Sgt Barthell, Sgt Bernat, and Sgt Malaga. One parachute was seen. This morning at 0415, Sgt Lee, on duty guarding the planes, captured 7 armed German prisoners.

August, 1943

- 26 65th Combat Mission: 7 B-17s departed from Mohamedin, Tunisia at 1900 for Capua, Italy. Plenty of enemy aircraft and lots of flak. Planes returned home at 1445. Today Sgt Urgel Hammel discovered 5 Germans hiding in an old brewery in Tunis. He returned to camp and reported the matter and Lt. Baldwin, the Intelligence Officer, accompanied him back to Tunis. Together they entered the hideout and captured the 5 Germans. That makes 12 prisoners in 2 days for the Squadron.
- 27 Today was the 66th Combat Mission for the Squadron, and the target was the Sulmona Marshalling Yards, Italy. All planes returned safely. Did usual camp duties, and day was hot and windy as usual. Chow is getting better and believe it or not, we had fresh meat.
- 28 67th Mission for the Squadron today and our Fortresses raided Fermi, Italy. Nice easy raid. Few fighters and not too much flak. The mess hall had ice cream tonite and it was a real treat.
- 29 Today was nonoperational, and so the combat crewmen had a well deserved rest, while the ground crew personnel got to work, getting the planes ready to fly on the next mission. PX day and we got cigarettes, and for once, a candy bar. Mail has been coming through regularly and the packages have started to come to the men.
- 30 Another nonop. day and we all did usual camp duties. Again the mess hall had ice cream for us, altho it was 2100. These evening ice cream parties are worth more to us than a night at the Stork Club to our playboys.
- 31 Today was the 68th raid for the Squadron, and they celebrated by taking a sightseeing tour to Pisa, altho they claimed that they did not see the leaning tower. Had a very successful raid and all planes returned home undamaged. We are all hoping for rain, the dust is terrific.

Pilot recalls mission resulting in medal

Continued

The airplane usually flown by Brown and his crew was called "The Rabid Rabbit," and featured a cartoon of Bugs Bunny painted on the side of the plane with Bugs riding a bomb and holding a machine gun in one paw and a carrot in the other, Brown recalled.

Brown and his crew flew the Rabid Rabbit in missions over the southern part of Europe, including Germany, Yugoslavia, Czechoslovakia, Northern Italy, Poland and Romania.

The mission for which Brown qualified for the Distinguished Flying Cross was on Sept. 10, 1944, over Vienna, Austria, during the bombing of an oil refinery there.

"We had just triggered our bombs and closed the bomb bay doors," he recalled. "All of a sudden, I heard a big explosion, and the plane lifted up."

Brown heard shrapnel from a projectile shell hit the aircraft, and the oil pressure gauge to the No. 3 engine took a nosedive.

He yelled to the co-pilot to "feather" the third engine, which meant turn the engine vertically so that the propeller blades of-

ferred no wind resistance. The co-pilot punched the button to feather the engine, but the blades didn't rotate.

Immediately, The Rabid Rabbit began vibrating so strongly from the wind resistance against the stationary propeller that the wings were flapping, Brown said. "The vibration was so bad I couldn't read a single dial," he said.

The co-pilot and engineer, who were in the cockpit, obviously knew what the problem was, and Brown notified the seven other crew members of the situation and told them to stand by their stations. They were ready to bail out in the event that the airplane became uncontrollable, he said.

He ordered the co-pilot and engineer out of the cockpit. "What we were afraid of was that the propeller would come off and come through the side cabin and kill the co-pilot," he said.

Holding the wheel in his left hand and the throttles in his right, Brown struggled to keep control of the plane. The aircraft dropped in altitude from 31,500 feet to 16,000 feet.



Clifford W. Brown During his Air Corps days

Eventually, the engine pistons froze, and the propeller -- which had not been turning -- started spinning freely. The vibration stopped, Brown regained control of the aircraft, and the crew resumed their positions, he said.

They headed back toward Foggia, but they were not out of the woods yet. Because of the severe

drop in altitude, the plane was not flying high enough to clear the Alps. The crew threw out ammunition and equipment to lighten the airplane so it could climb on three engines and clear the mountains.

"The B-17 was a remarkably good airplane," Brown said. "It had a big wing and was very stable. It flew very well on three engines if it didn't have a full load."

They radioed ahead to the air base, and crews were standing by with emergency equipment, he said. Brown made a smooth landing, but the engine caught fire as soon as the plane landed.

He braked to a stop, and a fire truck quickly put out the blaze.

The experience was a traumatic one for the crew, but Brown said he was so busy during the crisis that he didn't have time to be afraid. He recalled that there was a rumor around the squadron at the time that he had been recommended for the Distinguished Flying Cross.

That was the last he heard of it until he received the May 1990 newsletter of the 99th Bomb Group Historical Society. His name was listed among the names of others in the squadron who had distinguished themselves, and he was noted as having been awarded the Distinguished Flying Cross.

Brown contacted U.S. Representative Larry Combust, who checked it out for him. The Air Force confirmed to Brown by letter in July his entitlement to the award, and the medal arrived in the same mail, he said.

"I was hit first in the left leg," he said. "Then I realized they were shooting at me, and I drew myself up into a ball to make a smaller target. After a little bit, my legs started dangling again and another bullet hit me in the ankle. That was a compound fracture."

He landed in a wheat field, completely surrounded by German SS troops. There was nothing he could do but surrender.

First, he was taken to field headquarters where he was questioned. Then he went to a field hospital where both his legs were put in casts. After about a week, he was finally moved to a prisoner of war hospital on Poland's western border with Germany. He stayed there until 1945, when the Russians broke through German lines and liberated the camp.

Shook was pleased last month when he learned through the newspaper that the Polish village had erected a monument to the crew. His fellow crew members were also his friends.

"We were very close," he recalled. "The officers were in one part of the camp, and the enlisted men lived in the same barracks in another part. But that didn't stop the officers from coming over. We lived together, played together and trained together."

In besides Shook and Christy (who died in 1949), other members of the crew were: the pilot, Lt. Francis Atkins; the co-pilot, 1st Lt. Forrest D. Shaw; the navigator, 1st Lt. Ely Berenson; and the bombardier, 1st Lt. Myron S. Merrill. The gunners were Sgt. Frank de Cillis, Sgt. George A. MacPhee, Sgt. Walter P. Shimshock and Sgt. Paul F. Haey.

The crew had formed in Tampa, Fla., and had arrived in England in July, 1943. Its plane was a brand-new B-17 on its second flight. The base had not even been painted with the familiar nicknames that all B-17s carried.

The aircraft did have a nickname, but somehow, it must have gotten lost in the Polish translation, Shook said. They were going to call the bomber "I'll Be Seeing You." On the monument, though, it's called "Til We Meet Again."

Shook said he may never meet the Polish villagers, but he plans to write them and thank them for the monument.

PRESS RELEASES

Pilot gets war medal decades after mission

By JOE GULICK, Lubbock Avalanche-Journal

He added that some of the memories are traumatic.

Most people who have served in the armed forces have put up with various types of military delays, but Lubbock attorney Clifford W. Brown experienced a delay of almost 46 years.

Brown, who was a bomber pilot during World War II, qualified for the Distinguished Flying Cross during a 1944 mission in Europe. However, he didn't receive the prestigious medal until recently.

"I might appreciate getting it more now than then," said Brown, 70. "It brings back a flood of memories."

Brown signed up for the U.S. Army Air Corps immediately after his graduation from Texas Tech University in 1942, but he wasn't called up until the following November.

He was sent overseas in April 1944 and was based in Foggia, Italy. The Allies had control of much of Italy at that point, he said.

Brown was a member of the 416th Squadron, the 99th Bomb Group and the 15th Air Force. He piloted the four-engine B-17, an aircraft nicknamed "The Flying Fortress."

from the files of Robert Flenniken of Lubbock TX (our son)

See PILOT 7A



Clifford W. Brown Holds his long-delayed war medal

U.S. soldiers honored

Poland dedicates monument to 10 men

By STEVE BURTT, Friday, December 26, 1986 Staff Writer

BELMONT — The idea of visiting Poland has crossed Leon Shook's mind more than once since the ill-fated day in 1944 when German aircraft and artillery destroyed his B-17 bomber and killed eight of his closest friends.

Now, he has an even stronger reason for wanting to return.

Villagers in Lamplanki, Poland, dedicated a stone monument last month to mark the spot where Shook's plane went down. It is believed to be the first monument in Poland for American soldiers.

Shook was one of only two survivors of the crash, and the only one still alive.

Even though he says he's hazy on the events of Sept. 10, 1944, the memories seem to come forth easily and clearly.

Shook's bomber was one of 107 American aircraft dropping supplies to the Polish partisans fighting the Nazis in the Warsaw uprising. The shuttle flights went from England to Russia to Italy and back to England, loaded with supplies for part of the flight and bombs for the rest of the flight.

"It was a routine mission until we hit the aircraft and artillery attack," said Shook, who was a 24-year-old sergeant at the time. "I was standing in the catwalk in the bomb bay. We were just before dropping the supplies."

Shook, who was normally a radio operator and gunner, was assigned the task of dropping the supplies on this run. So, the normal nine-man crew took on an extra crewman, Sgt. James D. Christy, who was the only other survivor of the crash.

Because Shook was preparing to drop supplies, he missed most of the gunfire up top and didn't know there was a problem until he got the word from another crewman.

"The top turret gunner came down and pointed to the right wing," Shook recalls. "The inboard engine was already on fire."

Shook, Christy and another crewman lined up to parachute out, but flames from the engine were lapping into the exit, and they were not sure they could make it through the flames. The plane dipped strongly to one side, but the pilot snapped it back level, sending the crewmen sprawling on the floor. They grabbed that opportunity to scamper out of the plane.

"I had always been under the impression that at least three of us got out," Shook said. But only two were ever accounted for.

"As soon as I went out, the thing exploded." In an Associated Press story last month, witnesses from the village told of one crewman who was shot and killed by the Germans as he drifted to the ground in his parachute. Shook said that would explain the third crewman that he thought escaped.

It was the one and only time Shook had ever parachuted. He remembers the sensation.

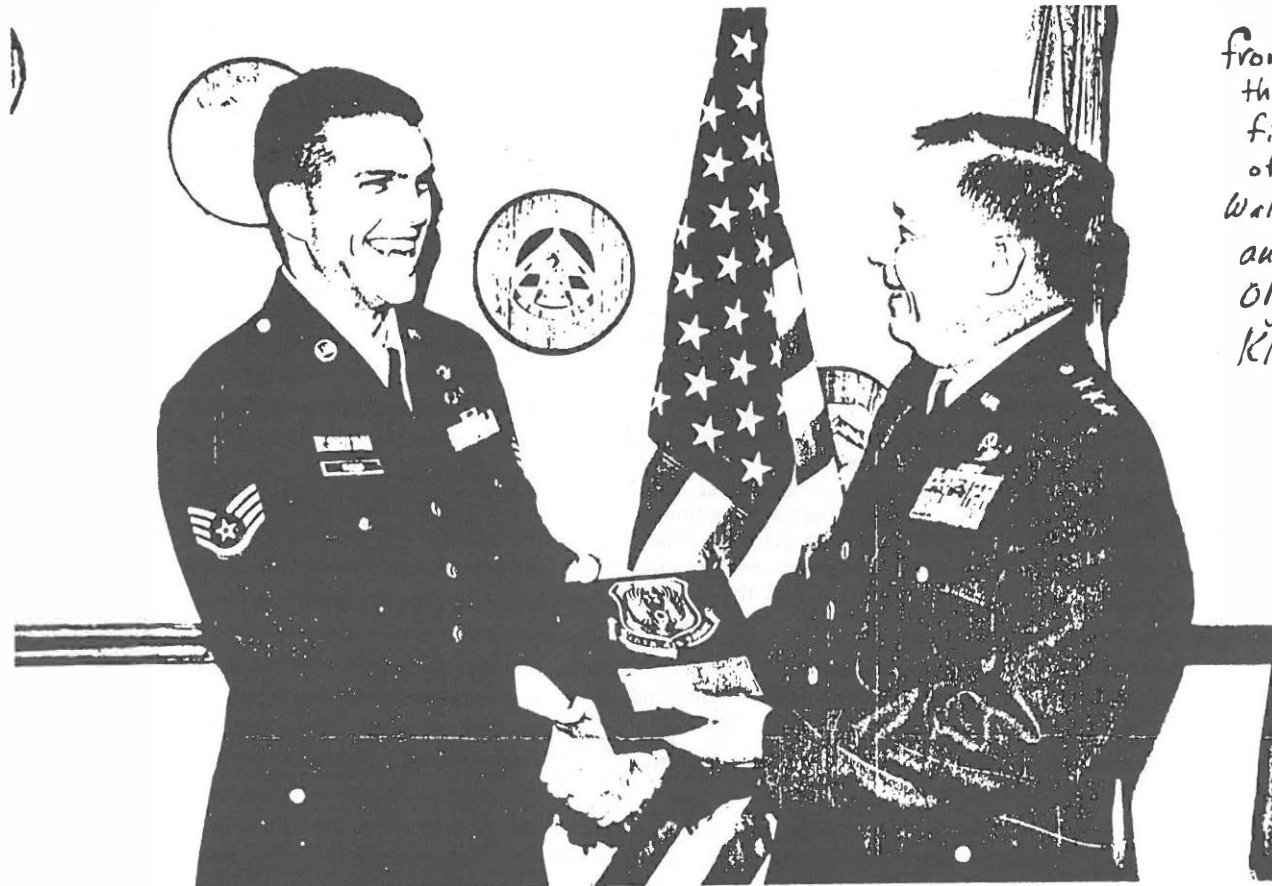
"I pulled the ripcord and blacked out immediately," he said. "Then when I came to, I was drifting down. It was quiet and peaceful."

The peace was shattered by the sound of small arms fire. At first, Shook didn't realize the Germans were shooting at him.



from Northeast Mississippi Daily Journal

GRADUATION DINNER FROM AIR FORCE RANGER SCHOOL .



from
the
files
of
Wally
and
Olga
Klukas.

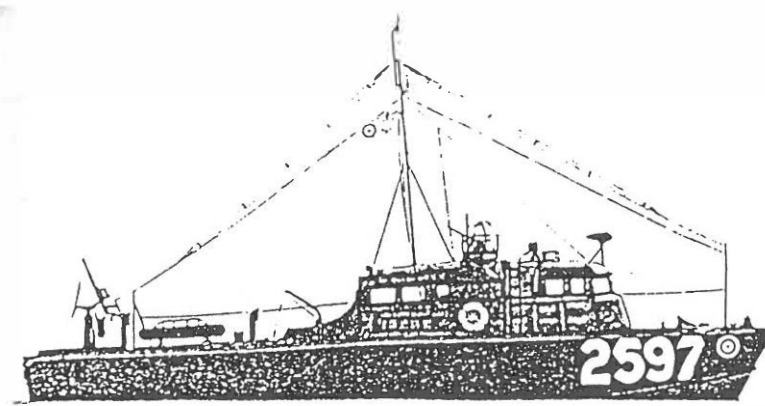
S/SGT. MARTIN SCOTT KLUKAS. A.A.F. CO. "B" 1/75 Rgr. Bn,
RECEIVING THE AIR FORCE MAN OF THE YEAR AWARD. FROM
Lt. GEN. CHARLES HORNER, WHO AT THE PRESENT TIME IS RUN-
NING THE AIR FORCE SHOW IN SAUDIA ARABIA---

You all remember Martin from our 99th Reunions. In our unbiased opinion
Martin is head and shoulders above the crowd! It just goes to show what
having 99th parents can do for an airman. Congratulations to Martin,
to Olga, and to Wally.

george

★★★★★★

An Air Force plan to spend \$6.1 million on World War II-style leather jackets to boost flight crews' esprit de corps is drawing flak from civilians and retirees affected by budget cuts. "I'm upset with this leather-jacket bit," Hugh Enyart, a retired Air Force major, said yesterday. "If we have to measure our patriotism by whether or not we have leather jackets, God help us, we're in trouble." About 280 of the 53,000 "bomber" jackets will go to flight crews with the Military Airlift Command at Scott Air Force Base.



the BRYAN OLIVER MEMORIAL APPEAL
TO PRESERVE WW2 RAF AIR/SEA RESCUE LAUNCH 2597



Manor Farm, Apuldram,
Chichester.
West Sussex PO20 7EF

18th August 89

Dear Buck,

I trust that you arrived back home safe and sound and in good wind after your French trip, you must try and get back for next year, Sir Harry Broadhurst has promised to go.

The reason for this letter is to ask if you can direct me to any organisation in the USA that might consider helping us to complete the purchase of the above boat which is the last WWII Air Sea Rescue boat to survive, she saved no less than 59 American airmen's lives during the war mostly in her service in the Med and Adriatic Sea area, crews of BI7s etc, her total wartime tally was 189 lives saved plus shooting down two German aircraft.

The boat has been fully restored but the former owner died just after completion in April of this year with cancer at just 41 years of age, we have named the boat after him and within the first few weeks of starting the fund have raised almost £3,000 and she is to be moved to Chichester Harbour where she will be used in a Youth Training role for organised youth groups such as Air and Sea Cadets and taking part in major maritime events, we hope to take her to France for next year's D-Day events.

The total amount we must raise is £20,000 but we have no time limit or interest rate to pay, we have gathered for our museum a very rare and unique exhibit.

All our newspapers and TVs wish to cover her journey from the West Country to Chichester and those helping will have a pennant flown from her mast plus a scribed credit within the boat, I'm sure you can point me in the right direction to glean funds, by all means photo copy this letter, all donations will be acknowledged.

I shall keep you posted of events in the meantime my sincere good wishes, thanks, the pipes made the trip so memorable, perhaps you could pipe us into port next year in France ?.



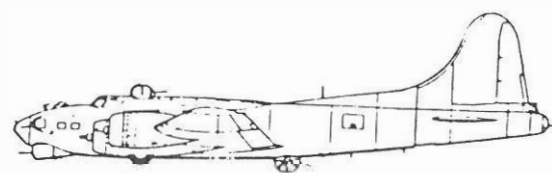
Sincerely

Ken R. Mell

home is

16 Gifford Rd
Bosham, Chichester,
West Sussex
PO18 8LD
England

from the files of
Buck (Cy) Feldman,
Bagpiper and
Little Friend



EAT
MORE
POSSUM



THE ALBUQUERQUE JOURNAL, Sunday, October 5, 1986

FOUNDERS NURTURE AIR MUSEUM IN A BEAN FIELD

By Randolph Picht--AP

Geneseo, NY -- Austin Wadsworth had a farm, and on his farm he put some warplanes, an AT-6 here and a C-45 there, here an L-3, there a P-40.

Before Wadsworth could say "ee-ie-ee-ie-oh," he and his buddies had the foundation for what they call the National Warplane Museum. It now is little more than a dozen or so planes parked in a mowed soybean field.

In five years, however, plans call for spending \$3.8 million to build a hangar and other buildings to house high-tech displays and add another two dozen planes.

The museum recently took its biggest step, shelling out \$250,000 for a World War II B-17 bomber, one of eight still flying. It has been featured in two movies. Once, it served as a special transport plane for Gen Dwight D. Eisenhower.

"We figured if we're going to do it why not go all the way?" says Wadsworth, who started the ball rolling when he and some fellow museum founders put together a Canadian warplane show on his farm in 1981.

Sure, the runway has to be mowed once or twice a week and it's close to the field where Wadsworth lets some locals play pickup polo.

However, as Ed Able, executive director of the American Association of Museums, points out, "Every museum had to start somewhere."

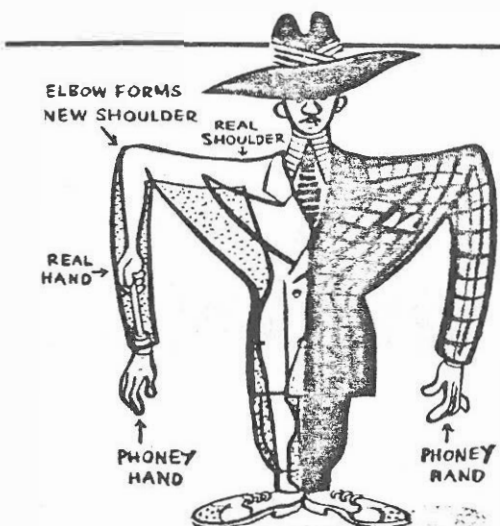
Wadsworth is usually at the controls when the B-17 takes off for its weekly loop over the rural communities on the western edge of the Finger Lakes region, about 30 miles south of Rochester, NY.

"What else you going to do in a small town for fun?" asks Wadsworth, a husky man of 51 who's fond of puffing on cigars and chatting with his terrier, "Sparky."

Museum founders put the word "national" in their name when they incorporated in 1983 because they hope to become known nationally. However, Wadsworth says, they have no illusions about becoming the biggest warplane museum in the country.

"In fact we're going to concentrate on the World War II era and we'd like to become known as the best place to experience that period outside of Harlingen, Texas," Wadsworth says.

Harlingen is the base for the Confederate Air Force, a group with 6,500 members that started in 1957. It has the largest collection of flying World War II aircraft in the world, including several planes that are the last of their kind in the skies, according to Ralph Royce, the group's executive director.



YANK,
Sep.
1945

Modern design will perfect the post-war zoot suit.

"We don't get heartburn over those New York guys," Royce says. "We want to see them get fired up."

Wadsworth and the museum's membership, which now includes more than 1,000 people, have spent the last year learning about putting together museum displays and fund-raising drives.

They hope to have enough pledges within two months to begin building a hangar.

"We didn't want to have the image of just a bunch of guys with toys showing up asking for money," says Wadsworth. "We're doing it very carefully and so far its been very encouraging."

He says the group's first fundraising call, on a local furniture company, netted \$10,000 for this year and \$5,000 for each of the next four years.

Meanwhile, \$3 tours of the B-17, which is flown to area air shows, have brought in enough money to pay the interest on the debt for the plane and the cost of flying it.

Wadsworth co-piloted the B-17 from its previous home in Arizona, where it was being used for dusting crops and fighting forest fires.

"You wonder how anything that weighs 15 tons can plink down on the runway like a feather," says Wadsworth, who wanted to fly with the Air Force but was turned down because he's color blind.

"It's like dancing with a a great big heavy woman who's quick on her feet."

Often, former B-17 crew members show up and reminisce about the war, like the time they had to kick open the bomb bay doors at 20,000 feet.

Some sit in the cockpit and recall watching the enemy fighters. Tears often come to their eyes.

"I remember two guys who met here and found out they both bailed out of a B-17." Wadsworth says.

"One guy said, 'where'd you land? I came down in France.' The other guy landed in Holland."

Wadsworth says that when he was young, everyone wanted to be a pilot and dreamed of piloting a B-17 on a bombing mission.

"We all had pilot goggles and pilot jackets and pretended we were flying in the back yard," he says.

Its different today, Wadsworth says. The planes have become too sophisticated, computerized and delicately maintained.

"They're fine pieces of technology, but I don't know if their pilots will remember one from another," Wadsworth says.



NEWS, DUES & VIEWS

3

Fellows, write your memoirs. We would love to publish them when you have finished them. My memoirs will be entitled FORTY YEARS A DRAFT DODGER, although it may be longer than forty years by the time I complete them. george

QUOTES

TH# NEW COLD WAR

★★★★★

Crankshaw

. . . Communists, no matter what other short-comings they may suffer, have never worried about looking ridiculous. p. 67

Anybody who still believes that nationalism has been eradicated by Communism will believe anything. The Soviet Union survived the last war not because the people were fighting for Communism (which most of them detested anyway) but because they were fighting for their country. p. 153

DECISION OVER SCHWEINFURT by Thomas M. Coffey

The 8th Air Force by now had its first sample of one kind of combat-crew problem. On July 25 [1942], a gunnery sergeant who had flown the A-20 mission July 4 against German airfields committed suicide, possibly because he could not face the strain of continued combat. As if in anticipation of such battle-induced psychological crises, the previous day, Spaatz had ordered the establishment of a facility called the 8th Air Force Provisional Medical Field Service School, designed to teach medical officers as much as possible about the problems peculiar to fliers in combat.

Eaker was also taking an important step to safeguard the mental health of his bomber crews. At the suggestion of Air Marshal Harris, he directed that no one be required or even allowed to fly more than twenty-five missions. Harris had said to him, "We made a mistake under the emergency pressures of the Battle of Britain.

We let crews go until they were killed. We have found out you must give a combat crew a chance for survival. We learned in the long run that you must set a [fixed] number of missions." p. 139

And he had time to learn about the disastrous strike against the Kiel submarine yards two days later in which fighter resistance was so strong only sixteen planes managed to bomb the harbor area and twenty-six were lost, some of them because crewmen of the 94th Group, nearing home and convinced there would be no more action, were cleaning their guns when the last wave of German fighters struck.

p. 226

★★★★★

REUNIONS

30 Apr 1991 99th Bomb Group, Albuquerque NM

Bernice Barr, 7408 Vista del Arroyo, Albuquerque NM 87109

13 jun 91 19th Bomb Group Assn. San Antonio TX
James A. Kiracofe 274 Quinn Rd., West Alexandria OH 45381
phone (513) 839-4441

Mid September 1991 A reunion of all airmen who were shot down and rescued by citizens, partisans or Chetnicks in Yugoslavia is being planned for Mid-September 1991
Contact: John Rucigay (518) 877-8131, 14 Ashley Dr. Ballston Lake NY 12019

16 Sep 1991 15th Air Force Association, Las Vegas NV
15 Air Force Ass'n. P.O. Box 6325 March Air Force Base CA 92518

APPLICATION FOR MEMBERSHIP - 1991 DUES -\$15

NEWSLETTERS 1981-1990 \$10 per yr. 81_82_83_84_85_86_87_88_89_90_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 continue the subscriptions of deceased members for an extra year, but please remember to send us any change of address.

* * * * *
MORE REUNIONS * * * * *

- 18sep1991 8th Air Force New Orleans
Eighth Air Force Historical Society, 1607 E. Willow Ave.,
Wheaton IL 60187
- 19sep91 Association of POWs in Romania Ft. Worth
Harry B. Harris 2100 Santa Fe, #1008, Wichita Falls TX 76309
ph. 817 322-7126
- 26sep1991 19th Bomb Group Hampton VA.
James A. Kiracofe, 274 Quinn Rd., West Alexandria OH 45381
phone (513) 839-4441
- 2oct91 315 Bomb Wing Oklahoma City OK
20th AF Assn. 7811 Compass Lake Dr. San Diego CA 92119
phone (619) 697-6123
- Spring 1992 99th Bomb Group, Washington DC
Bernice Barr, 7408 Vista del Arroyo, Albuquerque NM 87109

★★★★★ TAPS

VANDER MEER, GEORGE George Vander Meer of Highland, Indiana, died 30 January 1990. He is survived by his wife Grace. Copied from the June 1990 Newsletter of the Association Of Former Prisoners of War In Romania.

CARLTON JENNINGS MCGEE It is my sad duty to report the death of one of our members, Carlton Jennings McGee. He died on January 18, 1991, and leaves his wife, Genevieve, and daughter, Jennifer, and her husband.

We have been friends since the start of the 99th Bomb Group in 1942 and have had small annual reunions each year of six to eight men and wives. The meetings were in New Jersey and we came from Connecticut, Long Island, New York, Pennsylvania, Delaware as well as from New Jersey. We have been doing this for over 40 years and we had many good times.

regards
Richard G. Mesner 12 Quaker Ridge Road Bethel CT 06801

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

28

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

FORWARDING AND RETURN
POSTAGE GUARANTEED
ADDRESS CORRECTION REQUESTED

1991 ***** 347
J.O. Grizzell
Rt. 4 Box 270 A
Paris, TN 38242

May. 19 91

CHANGES OF ADDRESS

George Ardelean	3756 Oslo Pl.	Indianapolis	IN 46208
Sirsee Henexson	2205 Oleander St.	Delano	CA 93215
Kenneth Bradt	4712 67th St.	San Diego	CA 92115-2936
Fred H. Henry	8 Louise Dr.	Chagrin Falls	OH 44022-4231

FOUND

964 William L. "Ike" Walker	620 Crestmont Dr.	Santa Rosa	CA 95409
965 Ed Delano	2714 NE 18th	Portland	OR 97212
966 Charles K. Lawhead	31860 W, 83rd St.	DeSoto	KS 66018
967 Edward Nykaza	19112 Champlain Ave.	Glenwood	IL 60425
968 Kevel Boswood	1018 Wareham St.	Elizabeth City	NC 27909
969 Henry E. Laakman	2925 Bella Vista	Midwest City	OK 73110
970 Clifford W. Spillers	Rt. 2, Box 104	Butler	GA 31006
971 Glen W. Sweem	1258 Victoria St.,	Sheridan	WY 82801