



# THE 99th Bomb Group Historical Society NEWSLETTER

Vol. 11 No. 7

Jul 1991



SOCIETY OFFICERS, 1991-1992

PRESIDENT - HARVEY JENNINGS	VICE PRESIDENT - LEN HOPEN
TREASURER - WALTER BUTLER	HISTORIAN - GEORGE F. COEN
SECRETARY - H.E. CHRISTIANSEN	EDITOR - GEORGE F. COEN
CHAPLAIN - JOE KENNEY	



## THE PRESIDENT'S MESSAGE

Dear 99'ers:

At the May 1991 Board Meeting I was elected President of the 99th BGH for the coming year 1991 and 1992. My thanks to all who had a hand in it. I will do the best I can.

Thanks to the bang up job by Bernie and Doris Barr and the rest of the Albuquerque crew, the May 1991 reunion in Albuquerque was a great success. I'd like to thank all the volunteers who helped at the hospitality bar. Their help made things a lot easier.

Also, at the Board Meeting the reunion site for the 1992 reunion was changed from Washington, D.C., to Rapid City, South Dakota, to be held at the Howard Johnson Hotel and will be hosted by M. J. Larkin and Michael J. Yarina. This reunion will be held in September, exact dates to be set later.

To all 99th POW's (and widows of POW's) who have not and would like to apply for the POW medal, send me a stamped, self-addressed envelope (2621 Las Casas Way, Rancho Cordova, CA 95670) and I'll mail you the POW Medal Application Form 2510.

Sincerely,

*Harvey Jennings*  
Harvey Jennings



99th BG

B-17 FLYING FORTRESS

THE CHAPLAIN'S CORNER

GREETINGS:

Another Reunion is now history and what a splendid and rewarding experience it was. In spite of a minor glitch or two, it was very well organized and ran smoothly.

It would appear that nearly everyone came to have a good time and most certainly did enjoy themselves immensely. It's very special to greet old friends catching up on the past year or so, and then to seek out those you might not have known as well. Another unique and great experience is when you seek out those you haven't known at all.

Maudie and I came to this Reunion fully expecting to have a grand time and that's just what happened, in fact, our anticipations were exceeded by a wide margin.

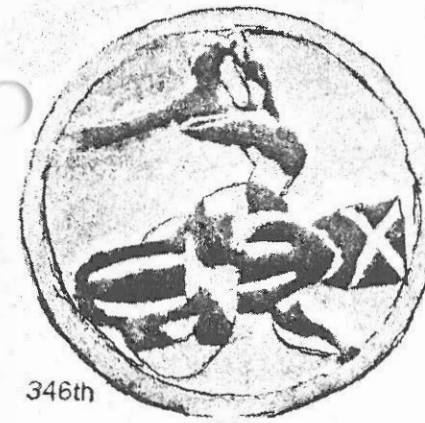
To Bernie and Doris Barr, Lew and Margaret Boatwright, Walter and Christine Butler and all the others who worked so tirelessly to put this Reunion over so successfully we owe a debt of gratitude. If you took part in the numerous programs offered and failed to have a good time, barring unforeseen circumstances, you may not have been trying.

In conversations with a number of our good men it is obvious that each has had unique and interesting experiences to share, many quite dramatic. What we would all enjoy would be to hear from each man so that we can see these experiences from every person's angle giving us a clearer concept into what we all shared back then.

We need also to have a broad base of representation in this Group. Those who are really interested in keeping the ball rolling, whether former Officer or Enlisted, ground or flight crew, make your desires known.

From Philippians Chapter 4; verse 8: "FINALLY BRETHREN, WHATSOEVER THINGS ARE TRUE, WHATSOEVER THINGS ARE HONEST, WHATSOEVER THINGS ARE JUST, WHATSOEVER THINGS ARE PURE, WHATSOEVER THINGS ARE LOVELY, WHATSOEVER THINGS ARE OF GOOD REPORT; IF THERE BE ANY VIRTUE, AND IF THERE BE ANY PRAISE, THINK ON THESE THINGS." This verse was chosen because its meaning could fit our needs very well.

Joe C. Kenney, Chaplain

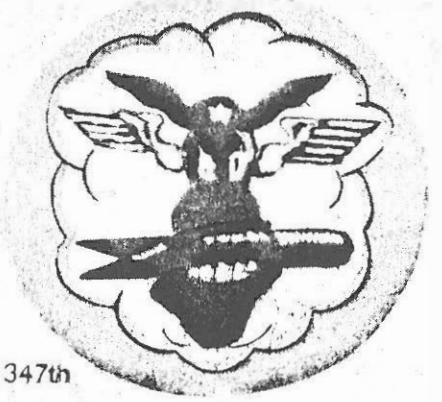


346th



348th

99TH BOMBARDMENT GROUP (H)



347th



416th

BERNIE BARR HAS DESIGNED AND PRODUCED THIS IN BEAUTIFUL SQUADRON AND GROUP COLORS AS 11in X 17in POSTER SUITABLE FOR FRAMING AND HANGING-ORDER YOURS NOW!! DETAILS FOLLOW.



PAST PRESIDENT'S REMARKS

We were all filled with a high level of anticipation as we attended our 99th Bomb Group Historical Society Reunion in Albuquerque April 30 - May 5. In addition to renewing old fellowships, our veteran 99th members were to be given the opportunity of meeting current members of the 99th Strategic Weapons Wing who had just flown combat missions in their B-52's against the Iraqi Republican Guard.

When the ten member crew of the B-52 arrived at Kirtland AFB, they had our complete attention. They had flown a low level training mission directly from Ellsworth AFB, South Dakota to Albuquerque. This crew, commanded by Col. James Roberts, joined our activities and many a late night discussion was carried on between the older 99th members and the younger 99th crew members discussing the DESERT STORM MISSIONS. On Saturday morning over an early morning cup of coffee, JOE KENNEY remarked that we older members were so proud of the accomplishments of the current 99th Wing Members that a little spring had been added to our step.

This 1991 reunion marked the tenth anniversary of the initial reunion held in Albuquerque back in 1981 when a total of about 40 members gathered at the Dollar Inn. This year, the Albuquerque Committee gave the 300 attendees a wide choice of activities including tours of Kirtland AFB and OLD TOWN (these included lunch), a sight-seeing trip to Santa Fe, tours of the Anderson winery and ancient Indian Pueblo (ruins), and, for the 348th and 416th squadron members, a ride on the tram to the top of Sandia Peak (10600ft) for a spectacular view of the surrounding area and a delightful dinner. Unfortunately, the Thursday night tram trip for the 346th and 347th was cancelled because of high winds.

The DESERT STORM flyers attended our Friday luncheon and, as President, I introduced Col James Roberts, the Director for TACTICS of the 99th Wing, to the members of our own 99th. Col Roberts introduced each member of his crew and then, with the assistance of Capt. O'Neal, gave a slide show presentation of the current operations of the 99th Wing. Our older members were very pleased with the presentation and the fact that the 99th is alive and doing well. After lunch, he invited our members to go to Kirtland AFB for a tour through a B-52 for a first hand view.

Saturday night during our cocktail hour, we were entertained by "The Sound Factory", a local group of musicians who played the "Golden Oldies". The three-piece band continued to play during dinner to the enjoyment of the dancers. The floor was packed! One member said that we should box them up and take them to all of our reunions. WALTER JUSCZYK, a member of the 99th, honored us by singing some of our old songs including "God Bless America", "The Air Force Song", and more. Thanks Walter. Door prizes were presented to the member traveling the farthest, the oldest member, the Great Grandmother with the most grandchildren,

and others. Of special note was a drawing for a painting by DR. FRANK PEARCE of our famous B-17 which was won by COLLING DIXON. Also, an associate member, ALICE "LIZ" GILBERT, gave a water color of the Taos Indian Pueblo which was won by TR ELLA ANKENCY. The 346th Squadron was recognized as having the largest number of ground crew members and total members attending the reunion. I again introduced Col Roberts who presented our members with a beautiful gavel for our future use. He also reintroduced the members of his crew and, as they came forward to be recognized, BERNIE BARR presented each with a 99th Bomb Group Cap. They put them on as CHRIS CHRISTIENSEN took their pictures. I then recognized the outgoing Board members, HUEGLIN and KELLSTROM, and introduced the new incoming Board Members, FRED TROY and LEONARD SMITH. The new Officers for 1991-1992 are:

President--HARVEY JENNINGS  
 Vice Pres.--LEN HOPEN  
 Secretary--CHRIS CHRISTIENSEN  
 Treasurer--WALTER BUTLER  
 Editor-historian--GEORGE COEN  
 Chaplain--JOE KENNEY

The Albuquerque Committee-Lew Boatwright, Walter Butler, George Coen, and Bernie Barr-express our thanks and appreciation to each of you that joined us for our 1991 99th Bomb Group Reunion. It was a pleasure for us to be here to help you enjoy your visit. From the verbal statements of thanks we received from you during the informal Continental Breakfast and as you departed, it seems that you enjoyed yourselves. We thank you for your gracious comments and expressions of thanks. Also, we have received a number of written comments and the following are excerpts from some of them.

Boots and J. W. Sparrow...Thanks for being such good hosts and hostesses. We really enjoyed the reunion and the trip to New Mexico; seeing old friends and making new ones. It is also good to be back in GA. If I had to choose the best part of our stay, it would be the trip to the Quilt Shop; wish we had one like it here. Again, thanks for such a lovely time. Looking forward to the next one.

Rex and Edith Greathouse...You and the other members of the committee certainly planned a great reunion. Everyone we talked to said this was the greatest. I was sorry we did not get to go up on the tram, but I would rather be safe than sorry. The weather doesn't always cooperate...Thanks again.

WALTER BUTLER was presented with a plaque in recognition of his devotion to our Society and the terrific job that he has done over the years in keeping the treasury records. As JULES HOROWITZ presented the award to Walter, he commented that the inscription on the plaque was one of the last things that his wife, ANITA, had written.

Finally, a very special tribute was given to our first commander of the 99th Bomb Group, GEN. FAYE UPTHEGROVE, for his dedication and direction during the formative years of the group and for his combat leadership during our campaigns in Africa and Italy. In honor of Gen. Upthegrove's contributions to his men, the members of the 99th Bomb Group Historical Society drank a toast to his health and well-being with best wishes for the future.

To all our members, I thank you for your support during the last couple of years and wish each one of you a future filled with good things and happiness. I will see you at our future reunions. RAPID CITY, SOUTH DAKOTA IN 1992 not WASHINGTON, DC.

My warmest regards,

BILL SMALLWOOD

NEITHER BERNIE BARR OR THE 99th BGHS WILL BE HOSTING A HOSPITALITY ROOM AT THE 15th AIR FORCE REUNION IN LAS VEGAS IN SEPTEMBER!!

Marge and Jim Smith...Just a note of appreciation for all the work you did to make the 99th reunion such a memorable and pleasant occasion. Everything was so well planned and went smoothly; it was a pleasure to take part in. The minor fitches I was aware of (the hotel finger food and the wind) were certainly not your fault. The committee deserves a big thank you for a job well done. We certainly had a good time...thank you with our good wishes.

John F. O'Connell...Just thought I would drop you a line to thank you for your efforts and success in managing our recent reunion. Certain affairs, such as our reunion, require planning and hard work and this was one of them. The Marriott was a good selection; it was well run, clean, and probably had the best food and facilities of any of the hotels we've had since I've been attending reunions (1986). Of course, there was nothing that you could do about the high winds that cancelled our dinner trip to Sandia Crest and I prefer to think that the Wednesday night "finger food" menu was someone else's idea (actually the idea wasn't bad--there wasn't enough food). The trip to Kirtland AFB and the presence of the men from the 99th Strategic Weapons Wing were most appropriate for a gathering such as ours... The locale of the reunion and the hotel were first rate; so too was the management of it. Kudos to the committee...Regards.

Frank and Jean Pearce...Thank you for making our visit to Albuquerque most pleasant. We had a wonderful time visiting with old friends in the 99th and look forward to South Dakota in 1992....Warmest regards.

Bill and Joan Kinard...Thank you and the committee for putting together the memorable occasion of the 1991 reunion of the 99th Bomb Group...We particularly enjoyed meeting George Coen and thanks to him...It was heart warming to see the people, such as Joe Chance, the ground crews and their...wives who stood behind them...Our Squadron Navigator (346), Jim O'Donnelly, and his wife, Alma, and my wife will never forget the meeting of the 99th in Albuquerque. We missed seeing, for one reason or another, other members of our crew, squadron, and group, especially Major Raymond Kane, and many of the people located in the Northwest. Members that did not attend were certainly the losers.

Chuck Bigbee...Gladie and I were sorry that we had to cancel out of the Reunion at the last minute. Gladie is in the hospital undergoing tests...she says that she had rather be in Albuquerque...

Joe and Maudie Kenney...Thanks for the gracious hosts all of you were at our reunion. It was obviously well planned...the large hospitality room proved to be an outstanding asset. The video room worked well and was a very good addition to the reunion. Thanks again...

C. Bill Beringhaus...The cap and pins came today; they are all great and I appreciate your efforts. You did a great job on the reunion pin for the ABQ meeting...thanks again.

Once again, the Albuquerque members were happy that you came and we do thank you for your favorable comments. We do look forward to seeing each of you at our future Reunions.

BEST REGARDS,

YOUR ALBUQUERQUE COMMITTEE

\*\*\*\*\*

99th BOMB GROUP POSTERS AND PINS

Bernie Barr, 7408 Vista Del Arroyo, Albuquerque, N.M. 87109-2941

Bernie Barr is offering an 11" x 17" full color poster of the squadron and group insignia of the 99th Bomb Group as well as enamel squadron pins depicting the individual insignia of the 346th, 347th, 348th, and 416th squadrons (as seen on page 1 of the newsletter). Posters sell for \$8.00 each; pins sell for \$3.50 each. Also, a limited number of Albuquerque Reunion pins are available for \$2.50 each. All costs listed above include postage & handling. Order your posters and pins by August 1. 99th Bomb Group Caps with scrambled eggs are \$10.00 each

\*\*\*\*\*

99th BOMB GROUP HISTORICAL SOCIETY  
MEMORIAL SERVICE

During the tour of Combat Duty lasting from March of 1943 into May of 1945, the 99th Bomb Group FOUGHT to help win that War. Each one of us SOUGHT to survive it. All Combat Crews were subject to the same awesome actions in some of the most violent Aerial Battles man has ever known. Careful and complete briefings apprised us of what we could expect on each Mission, many times with ominous and grim overtones. So it took a large amount of courage and bravery supported by that all important ingredient we know as Military Discipline to overcome our natural human frailties of self preservation to fly them.

Each man seeking survival knew full well that there were those who would not survive. Our men who died in Battle did so Honorably, defending our GOD Given Rights of Freedom and Independence we cherish so dearly today. Through this Memorial Service let's all remember that they DID NOT DIE IN VAIN! I believe they were Heroes and Patriots, all of them! Their lives given that this Nation and the World might live without the terrible threat of World domination and slavery fostered by Hitler's Nazi Germany. Not all of our 99rs who gave their lives were Combat men. Our Support Crews suffered a terrible loss of life in a Bomb Dump explosion. Others were lost in a number of unfortunate accidents. A First Sergeant gave his life in an heroic attempt to rescue the Crew of a Wellington Bomber that crashed in the 416th Squadron Area.

So today, we Honor ALL who gave their lives during that War! Several verses taken from Ecclestastes Chapter 3 seem appropriate, and we read; "TO EVERYTHING THERE IS A SEASON: A TIME TO BE BORN AND A TIME TO DIE: A TIME TO MOURN AND A TIME TO DANCE: A TIME FOR LOVE AND A TIME TO HATE: A TIME OF WAR AND A TIME OF PEACE."

In light of the recent War in the Persian Gulf Region which produced an astonishingly low casualty rate, we must recognize that there were indeed, those who gave their lives in that War. Today, we remember those brave men and women as well!

Since the end of WWII many of our 99rs have passed on, a troublesome fact we've become far more aware of lately. Often times we wonder just how many of our men died earlier than we ordinarily would have expected due to the tremendous stresses each man experienced during the War. I think of those many men who drove themselves mercilessly through many long hours of hard work just to keep our planes flying as well as those who flew them. We Pray for the families of these men, remembering the substantial part of each man's life literally laid on the line for the wellbeing of this Nation.

Today, right here in Albuquerque, we are enjoying the pleasures of this Reunion! What a great and rewarding experience it is, of meeting, greeting and reminiscing with our dear old friends! As this week has gone along, maybe we should begin to look forward to our next Reunion next year! In Chapter 46 of Psalms we read; "GOD IS OUR REFUGE AND STRENGTH, AN EVER PRESENT HELP IN TIME OF TROUBLE. THE LORD ALMIGHTY IS WITH US. THE GOD OF JACOB IS OUR FORTRESS." (I had to include the word "Fortress")

Join with me as we Pray: Our GOD AND FATHER, we Praise YOU for this perfect day as we Honor ALL those men of the 99th who have passed on! And we remember all those who were unable to attend this Reunion, and for those of us who have gathered here for this great meeting, we are thankful. Dear GOD, who by Your own Providence led our forefathers to this good land wherein they found Liberty and Freedom to Worship YOU, and these are the very things we fought for so many years ago. We ask that YOU Guide this Nation in the way of Peace and Truth so that we may never fail in the Blessings YOU have provided to the people whose GOD is LORD, in the name of JESUS CHRIST, Amen.



## War Diary 347 th



### MISSIONS OF 347TH BOMB SQ. ADRON - 1943

#### Mission No. 1 March 31, 1943

Six B-17Fs took off from Navarin Field, Algeria, 1100 o'clock for bombing mission, target Villacdro Airdrome, Sardinia; mission accomplished and all ships returned safely 1500 o'clock. No casualties. Pilots report slight concentration of heavy flak, no enemy fighters encountered.

#### Mission No. 2 April 4, 1943

Eight B-17Fs took off from Navarin Field, Algeria, 0930 o'clock for bombing mission, target Naples port area. One plane returned early; mission accomplished and seven planes returned safely at 1700 o'clock. No casualties. Pilots report intense concentration of heavy flak, no enemy fighters encountered.

#### Mission No. 3 April 5, 1943

Six B-17Fs took off from Navarin Field, Algeria 0900 o'clock for bombing mission, target Milo Airdrome at Trapani, Sicily; mission accomplished and all planes returned safely 1345 o'clock. No casualties. Pilots report little flak, no enemy fighters encountered.

#### Mission No. 4 April 10, 1943

Five B-17Fs took off from Navarin Field, Algeria, 1000 o'clock for bombing mission, target submarine and ships at La Maddelena, Sardinia; Mission accomplished and all planes returned safely 1600 o'clock. No casualties. Pilots report moderate concentration of flak, no enemy fighters encountered.

#### Mission No. 5 April 11, 1943

Seven B-17Fs took off from Navarin Field, Algeria, 1000 o'clock for bombing mission, target Marsala Port, Sicily. One plane returned early; mission accomplished and six planes returned safely at 1545 o'clock. No casualties. Pilots report slight concentration of heavy flak and approximately 18 enemy fighters and 18 seaplanes encountered. S/Sgt Lawrence B. Stedman credited with one ME-109 damaged.

#### Mission No. 6 April 12, 1943

Six B-17Fs took off from Navarin Field, Algeria 1200 o'clock for bombing mission, target Trapani Harbor, Sicily; mission accomplished and all planes returned safely at 1700 o'clock. No casualties. Pilots report moderate concentration of heavy flak, no enemy fighters encountered.

#### Mission No. 7 April 14, 1943

Eight B-17Fs took off from Navarin Field, Algeria, 0900 o'clock for bombing mission, target Monserrato Airdrome. Two planes returned early; mission accomplished and six planes returned safely at 1430 o'clock. S/Sgt W.F. Bowen, rear gunner, killed by machine gun bullets. Pilots report moderate concentration of heavy flak and from 20 to 27 enemy fighters encountered. 2nd Lt Harold O. Luther credited with one ME-109 probably destroyed; S/Sgt Richard E. Mesner credited with one ME-109 probably destroyed; 2nd Lt Joseph R. Collins credited with two ME-109s damaged.

#### Mission No. 8 April 17, 1943

Six B-17Fs took off from Navarin Field, Algeria, 0900 o'clock for bombing mission, target Palermo Port; mission accomplished and all planes returned safely at 1500 o'clock. No casualties. Pilots report intense concentration of heavy flak and from 3 to 15 enemy fighters encountered. S/Sgt William D. Standbro credited with one ME-110 destroyed.

#### Mission No. 9 April 18, 1943

Five B-17Fs took off from Navarin Field, Algeria, 0930 o'clock for bombing mission, target Bocca Di Falco Airdrome; mission accomplished and all planes returned safely at 1600 o'clock. No casualties. Pilots report moderate concentration of heavy flak, no enemy fighters encountered.

**Mission No. 10**  
**April 20, 1943**

Five B-17Fs took off from Navarin Field, Algeria, 1400 o'clock for bombing mission, target Sidi Ahmed Airdrome. Mission not accomplished because of solid overcast and undercast; all planes returned safely at 1700 o'clock.

**Mission No. 11**  
**May 3, 1943**

Five B-17Fs took off from Navarin field, Algeria, 1530 o'clock for bombing mission, target Bizerte Harbor. Two planes returned early; mission accomplished and one plane returned safely 1950 o'clock. Plane piloted by Capt Harry R. Burrell landed without casualties at Fountain Chalde because of weather. Capt Burrell proceeded to 301st B.G. base the following day where his undercarriage collapsed on landing, no casualties. Plane piloted by Lt Col Leroy A. Rainey made a crash landing in the Mediterranean. 2nd Lt Preston E. Richardson, Co-pilot, and T/Sgt Leif J. Solem, radio operator, were buried at sea. 2nd Lt Alfred F. Greig, navigator, 2nd Lt Joseph R. Collins, bombardier, T/Sgt Alexis F. Rohan, engineer, S/Sgt Frank C. Bonaldi, gunner, and Pvt Norman K. Daniels, gunner, are missing. Col Rainey, S/Sgt James D. Murray, asst. engineer, S/Sgt Edward P. May, asst. radio operator, and T/Sgt Lowell C. Hall, photographer, reached safety. Pilots report slight concentration of heavy flak, no enemy fighters encountered.

**Mission No. 12**  
**May 6, 1943**

Three B-17Fs took off from Navarin Field, Algeria, 0600 o'clock for bombing mission, target Marsala Harbor. One plane returned early; mission accomplished and two planes returned safely at 1100 o'clock. No casualties. Pilots report slight concentration of heavy flak, no enemy fighters encountered.

**Mission No. 13**  
**May 9, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0900 o'clock for bombing mission, target Palermo. One plane returned early; mission accomplished and six planes returned safely at 1500 o'clock. No casualties. Pilots report slight concentration of heavy flak, no enemy fighters encountered.

**Mission No. 14**  
**May 10, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 1000 o'clock for bombing mission, target Trapani (Milo Airdrome) Sicily; mission accomplished and all planes returned safely at 1430 o'clock. No casualties. Pilots report slight concentration of heavy flak, no enemy fighters encountered.

**Mission No. 15**  
**May 11, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0830 o'clock for bombing mission, target Marsala; mission accomplished and all planes returned safely at 1330 o'clock. No casualties. Pilots report slight concentration of light flak, several enemy fighters encountered. S/Sgt George Leffingwell credited with one ME-109 damaged.

**Mission No. 16**  
**May 13, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 1100 o'clock for bombing mission, target Cagliari; mission accomplished and all planes returned safely at 1500 o'clock. No casualties. Pilots report moderate concentration of heavy flak and from 3 to 15 enemy fighters encountered.

**Mission No. 17**  
**May 14, 1943**

Six B-17Fs took off from Navarin Field, Algeria, 1030 o'clock for bombing mission, target Civitavecchia; mission accomplished and all planes returned safely at 1730 o'clock. No casualties. Pilots report slight concentration of flak, no enemy fighters.

**Mission No. 18**  
**May 18, 1943**

Six B-17Fs took off from Navarin Field, Algeria, 0930 o'clock for bombing mission, target Messina but due to weather secondary target, Trapani, was hit. Original mission not accomplished and all planes returned safely at 1530 o'clock. No casualties. Pilots report moderate concentration of heavy flak and from 18 to 20 enemy fighters encountered. 1st Lt Charles B. Covert credited with one ME-109 damaged; 2nd Lt Jack M. Buckner credited with one ME-109 damaged.

**Mission No. 19**  
**May 19, 1943**

Five B-17Fs took off from Navarin Field, Algeria, 0900 o'clock for bombing mission, target Sciacca Airdrome; mission not accomplished because of weather and all planes returned safely at 1430 o'clock.

**Mission No. 20**  
**May 21, 1943**

Five B-17Fs took off from Navarin Field, Algeria, 0700 o'clock for bombing mission, target Castelvetrano; mission accomplished and all planes returned safely at 1200 o'clock. No casualties. Pilots report moderate concentration of heavy flak and from 6 to 30 enemy fighters encountered. S/Sgt Jack D. Guerrard credited with one ME-109 destroyed.

**Mission No. 21**  
**May 24, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 1200 o'clock for bombing mission, target La Maddalena Harbor; mission accomplished and five planes returned safely at 1800 o'clock. (Two planes had returned early.) No casualties. Pilots report slight to moderate concentration of heavy flak, no enemy fighters encountered.

**Mission No. 22**  
**May 25, 1943**

Five B-17Fs took off from Navarin Field, Algeria, 0830 o'clock for bombing mission, target Messina. One plane returned early; mission accomplished and three planes returned safely at 1600 o'clock. Plane piloted by 1st Lt H.B. Bankhead landed at Tunis with two engines out from flak over the target; T/Sgt Fred B. Manship, radio operator, died of flak injuries. Pilots report intense concentration of heavy flak and from 15 to 30 enemy planes encountered. S/Sgt E.A. LaRoache credited with one FW-190 destroyed; 2nd Lt J.A. Boyle credited with one ME-109 destroyed; 2nd Lt J.S. Flex credited with one ME-109 destroyed; S/Sgt G.G. May credited with one ME-109 destroyed; S/Sgt I.L. Herrmann credited with one ME-109 probably destroyed; T/Sgt J.J. Florek credited with one ME-210 damaged.

**Mission No. 23**  
**May 28, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0730 o'clock for bombing mission, target oil refinery at Leghorn; mission accomplished and all planes returned safely at 1500 o'clock. No casualties. Pilots report slight concentration of light and heavy flak and from 4 to 20 enemy aircraft encountered.

**Mission No. 24**  
**May 30, 1943**

Seven B-17Fs took off from Navarin Field, Algeria 0700 o'clock for bombing mission, target Capodichino Airdrome, Naples; mission accomplished and all planes returned safely at 1430 o'clock. No casualties. Pilots report moderate concentration of heavy flak and from 1 to 40 enemy fighters encountered. S/Sgt George Leffingwell credited with one ME-109 destroyed; 1st Lt W.H. Breslin credited with one ME-109 probably destroyed; S/Sgt E.H. Carrillo credited with one ME-210 probably destroyed.

**Mission No. 25**  
**May 31, 1943**

Eight B-17Fs took off from Navarin Field, Algeria, 0830 o'clock for bombing mission, target Foggia Airdrome. One plane returned early; mission accomplished and seven planes returned safely at 1630 o'clock. No casualties. Pilots report slight concentration of heavy flak, and from 40 to 6 enemy fighters encountered. 2nd Lt Jack M. Buckner credited with one ME-110 destroyed.

**Mission No. 26**  
**June 5, 1943**

Eight B-17Fs took off from Navarin Field, Algeria, 0830 o'clock for bombing mission, target Spezia, Italy; mission accomplished and all planes returned safely 1530 o'clock. No casualties. Pilots report little flak, no enemy fighters encountered.

**Mission No. 27**  
**June 7, 1943**

Six B-17Fs took off from Navarin Field, Algeria, 0930 o'clock for bombing mission, target Pantelleria; mission accomplished and all planes returned safely 1300 o'clock. No casualties. Pilots report limited amount of light and heavy flak, several enemy fighters encountered.

**Mission No. 28**  
**June 8, 1943**

Seven B-17Fs took off Navarin Field, Algeria, 0900 o'clock for bombing mission, target Pantelleria; mission accomplished and all planes returned safely 1230 o'clock. No casualties. Pilots report limited amount of light and heavy flak, several enemy fighters encountered.

**Mission No. 29**  
**June 9, 1943**

Six B-17Fs took off from Navarin Field, Algeria, 0930 o'clock for bombing mission, target Pantelleria; mission accomplished and all planes returned safely 1330 o'clock. No casualties. Pilots report limited amount of light and heavy flak, no enemy fighters encountered.

**Mission No. 30**  
**June 10, 1943**

Six B-17Fs took off from Navarin Field, Algeria, 0800 o'clock for bombing mission, target Pantelleria; mission accomplished and all planes returned safely 1230 o'clock. No casualties. Pilots report limited amount of flak, no enemy fighters encountered.

Eight B-17Fs took off from Navarin Field, Algeria, 1500 o'clock for bombing mission, target Pantelleria; mission accomplished and all planes returned safely 1930 o'clock. No casualties. Pilots report little flak, no enemy fighters encountered.

**Mission No. 31**  
**June 11, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0930 o'clock for bombing mission, target Pantelleria; mission accomplished and all planes returned safely 1340 o'clock. No casualties. Pilots report very little flak, no enemy fighters encountered. (Island surrendered 1100 o'clock, occupied by ground forces 1120 o'clock.)

**Mission No. 32**  
**June 12, 1943**

One B-17F took off from Navarin Field, Algeria, 0930 o'clock for bombing mission, target Castelvetrano, Sicily; mission accomplished and plane returned safely 1430 o'clock. No casualties. Pilots report very little flak, no enemy fighters encountered.

**Mission No. 33**  
**June 15, 1943**

Eight B-17Fs took off from Navarin Field, Algeria, 0600 o'clock for bombing mission, target Bocca Di Falco Airdrome, Sicily; mission accomplished and all planes returned safely 1230 o'clock. No casualties. Pilots report intense concentration of heavy flak, accurate as to altitude and deflection, no enemy fighters encountered.

**Mission No. 34**  
**June 18, 1943**

Eight B-17Fs took off from Navarin Field, Algeria, 0930 o'clock for mission, target Messina Airdrome, Sicily. One plane returned early; mission accomplished and seven planes returned safely 1700 o'clock. Two casualties: S/Sgt Jean G. Chandonnait wounded in thigh of left leg by 20mm shell; Sgt Ray C. Luth wounded by flak in both legs below the knees. Pilots report moderate concentration of heavy flak, many enemy fighters encountered. 2nd Lt James F. Bruno credited with one ME-109 damaged; S/Sgt Irvin L. Herrmann credited with one ME-109 damaged.

**Mission 35**  
**June 21, 1943**

Eight B-17Fs took off from Navarin Field, Algeria, 1000 o'clock for bombing mission, target railroad yards and Royal Arsenal at Naples, Italy. Two planes returned early; mission accomplished and six planes returned safely 1700 o'clock. No casualties. Pilots report moderate to intense concentration of heavy flak, and from three to 10 enemy fighters encountered.

**Mission 36**  
**June 25, 1943**

Eight B-17Fs took off from Navarin Field, Algeria, 0800 o'clock for bombing mission, target Messina, Sicily; one plane returned early; mission accomplished and seven planes returned safely at 1545 o'clock. Three casualties: Sgt Thomas Shannon killed by flak; S/Sgt Walter Schnieder wounded in back by flak; T/Sgt Ray Potter wounded in hand by flak. Pilots report intense concentration of heavy flak, extremely accurate, and up to 15 enemy fighters encountered.

**Mission No. 37**  
**June 28, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0700 o'clock for bombing mission, target Leghorn, Italy; mission accomplished and all planes returned safely 1420 o'clock. No casualties. Pilots report moderate concentration of heavy flak, inaccurate, and from four to five enemy fighters encountered. An Italian innovation was a smudge pot smoke screen over the city which the pilots said was ineffective.

**Mission No. 38**  
**June 30, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0940 o'clock for bombing mission, target Bocco Di Falco Airdrome, Sicily; mission accomplished and all planes returned safely 1520 o'clock. No casualties. Pilots report moderate concentration of heavy flak, no enemy fighters encountered.

**Mission No. 39**  
**July 3, 1943**

The 347th Squadron did not participate in this group mission.

**Mission No. 40**  
**July 4, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0830 o'clock for bombing mission, target Gerbini Airdrome, Sicily; mission not accomplished, reason unspecified, and all planes returned safely at 1430 o'clock.

**Mission No. 41**  
**July 5, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0745 o'clock for bombing mission, target Gerbini Airdrome, Sicily; mission accomplished and all planes returned safely 1430 o'clock. T/Sgt Clayton W. Canaday wounded by flak in left sinus and left arm, removed to hospital. Pilots report heavy flak, inaccurate, and from 50 to 150 enemy fighters encountered. S/Sgt J.D. Guerard credited with one ME-109 destroyed; S/Sgt J.F. Burkhardt credited with one MA-202 destroyed; 2nd Lt Dean Coleman credited with one FW-190 destroyed; 2nd Lt T.C. Hawke credited with one MA-202 destroyed; Sgt W.D. Brust credited with one ME-109 destroyed; S/Sgt H.H. Klug credited with one MA-202 destroyed; S/Sgt J.A. Burkhardt credited with one ME-109 probably destroyed; T/Sgt R.W. Carlton credited with one ME-109 probably destroyed; S/Sgt I.L. Hermann credited with one ME-109 probably destroyed, S/Sgt G.J. Pizza credited with one ME-109 probably destroyed; 2nd Lt H.A. Sadler credited with one MA-202 damaged.

**Mission 42**  
**July 6, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 1115 o'clock, for bombing mission, target Gerbini Airdrome, Sicily; two planes returned; mission accomplished and four planes returned safely at 1830 o'clock. Plane piloted by Capt William A. Clark landed at Ain M'lilator to refuel, proceeded to Navarin Field, landing at 1915. No casualties. Pilots report heavy flak, 25 enemy fighters encountered. S/Sgt F.P. Lemino credited with one ME-109 destroyed.

**Mission 43**  
**July 7, 1943**

One B-17F took off from Navarin Field, Algeria, 0700 o'clock, for bombing mission, target Gerbini Airdrome, Sicily; mission accomplished and plane returned safely at 1315 o'clock. No casualties. Pilot reports slight concentration of heavy flak, a few enemy fighters encountered.

**Mission 44**  
**July 8, 1943**

Eight B-17Fs took off from Navarin Field, Algeria, 0930 o'clock, for bombing mission, target Gerbini Airdrome #12, Sicily; two planes returned early; mission accomplished and six planes returned safely 1550 o'clock. No casualties. Pilots report slight concentration of heavy flak, inaccurate, and about three enemy fighters encountered.

**Mission 45**  
**July 9, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0530 o'clock, for bombing mission, target Sciacca Airdrome, Sicily; Lead squadron missed target; group went over target again but no bombs were dropped. All planes returned safely 1125 o'clock. No casualties. Pilots report slight concentration of heavy flak and about three enemy fighters encountered. 1st Lt W.H. Breslin credited with one MA-202 damaged.

**Mission No. 46**  
**July 10, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0545 o'clock for bombing mission, target Gerbini Airdromes #4 and #5; mission accomplished and all planes returned safely 1220 o'clock. No casualties. Pilots report slight concentration of heavy flak, no enemy fighters encountered.

(Sicily invaded by land and sea forces 0300 this date)

**Mission No. 47**  
**July 11, 1943**

Seven B-17Fs took off Navarin Field, Algeria, 0700 o'clock for bombing mission, target Cantania, Sicily. Three planes returned early; mission accomplished and four planes returned safely 1315 o'clock. No casualties. Pilots report moderate concentration of heavy flak, about 10 enemy fighters encountered. S/Sgt Tom E. Gaertner credited with one ME-109 destroyed.

**Mission No. 48**  
**July 12, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0930 o'clock for bombing mission, target Messina. One plane returned early; mission accomplished and six planes returned safely 1545 o'clock. No casualties. Pilots report moderate concentration of heavy flak (not from Messina but Italy itself). No enemy fighters encountered.



**Mission No. 49****July 13, 1943**

The 347th squadron did not participate in this group mission.

**Mission No. 50****July 14, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0820 o'clock for bombing mission, target Messina railroad yards; mission accomplished and all planes returned safely 1450 o'clock. No casualties. Pilots report intense concentration of heavy flak, no enemy fighters encountered.

**Mission No. 52****July 16, 1943**

Eight B-17Fs took off from Navarin Field, Algeria, 0820 o'clock for bombing mission, target San Giovanni, Italy; mission accomplished and 6 planes returned safely between 1300 and 1330 o'clock. Plane piloted by Lt James A. Stuart landed at Malta where Lt Thomas C. Hawke died of flak injuries; proceeded home, landing at 2015 o'clock. Plane piloted by Lt Frederic C. Mosley landed at Montiesqui to refuel, proceeded home, landing at 1530 o'clock. Pilots report intense concentration of heavy flak, extremely accurate, no enemy fighters encountered.

**Mission No. 53****July 17, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 1300 o'clock for bombing mission, target Naples railroad yards; mission accomplished and all planes returned safely at 1950 o'clock. No casualties. Pilots report slight concentration of heavy flak, few enemy fighters encountered.

**Mission No. 54****July 19, 1943**

Eleven B-17Fs took off from Navarin Field, Algeria, 0745 o'clock for bombing mission, target Rome marshaling yards; one plane returned early; mission accomplished and 10 planes returned safely at 1500 o'clock. No casualties. Pilots report moderate concentration of light and heavy flak, up to 5 enemy fighters encountered. Observer: Robert L. Matthews, New York Times, flew with the 347th in the ship piloted by Capt Harry R. Burrell. Raymond Clapper and Tregaskis also flew with the 99th.

**Mission No. 55****July 21, 1943**

Seven B-17s took off from Navarin Field, Algeria, 0830 o'clock for bombing mission, target Grosseto Airdrome, Italy; mission accomplished and all planes returned safely at 1515 o'clock. No casualties. Pilots report moderate concentration of heavy flak, no enemy fighters encountered.

**Mission No. 56****July 22, 1943**

Ten B-17Fs took off from Navarin Field, Algeria, 0610 o'clock for bombing mission, target Foggia, Italy. One plane returned early, mission accomplished, and nine planes returned safely at 1605 o'clock. No casualties. Pilots report moderate concentration of heavy flak, 15 enemy fighters encountered. T/Sgt William J. Murphy credited with one ME-110 destroyed, 1st Lt Jack B. Abrams credited with one ME-102 destroyed, S/Sgt George T. McCluskey credited with one ME-109 destroyed, S/Sgt James E. Purnell credited with one ME-109 destroyed, S/Sgt Joseph J. Macchiavern credited with one ME-109 destroyed, T/Sgt Donald F. Gregory credited with one FW-190 destroyed, T/Sgt Ruben M. Wilburn credited with one ME-109 and one ME-110 destroyed.

**Mission No. 57****July 24, 1943**

Seven B-17Fs took off from Djedeida Field, Tunis, 0630 o'clock for bombing mission, target Bologna marshaling yards, Italy; one plane returned early; 6 planes returned safely at 1330 o'clock to Djedeida. No casualties. Pilots report no flak, no enemy fighters encountered. After refueling all planes returned to Navarin Field, Algeria, landing at 1630 o'clock.

**Mission No. 58****July 27, 1943**

The 347th squadron did not participate in this group mission.

**Mission No. 59****July 30, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0800 o'clock for bombing mission, target Crottaglie; mission accomplished. Two planes returned early and 5 planes returned safely at 1630 o'clock. No casualties. Pilots report slight concentration of light flak, no enemy fighters encountered.

**Mission No. 60****August 1, 1943**

Seven B-17Fs took off from Navarin Field, Algeria, 0730 o'clock for bombing mission, target Naples docks, Italy; mission accomplished and all planes returned safely at 1420 o'clock. No casualties. Pilots report moderate concentration of heavy flak, 15 to 20 enemy fighters encountered. S/Sgt Andrew Cl\_\_\_, Jr. was credited with one ME-109 destroyed, S/Sgt Gino J. Pizza was credited with one ME-109 destroyed, S/Sgt Harold H. Klug credited with one MA-202 probably destroyed, S/Sgt Maurice F. Harvey credited with one RE-2001 probably destroyed, and S/Sgt John F. Burkhardt credited with one MA-202 damaged.

**Mission No. 61****6 August 1943**

Seven B-17Fs took off from Oudna Field #1, Tunisia, at 0915 hrs. for bombing mission, target cross-roads in the city of Messina, Sicily. Mission accomplished. Eight planes loaded but one plane was unable to leave the ground. Two planes returned early and five planes returned safely at 1325 hrs. Five planes were over the target but only four dropped bombs; the fifth returned safely with full bomb load. Target was well covered. No casualties and no damage to our A/C. Our pilots reported flak heavy and intense but inaccurate as to both altitude and deflection. No enemy fighters were encountered.

**Mission No. 62****August 9, 1943**

Seven B-17Fs took off from Oudna Field, #1, Tunisia, 1430 o'clock for bombing mission, target cross roads in the city of Messina, Sicily, mission accomplished and all planes returned safely at 1850 o'clock. No casualties. Pilots report intense concentration of heavy flak, accurate as to altitude and deflection. No enemy fighters encountered.

**Mission No. 63****13 August 1943**

Eleven B-17Fs took off from Oudna Field #1, Tunisia at 0830 hrs. for bombing mission, target S. Lorenzo Marshaling Yards, Rome, Italy. One A/C returned early. Of the ten A/C over the target which was obscured by smoke, only two A/C dropped their bombs. all ten A/C returned safely at 1400 hrs, eight with full bomb loads. There was minor injury by flak to one of our A/C only. No casualties. Flak was reported as heavy, moderate, accurate as to altitude and inaccurate as to deflection. Ten to twelve enemy pursuit were encountered.

**Mission No. 64**  
**17 August 1943**

Thirteen B-17s took off from Oudna Field #1, Tunisia, at 0900 hrs. to bomb Le Tube A/D near Marseille, France. One other aircraft was unable to take off. The 13 Fortresses returned safely at 1630 hrs. Six of our aircraft sustained minor injuries from flak, but no injuries were sustained by the combat crews. All planes dropped their frag bombs over the target. Flak was reported as intense, heavy, and accurate. Five enemy fighters were encountered, they made one pass then kept at a healthy distance.

*made Bone.*

**Mission No. 66**  
**25 August 1943**

Ten B-17Fs took off from Oudna Field #1 at 0715 hrs. Target was #2 A/D at Foggia, Italy. There were no early returns, and all planes went over the target. 50 to 75 E/A were encountered, but all of our ships returned safely to their base at 1500 hours. None of the crew members suffered injuries, and were proud to have destroyed a good number of E/A. Flak was reported as being heavy, moderate and accurate both as to altitude and deflection. All planes dropped their frag bombs over the target.

**Mission No. 67**  
**27 August 1943**

Seven B-17Fs took off from Oudna Field #1 at 0835 hrs. to their target, which was the M/Y at Sulmona, Italy. There were no early returns, and all air craft dropped their 500 lb. bombs over the target. All planes returned to their base safely at 1400 hrs. The flak was reported as being heavy, moderate, and inaccurate. There was no damage to our planes or to any of the crew members.

**Mission No. 68**  
**28 August 1943**

Seven B-17Fs took off from Oudna Field #1 at 0921 hrs. to their target, which was the M/Y at Terni, Italy. One air craft returned early due to mechanical trouble, but the remaining six air craft dropped their 500 lb. bombs over the target. All A/C returned to their base safely at 1531 hrs. The flak was reported as heavy, moderate, and inaccurate. There was no damage inflicted to our planes or to any of the crew members.



SHEET NO. 13 War Diary, 346th Squadron

Oudna #1, Natoua

Month of September 1943

Prepared by Walter H. Johnson, 1st Lt., A.C.

DAY	EVENTS
17.	Nonoperational. 2nd Lt. Attilio DiPasquale, Asst. S-2 Officer was promoted to 1st Lt., effective Sept 11, 1943.
18.	Operational. Target at Viterbo A/D. Squadron's 85th mission. Ships which flew were: 470, 405, 513, 129, 526, 477, 474, 491, 343, 383. 470 - Returned early due to sickness en route of gunner S/Sgt Miller. 474 - Accomplished mission but while taxiing on strip after landing, blew out tire in rear landing gear. 405 - Returned one and one half hour before ETA due to defective oxygen apparatus. 383 - Accomplished mission and suffered flat left tire while it taxied to revetment after landing. Major Leon L. Lowry, received his orders and was relieved of his duties as Commanding Officer. He was flown to Oran by Captain Evans, thus beginning his trip homeward. Captain Richard Evans became the new squadron operations officer. Captain Cleo Aspigren became new squadron Commanding Officer. Two B-24 Liberators with full crews attached to Squadron and on DS. Came from England and members of 66th Bomb Squadron.
19.	Nonoperational. Twelve enlisted men received promotions. Five were demoted. New gunner attended gunnery school conducted by Group armament. Four more B-24s with full crew arrived; attached to Squadron and on DS. They came from the 66th Bomb Squadron.
20.	Nonoperational. Two enlisted men received promotions to the grade of Sergeant. Five officers and five enlisted men of 66th Bomb Squadron on detached service with 346th Squadron, drawing quarters and ration only. Gunner school continued today.
21.	Nonoperation for the squadron. S/Sgt Hamilton assigned to squadron. 1st Lt. Hugo, 2nd Lt. Burchinal, S/Sgts Gyler and Miller relieved from duty and transferred to Special Flight Section, and attached to 2nd Bomb Sq. Six B-24 Liberators, attached to this squadron participated in a raid over Leghorn, Italy. Mission accomplished. One early return. Interrogation of their crews conducted by squadron S-2 Section.
22.	Nonoperational. Privates Dwight K. Cobb and Charles R. Weathers, gunners, assigned to this squadron. Sirocco winds and dust rendered day miserable and impractical for operational or training activity.
23.	Nonoperational. Four officers and six enlisted men back from special duty at Accra, W. Africa. B-24s assigned (DS) to this organization out on a practice mission.

SHEET NO. 14

24. Nonoperational. Four B-24 Liberators of 66th Bomb Sq. attached to us, flew on a mission to Pisa Marshalling Yards. Interrogated by Squadron S-2 Office. Bombing results seemed good. B-24 crews seem to like our field. Both outfits admire each other's formation flying, but we think the 17s are a shade better, but the rivalry is good for us and bad for the enemy, so no matter. Our mess is improving. Could use more space in the officer's tent, but then again we could use many other things.
25. Glory be. Operational this day. Nine of our planes took off in a raid over the Bologna Marshalling yards: Aircraft numbers 383, 343, 526, 513, 477, 405, 474, 129, 313, and 416. Ship 416 returned early. Mechanical trouble forced its return and Col. Upthegrove flying as observer did not get chance to observe. I guess we want the C.O. here on the ground with us. All other ships returned safely and bombing results generally good. Enemy got a little bold when they sent aloft a few fighters to tease our gunners. One probably shot down when he played too close. Some never learn.
- The B-24s also took off on a mission and their target was Lucca Airdrome. Five of them participated, one early return. The remaining four did not reach the target as heavy overcast obscured their vision and hence turned for home at a point near Corsica.
- Group arranged for a play tonight and our boys are anxious for entertainment. French actors and actresses--rather a success.
26. Mission scheduled for both our squadron and the B-24s. However, the much heralded rains and expected bad weather began to threaten and both operations were called off. The afternoon and evening brought a low, heavy overcast. Reminiscent of May 3, 1943, when our fliers took off for Bizerte but could not bomb owing to the poor visibility. Landing at the Navarin base became a serious undertaking and the Group scattered and landed at all nearby bases. We had some casualties and lost a few planes. Glad there was no repetition this day.
- Sgt. Elizonde and Cpl Lewis assigned to communications.
- Daylight saving time came to an end. The hour was set back and darkness now begins to settle about 6:40. Many long evenings ahead. It will either be the officers' club, poker, or to bed.
- The blue flag again flies telling us that tomorrow is operational. The crews are anxious to take off again for they are rested and again eager.
27. Mission over Bologna M/Y called off on account of bad weather. The skies really look gray. Seems the rainy season is about due. The following officers were promoted to First Lieutenant: Fovinci, Lackman, Howard, Wrigley, Beringsmith, Banasiak, and Levin. The cold is really coming and we wonder what North Africa will be like during the next few months. Hope we move before we learn too much. Some one say anything about the sunny skies of Italy?

SHEET NO. 15

28. Operational and off sent our B-17s to the Marshalling Yards at Bologna, Italy. #383, 313, 477, 344, 405, 416, 474, 129. Ship 491 returned because of engine trouble and 343 also returned early because of engine trouble. The formation turned back before reaching target as heavy overcast precluded any bombing. All aircraft returned safely, and the Colonel's ship again blew a tire while taxiing into revetment. As the planes landed at about 1450, rain fell and we got our first experience at what a soggy field can look like. We have met General Mud and we don't like him. With chilly afternoons and nights, the personnel are beginning to scour into the barracks bags and packs for good old G.I. woolens. However, we are ready.

SHEET NO. 16 War Diary 346th Squadron, Oudna #1, Natoussa

Month of October, 1943

Prepared by Walter H. Johnson, 1st Lt. A.C. S-2

DAY	EVENTS
-----	--------

- |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | <p>Captain Aspergren, Commanding Officer of this Sq., promoted to Major. We were all glad to see him get it. Good officer and flyer.</p> <p>Following enlisted men to DS on Mission "X": Jones, Mize, Caroll, Wertz and Mills.</p> <p>Operational today. The Squadron undertook the longest flight in its history in an attempt to attack the enemy target at Augsburg, Germany. Home of the Messerschmitt factory and assembling plant. It was a round trip of approximately 1700 miles. Bomb load 10x500. Aircraft participating made use of "Tokyo" Tanks. The following were scheduled to go: #491, 416, 474, 405, 383, 343, and 313. A/C 313 blew a tire while taxiing. No. 383 returned early due to leak in oxygen apparatus. The Squadron (and group) did not reach target owing to heavy cloud stratus and undercast. Turned back about 60 miles South of target. En route enemy fighter opposition encountered. About 25 Me 109s and possibly some FW 190s, attacked formation. Used frontal attack, concentrating their fire on one Fortress at a time. The enemy formation would be in single file coming in at 1 or 11 o'clock from an altitude slightly higher than the Fortress. The 347th and 416th each lost a plane. Our ship, 491, was hit and a hole was seen behind the #2 engine nacelle. The remaining ships of the element, namely, 343 and 474, withdrew from the formation and accompanied 491 to coast of Sardinia. It is believed they landed either at Obia or Decimamanu. Word received that crew is at Sardinia. Members of 491 are: Lt. Crooks, Evans, Raferty and Charak; T/Sgts Grant, Demott and S/Sgt Tirella, Boswell, McKeenan and Ledgewood. A/C #405 returned with a large hole in right elevator. The results of this flight will probably be the subject of careful study and may result in important decisions concerning the strategic bombing set-up in the Mediterranean theater.</p> <p>This day, 6 B-24s also took off to bomb enemy target at Weinerneustadt, Austria. They were members of 66th Bomb Sq., attached to our Squadron. About 1830, one of the six returned to this base. The fate of the remaining five is not yet known. We concluded today that the German opposition within her "European Fortress" is considerably of better quality. The German fighter pilots are determined and aggressive. There may be hard [times] ahead but we hope to smash their resistance as we have those of the Axis air power in North Africa, Sicily and Italy.</p> <p>Accounts of the Squadron's experience in the Augsburg mission as gathered from conversation with crews who participated give high praise and credit to Col. Upthegrove for the wonderful manner in which he led the Group and evaded the fighters by skillful leadership and fight.</p> |
| 2. | <p>Nonoperational today. Weather still the uncontrollable factor. The crew of A/C 491 had landed at Cagliari, it was learned. Damaged sustained yesterday on the Augsburg raid forced them to crash land. Lt. Charak, bombardier was wounded in arm. All the crew flew back to base this day and Lt. Charak was taken to the 54th Station Hospital. Doing well according to reports. It is feared 491 will be salvaged as the aircraft is no longer airworthy. Of the B-24s out on yesterday's raid, three have been accounted for and two remain mission in action. We hope for their return.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

## LETTERS

22

Mr. and Mrs. Bernice Barr,  
7408 Vista del Arroyo,  
Albuquerque, NM 87109.

May 15, 1991

Dear Doris and Bernie:

First of all, Betty and I wish to thank you for such a grand time we had at the recent reunion. We know it must have been a lot of hard work for about a year. The facilities were excellent and the city beautiful. You even ordered fine weather.

Second, I now remember what I wanted talk to you about, Bernie. Today, I was re-reading the March 1, 1991 newsletter and found your letter about the quick command changes. You mentioned Col. Glassford replacing a Col. Myers, and the mission Glassford flew with Al Schroeder's squadron. I know about that one personally, because Col. Glassford chose my crew to fly with. I was a co-pilot and my pilot was Lt. Charles E. Evans. Glassford told us he would fly left seat and Evans (who had not flown co-pilot as yet) was to fly right seat. He told me he wanted a commissioned officer to fly tailgun to report on the formation of the squadrons behind us, and I was chosen. We were (the 99th, that is) leading the 15th over the target, which was supposed to be Innsbruk. Col. Glassford ordered me into the tailgun position at about 1000' to report on the formations. I kept a diary of my missions and this one was December 29, 1944. Here is what I wrote after getting back that day:

"Flew tail gunner on the lead ship with Evans as co-pilot for Col. Glassford. Among a multitude of things he did wrong was leading us up and down the Brenner Pass and all valleys adjacent Innsbruk, our briefed target. The flak was intense, very accurate, rocking the plane on every burst and still the Col. couldn't make up his mind. Our navigator, Norris Domangue, was hit in the leg with the first bursts, but we continued in the area going through 7 flak areas in  $1\frac{1}{4}$  hours over the target area. We lost one plane completely, the rest of the group left us after the first flak area, and we continued on with 7 planes. Of these, only two, lead and No. 4, had bombs left. Finally, No. 4 left and still the Col. tried to hit targets, Udine being the last try. We finally headed home, lost all of our wingmen, brought our armed bombs back and burned up No. 1 engine. The Col. wouldn't even feather No. 1, which was smoking all the way home and which finally blazed up in traffic pattern. It'll be a warm day in the Antarctic before we go with him again."

What I did not say in my diary was that the Col. came down to about 1500' over the Adriatic coming home, it was overcast and we could see bombs hitting the water from planes above us who were salvaging their loads. I had by that time gone to the nose section

23

and applied sulphur to Norris' wound, but he and I and the bombardier could see the altimeter and we knew we could probably not get Norris out if anything bad happened because we were so low. During the landing pattern, we fired a flare to show wounded on board. To his credit, Col. Glassford made one of the best landings I experienced in a B-17, even with a full load of armed bombs, but when the ambulance met us at the end of the runway, he wouldn't stop to let them take Norris, and continued on to the hardstand. Upon shutting down the engines, the Col. stated over the intercom, "Good Mission, men". I do not know which gunner it was, but one of them said over the intercom, "We got back, but no thanks to you.". There was a rather ominous silence and Col. Glassford said, "Who was that?" The Sargeant was still so mad that he gave his name, and the Col. said, "Good to meet you, Sergeant".

When we got back to debriefing, all of the officers of our 347th told Major Schroeder to get out the courts martial papers because none of us would fly if the Col. led again. As I recall, he never flew another mission in the 99th and was transferred out a week or two later.

You are correct that when Domangue was injured on the first burst of flak, Col. Glassford left the pilot's seat and went down to the nose to navigate leaving Evans alone in the cockpit. He never found a target he would drop on and we encountered intense flak. We were over the Brenner Pass, so the flak gunners were a lot closer to us than usual. It was a real show from the tail gun position--planes going down and squadrons and groups leaving us for alternates. Incidentally, the tail gun position during a mission is at least 200 yards from the nearest waist gunner. That's the way it felt, after being accustomed to the cockpit.

I always wondered how Glassford got transferred and am pleased to know you were there to report the fiasco. I note that you flew your 50th mission with the 99th on Dec. 28, 1944, so you were there the next day when Glassford led the 15th A.F. I know the 29th of Dec. was the date, because that mission was a subject of much talk at the squadron bar for months.

Thanks again to both of you for a grand reunion.

Sincerely,

*Bill*  
William C. Calvin  
819 W. Adams Street  
Clinton, IL. 61727

P. S. Norris Domangue, who now lives in Florida, is a member of our group.

Hi Bill: We were happy that you and Betty liked our 1991 reunion. Bill I know that you had to be on that mission--your details are as I remember them. Please check your date again! My records and memory places the event (mission) in July 1944. Ford Lauer was CO in Dec '44. Ray Schwanbeck came in the first week of 1945 and assumed command and Col Lauer and I came back to the states. Your report was great and fills in some of the details that we were missing. THANKS!

*Bernie*

. . . Keep up the good work. I liked the description that Jim Peters wrote of a mission that we were both on on April 1945. On that day our new squadron C.O. flew his first mission. He was leading the group. It was the second group over the target (German infantry). My barber was an infantryman on our side and he said the Germans ran in all directions in panic. I flew engineer for the C.O.

Another mission that was very interesting was Dec. 29, 1944. We flew into a jet stream with 100 mph. The bomb sight would not compute. We flew over the target three times without dropping bombs. One squadron went over low. We dropped ours at Castel Franco, Italy.

Clyde Tuttle



5 Jun 91

Enclosed is an article I wrote for the base newspaper concerning the 99th Bomb Group reunion. All of us had a great time at the reunion and are excited about the convention next year. I will forward a copy of the original article I wrote to George Coen for your newsletter. I apologize for any inaccuracies in this article. I relied on what I was told during the many conversations with 99 BMG members during roughly 15 hours in the hospitality room; I may have muddled some facts. Thanks again for your hospitality and support.

Captain Ed O'Neal

99 SWW Attends 99 BMG Reunion

Capt Ed O'Neal  
25 STS/DOE 5-4273

The 99th Strategic Weapons Wing made a journey into its past by attending the 99th Bomb Group Historical Society Reunion held at Albuquerque, NM from May 1 - 6. The 99 BMG Historical Society is composed of personnel who served with the 99th from 1942 through 1947. The music of Tommy Dorsey and Glenn Miller was a reminder of times past. The 99th crew who flew a B-52H to the reunion served in DESERT STORM, allowing for warriors from the present to meet warriors of the past. Our attendance also allowed us to collect some photographs and memorabilia for display in the new 99 SWW headquarters building. Approximately 160 99 BMG personnel and their spouses attended the reunion.

The 99 BMG flew B-17s during World War II from North Africa and, later, Foggia, Italy. It was a walk down memory lane for them and a history lesson for us. Lou Walker (tail gunner) showed photographs of his B-17 on fire then exploding. Somehow he escaped and landed safely only to be held prisoner in Stalag 17 for 23 months. Ed Moore (pilot) told of a B-24 that was shot down when it attempted to close on their formation from a nose-on attitude (always come along side but never nose first). Their service in theater was normally limited to 50 missions which could take from 4 months to 1 year, with an average combat mission lasting 8 hours.

Not all was so serious--pilot Julius Horowitz described being lost during an air navigation training mission from Shaw Field, SC. In desperation, he flew his BT-13 down the main street of Roseboro, NC, in an attempt to read the town name on the post office window or the water tower. Finally, he landed in a farmer's field to ask where he was, only to find out that his wheels were too muddy and the field too short to allow for a safe take-off. The local community began to descend upon the area to see why the airplane landed in their community. The Sheriff gave him a ride to town and he called Pope Field to arrange transportation back to Shaw Field and to let everyone know he was safe. An instructor pilot soon showed up and together they flew the airplane out, barely missing some power lines and tall pines at the end of the field. The water tower bearing the town name was painted over the day before Lt Horowitz flew by--Murphy's Law. Another time, while wanting to impress an infantry officer on a B-17 training flight over North Africa, he flew so low over a column of British troop trucks that troops jumped from the trucks. After this story, 'Buzz' seemed an appropriate nickname.

The men of the 99 BMG have been holding annual reunions since 1981. One crew had six of its original ten members at this reunion. This is amazing when you remember that it has been almost 50 years since they served together. The courage and sacrifice of the wives of these men is also quite remarkable. Rex Carnes (radio operator) parachuted from a B-17--and later, his wife's wedding dress was made from the silk of his parachute.

In September 1992, the 99 BMG will hold its reunion in Rapid City. We're looking forward to spending more time with the 'Diamondbacks' of the 99th Bomb Group.

we here at the Ivory Tower were greatly impressed by the professional approach of our friends from Ellsworth Air Force Base. In our unbiased opinion they are the best of the Air Force.  
george

We have received a heartfelt letter from Julie Horowitz telling of what the Group has meant to him.

Julie, you and others like you have meant a great deal more than we can say, and we do appreciate your comradeship.  
In all sincerity george



FLIGHTS OF FANCY

99th Reunion - May 1-5

A full bus except for John who finally came running (this was in Old Town) and gave a breathless apology--"Sorry--I met a Marguerita and a Senorita I couldn't leave!" When the head-count proved to be one more than we started with, everyone was looking for the Senorita!

The National Cemetery gate (Santa Fe) proved to be almost the same width as the king-sized bus, making our exit almost impossible and our driver pretty frustrated. Quipped a passenger--"Hey, we should be able to get us out--we've got a busload of navigators!" After two funerals further interrupted our exodus, and our driver began to fume in Spanish--the same passenger added--"And We've got bombardiers if you need them!" He also suggested--"Just relax and be laid back like the rest of the folks in this place!"

Captain Ed O'Neil, of the 99th Strategic Weapons Wing, really enjoying his conversation with 99th Bomb Group personnel (engineering office and ground crews) said, with sincere enthusiasm--"Best time I've had in a long time!" (This was at final banquet.) A great comment coming from a newlywed!

Back to the problem of getting out of the cemetery. A loud voice suggested--"All right ladies, time to get out and push!"

Our reunions are getting better every year and this was one of the very best! The spirit of camaraderie was at a peak, with both the guys and the gals having a good time all the time.

Thanks and an abundance of gold stars to both Bernie and Doris!

There were many other wise and very funny remarks, but it seems we're all getting a bit long in the tooth for the memory to be functioning on all cylinders. Next time, I'll keep a log!

Keep smiling!

Mabelle Chance

Dear Mabelle;

Our heartfelt thanks for FLIGHTS OF FANCY. Your item is just what our newsletter needed, and we hereby appoint you our correspondent-at-large with the promise that anything which you send us will be eagerly printed. Please write some more. sincerely

george

## NEWS, DUES & VIEWS

\*\*\*\*\*

Your editor has an apology to make.

In the March issue, on page 21, we printed an excerpt from CROSSHAIRS with a story about the navigator who mistook a frozen stream of urine for a river. We inadvertently also printed an appeal for computer funds from the aforesaid CROSSHAIRS. We were embarrassed by a response from a faithful member which had to be returned with thanks. Sorry!

\*\*\*\*\*

## QUOTES

We have a copy of COMBAT DOCTRINE (of the 99th), courtesy of Bill Meux, from which I have gleaned the following:

"Sec. II, (3) Crews have been known to jettison escape kits and purses and then forced to land in enemy territory. No further comment seems necessary here."

It is not necessary here either. geo.

## REUNIONS \*\*\*\*\*

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

18sep1991 8th Air Force New Orleans  
Eighth Air Force Historical Society, 1607 E. Willow Ave., Wheaton IL 60187

APPLICATION FOR MEMBERSHIP - 1991 DUES -\$15

NI LETTERS 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.

\* \* \* \* \*

## ORE REUNIONS

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

1oct91 483rd Bombardment Group Tampa FL  
James Heflin, 3120 Stonehill Dr. Springfield IL 62704

1oct91 315 Bomb Wing Oklahoma City OK  
20th AF Assn. 7811 Compass Lake Dr. San Diego CA 92119  
phone (619) 697-6123

Sep 1992 99th Bomb Group, Rapid City, SD  
Marion J. Larkin, 3827 Clifton, Rapid City, SD, 57701

## TAPS

KENNETH L. BRADT Kenneth L. Bradt, Ball Turret Gunner on Jesse P. Wheeler's crew, died Jan. 27 in Greater San Diego. He died of viral pneumonia. He was 74. We were in the 347th Squadron J.D. Grizzell

ROSS MCKINNEY Martha McKinney in a recent phone call, informs us that Ross, her husband of 45 years, passed away suddenly on the 25th of November, 1990 of a blood clot in his mid-section.

Thank you, Martha, for the call. george  
LARRY STUSSER Larry Stusser passed away over the week-end of April 6th. He was found lying dead on the floor at his home on Sunday by relatives.

His son, Michael (the eldest) told me that Larry had emphysema for several years and he thinks that is what Larry died of.

Memorial services were held 11 a.m., Thursday April 11th, 1991 at Gorman-Eden chapel, Gorman-Eden Mortuary - Los Angeles Area.

Larry was Adjutant in the 416th, then in the 347th until the end of the war. He was an old-timer. Frank English

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

Jul 1991

## CHANGES OF ADDRESS

Sirsee Henexson	2205 Oleander St.,	Delano CA 93215
Ray Curry, c/o Frank Lucido Jr.	454 N. Heights	Lowellville OH 44436
Cornelius Glen Jr.,	1137 E. Crown Ridge Dr.	Tucson AZ 85737
Robert F. Malone	93 Harrison St.,	Duxbury MA 02332-
3825		
Joseph D. Greeley	219D Green St.	Somersworth NH 03878-
2107		
Daniel Doerr	1420 Plantation Cir. #505	Plant City
FL 33567		

\*\*\*\*\*  
**FOUND**

972 Warren Schokmiller	345 Rieth Terrace	St. Louis	MO 63122
973 Charles E. Coley	P.O.Box B	Binger	OK 73009
974 Harry J. Slesnick	20254 Pierce Rd.	Saratoga	CA 95070
975 Matthew Nikolai	605 E. Clarendon Dr.	Roundlake Bch.	IL 60073