

99TH BOMB GROUP



B-17 FLYING FORTRESS

1943 • • AFRICA/EUROPE • • 1945

395 COMBAT MISSIONS

THE 99th BOMB GROUP HISTORICAL SOCIETY NEWSLETTER

Vol. 13, No.5

September 1, 1993

PRESIDENT'S MESSAGE

Even though the date line carried on this issue is almost two (2) months before our recent October Ontario, CA reunion I must include herein words concerning this very pleasant, well planned event. A rousing 'well done' and 'many thanks' go to the Barrs, Butlers, and Paul Shanks for their faithful, successful efforts.

You will be hearing from Jules Horowitz, our new President, in the November '93 issue which should be following this issue in a very few weeks (before Christmas, I hope).

For many reasons I got seriously behind the 'power curve' in producing this and the November '93 issue coming up. What can I say after I say I'm very sorry & humiliated?

Mort and Virginia Mcgee called me in mid- November to say they are planning an April 20-24 mini-reunion in Daytona Beach, FL in 1994. They were very enthused about the Daytona facilities and their plans to date. Should readers want to contact them before complete particulars are printed in our January '94 issue their address is; 8 Butternut Circle, Ormond Beach FL 32174 or call them at (904) 673-8549.

Roy Worthington, President



Can You Remember When ?



THE CHAPLAIN'S CORNER



This space is being included in this issue in honor of Joe Kenney, our long time Chaplain, and to say that Jules Horowitz will be announcing the name of a succeeding Chaplain in the next issue.

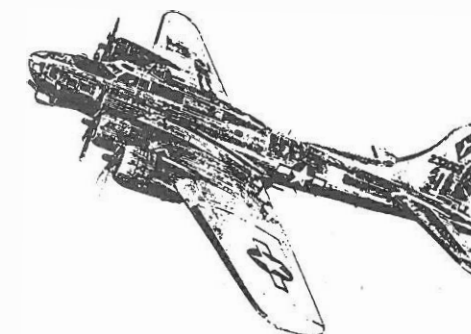
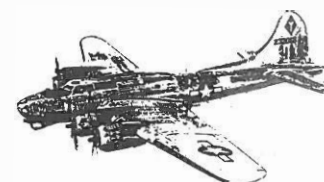


UP FRONT

By Mauldin



"Expectin' Rain ?"



NOTES AND LETTERS

JO and RAY SCHWANBECK write that Ray might be in Albuquerque for the 19th BG reunion.

RICHARD "Dick" DEMPSEY wrote that he could not be in Ontario because he had friends visiting from Ireland and Denmark. He and GINNEY had a ball in Dayton for the spring mini-reunion and had a most enjoyable visit with JIM and LAUREL SOPP.

LEONARD E. ROSE, 8103 East 50th Street, Indianapolis, IN 46226, wants you to contact him if you were a POW in LUFT IV

PAULINE F. JENNINGS has moved to 1030 Windstean, St. Peters, MO 63376-4032

JAMES D. KIRKPATRICK has moved to 2425 Parr Road, S.E., Rio Rancho, NM 87124-3448.

BOBBY WOLF, World Bridge Federation President reports that the September 1994 Bridge Championships will be held in ALBUQUERQUE, NM.

EX-GUNNERS are wanted to join THE AIR FORCE GUNNERS ASSOCIATION. Contact JAY E. INGLE, 35469, Colossian Way, Shingletown, CA 96088.

WILLIAM F. SOMERS reports that the only enlisted "ACE" during WWII was S/S BEN WARMER of the 348th Sq. BEN was credited with NINE enemy aircraft destroyed. Ben died during December 1977 and is buried in BELLVIEW CEMETARY. ONTARIO, CA.

~ ~ ~ ~ ~

MEMBERS MAY SEND ITEMS OF INTEREST TO WALTER BUTLER. HE WILL SEE THAT THEY ARE PASSED TO THE CURRENT EDITOR FOR PRINTING.

We have two new names to add to the of 99th members that flew 2 Tours. Their stories follow.

Walter H. Butler
8608 Bellehaven Place, N.E.
Albuquerque, New Mexico 87112

4321 West 71st Terrace
Prairie Village, KS 66208

July 15, 1993

Dear Walter

After noting your comments in the most recent issue (May-93) of the 99th Newsletter, in regard to those who went on to do another combat tour after completing 50 missions with the 99th, I feel there is one outstanding person from our original crew (Thistlewood/Amundson) who should be honored appropriately for his contribution in this respect.

I am referring to our most courageous "Ball Turret Operator", Charles M. Eyer, who now resides at Box 2189, Rt 2, Orwigsburg, Pennsylvania 17961. Charlie went on to join with another B-17 crew of the 447th Bomb Group, operating out of England after completing his tour with the 99th.

Their plane was shot down over Germany on his 9th mission. He was able to parachute to safety, only to spend the balance of the war living under great stress and hardship as a POW. Although he was unable to complete his second tour in the air, I think he deserves our highest praise and recognition for this endeavor.

I wanted to make you aware of this in the event you did not already have his name on your list.

Very truly yours

V. A. (Steve) Amundson
416th Squadron

Dear George:

Many moons past you asked me to reflect on that secret mission to Sicily. This was the night of the invasion of the Island of Sicily by our allies in 1943.

After I found your letter, I sat down to write my version after nearly 50 years.

George; do you realize that mission was the real FIRST of airborne use of (ECCM) electromagnetic counter measures--those black boxes that were loaded aboard our B-17s in Tunisia. They wouldn't allow us to ask any questions as to what we were to do.

We flew in a circle off the coast of Sicily at night. Then holy hell broke loose on the horizon. It looked like twenty celebrations of the Fourth of July. Tracers, flares, and flashes on the horizon toward Sicily.

After the mission, we tried to guess what we did. But the secrecy veil was really something. That was **real** security.

As it turned out, the ECCM jamming of the German radars had a significant impact on the success of the landing. A year later, some of the same techniques were used in "overlord" on the invasion of France.

The Germans/Italians were completely surprised and this was greatly due to the jamming of their radars.

A great deal of credit went to the 99th Bomb Gp. "Uppie" and "Swiftly" McDonald were the pilots. Incidentally, McDonald received DFC for this night mission. I think "Uppie" received some medal also.

This night mission spawned a new industry. Radar jamming and electromagnetic counter measures (ECCM). The later aircraft, particularly B-52s, depended greatly on the ECCM to bomb successfully and to spoof anti aircraft missiles.

It was a spooky night and quite mysterious, because we didn't know what we were doing, except flying circles and watching rocket red flares, like a Fourth of July celebration.

I wish I could tell you more about it George. But you must be proud to know that one of the reasons Sicily invasion succeeded was due to "Uppie", Mac, and the 99th Bomb Gp. What a team. I am a lucky guy to be here to have flown with you, "Uppie" and the wonderful airmen of the great 99th Bomb Gp. I will always be proud and happy that we did the job for our wonderful country.

See you at the next reunion. The Lord be willing.

Take care George,
Yours for old 416
John K.

SQUADRON WAR DIARY

Sheet No. 33. WAR DIARY 346th Squadron (H) OUDNA #1, NATOUSA
Month of December, 1943 Prepared by A. DiPasquale, 1st Lt. A.C., Asst S-2

DAY EVENTS

1. Twelve B-17s took off on a bombing mission at about 0845, from Oudna #1. Target: Fiat Aero Engine Works at Turin, Italy. Participating A/Cs, 513, 775, 526, 407, 865, 470, 223, 418, 396, 026, 477 and 338. Fortress 470 left one hour before target and returned early. A/C 418 had a wind-mill prop at the IP and turned back. Ten bombers over target. Mission very successful. Flak: heavy, moderate and accurate. Bomb load: 12 x 500. Seven to ten Me 109s seen at target area and were engaged by our P-38 escort. Dogfights seen in the skies. All our ships had to land at staging area to refuel. Either in Sardinia or Corsica. All returned the same night except 407, 223 and 775. Squadron prepared to move and final preparations for shipping supplies and equipment were under way.
2. A/C 407, 223 and 775 landed at this base at about 1300 after having remained overnight at a staging area. No mishaps. Camp being broken as advanced echelon prepares to leave tomorrow.
3. Capt. Johnson, four other officers and 60 men comprising the advanced echelon moved out today and motored to Bizerte. To go to new destination by boat. Rations issued to them and the march is with full field equipment. First echelon to depart comprised S-1, S-2 and S-3 personnel and others.
4. Non operational. Clean up details at work removing rubbish and nonmoveable material from camp area. Movement always brings about much mail writing on part of soldiers for the volume has been especially heavy. However, substance of letters, has for the most part, been free of any mention concerning military information or movement. Security has been well understood. Personnel of the 416th Squadron has been using our mess facilities during the past day and will continue until we reach our new base. Our men will use theirs when we reach the new camp. All's well.
5. Non operational. Movement preparations continue.
6. Seventeen more enlisted men convoyed to Bizerte en route to new base. Eleven planes took off on a bombing mission at 0957 from Oudna #1. Target: Grizzano M/Yds, Italy. A/Cs participating: 338, 477, 806, 418, 470, 407, 396, 526, 513, 223 and 775. Early returns: 338 and 470. Owing to engine troubles 407 also turned back. bad weather obscured target and eight B-17s landed at Foggia #2 for the night at about 1600. Bombs unloaded at this place.
7. Two officers and 8 enlisted men left for new base by motor convoy. Eight aircraft which landed at Foggia yesterday returned to this base at about 1100 hours. Men in area began moving down at the line setting up near their respective plane revetments to facilitate departure of the air echelon. Today marked the 2nd anniversary of the bombing of Pearl Harbor--a black day in American history. A day which shall be avenged to the utmost.

DAY EVENTS

8. Seven aircraft, 026, 338, 407, 418, 470, 513 and 775 took off from Oudna #1 at about 0945 on a bombing mission. Target: Shipping and port facilities at Porto San Etefano, Italy. Bombing altitude 3500 feet. Our squadron highly successful in its bombing. No flak, no fighters. Bomb load 12 x 500. ETA at about 1600.
9. Seven aircraft took off at 0900 fro Oudna #1 to bomb rail point between Genoa and LaSpezia, Italy. Mission not accomplished as bad weather at tip of Corsica cut off observation. Planes returned at 1600 with bomb load. A/Cs 513, 856, 396, 470, 528, 776 and 418 participated in the unsuccessful venture.
10. Rain and low ceiling caused scheduled mission to be canceled. Movement of personnel down to "line" continued and assignments to planes and transports made.
11. Rain in early morning. Overcast over field and bad weather reported over the Mediterranean. The air echelon departed Oudna #1 and headed for Foggia #2 where it landed that afternoon. Four Army C-47s scheduled to fly equipment necessary to operation and maintenance of planes. Two arrived and took off. The two C-47s landed in Sicily (Catania) and stayed for the day. Later in the afternoon another C-47 arrived and took off with personnel and their baggage. Also landed at Sicily. The Ground Echelon headed by Major McMillan left by motor convoy for Foggia. The area was thus vacated and only one group consisting of Lt Chance, Lt DiPasquale, W/O Fogel and 10 enlisted men left awaiting arrival of last C-47. Oudna #1 served us well, but its distance from important targets hampered our true strategic work and bombing and the movement to Italy should now help immeasurably.
12. Three C-47s arrived this day from Sicily and also one from Oudna #1. Foggia #2 is 110 feet above sea level. Heavy rains had softened the earth and much mud in evidence. Climate at present is chilly and damp. Morning finds the location with a heavy dew or frost and the grass very wet. Group is situated at the site of a rural development. Land planning here was such that each "unit" had a schoolhouse, church, medical building, storehouse and sales store. The unit at Foggia #2 is also known as Torterella. This name is still used by the South Africans which are camped here too. These homes or buildings, formerly the rural center of Torterella has been evacuated with the exception of the church and used as our Headquarters. The Squadrons are widely dispersed around it to the North and Northwest. Around the dispersal areas exist tenant homes, all modeled alike. It appears that the "planned region" was controlled by the government who built the farm "units" and operated under a type of syndicate and the farmers were sharecroppers. They received help and aid from the central organization such as irrigation, fertilizers, hauling and marketing and after a period an accounting rendered and profits shared. About the field can be seen many wrecks of enemy and allied planes. Some squadrons have buildings to use--the type referred to above. Our Squadron has none. Between Group and inside the perimeter formed by the Squadrons lies the South African camp. They operate the Boston A-20s. Advantages to be seen: wide dispersal. Disadvantages: long distance to Group aggravated by the chronic need for transportation. Our assembly area occupies the center of our camp. In it are S-1, 2, 3, and 4. There is the dispensary, mess and PX. Enlisted men's tents are South of it while the Officers North of it. All our men are not yet here and the slow work of beginning activity and organizing the camp has begun. Temporarily, we are messing with the 416th Squadron. The planes are spread out near the matted runway. The taxi strip runs completely around the runway and is also matted. The 346th revetments lies closest to Group. At Group, S-2 and S-3 occupy separate buildings. Likewise S-2. A cleaned up barn serves as the

briefing room on operational days and a movie house at night. S-4 also shares a building with officers quartered above it.

13. This morning many planes seen in the skies. P-40s, P-38s, P-51s and P-47s. There were Spitfires, Beaufighters, DB 7s (A-20s) and our own B-20s and B-26s. Formations could be seen everywhere. At noon we began to mess for ourselves and we sorely missed the beautiful mess arrangement enjoyed at Oudna #1. Scarcity of water owing to fact our equipment has not yet arrived. Transportation? The less said the better.
13. (Cont'd). We learned this morning that more of our men who left on Dec 3rd arrived. They had motored to Bizerte, there embarked by LTS and split. Some arrived at Taranto and others at Naples. It appears the men will arrive in small groups from time to time. It will be some time before the Squadron will be in full strength again. Today we went to town to secure lumber. We located a deserted office building and there saw lumber and furniture. By seeking proper permission, etc., we took a detail of men and two trucks and in the moonlight, entered the premises and loaded two trucks with lumber and furniture. At night could be heard the distant rumbling and fire of the guns. A reminder that the war was being fought North over the hills and that Jerry was not too far away. At around midnight we had an alert and many took to the slit trenches. A South African officer told us that the Jerries had wired congratulations to us on the establishment of a new camp and that he would pay us a visit. We'll be ready. A cold night and to bed. No lights.
14. 9 B-17s took off from Foggia #2 on a bombing mission at 0723. A/Cs 418, 470, 477, 856, 223 and 026, 396, 513, and 526. Target Eleusis A/D Greece. Bomb load 12 x 500. Bad weather dispersed the Group over the target and many places were bombed including Athens A/D, Piraeus (docks) and Khasani A/D. Flak was heavy and moderate. A few Me 109s were seen, made feeble passes, but no damage sustained. Bombing fairly good, but not on assigned target. Today more men arrived. Another truck was dispatched to Foggia to secure more lumber. We made a neat haul on this building. We entered Foggia in daylight and could get a good sight of the place. A road from Group was pursued and upon arriving at the gates of the town, wreckage could be seen. This town was bombed by our Group on August 19th. The rail yards were a shambles. Cars derailed and twisted and burned. Rails split and scattered. Equipment flung across the field and badly mangled. The roads were torn up and bore heavy scars. The streets were dirty and the buildings lining both sides were reduced to debris. The town had been heavily hit and few blocks, if any escaped the bombing. The wholesale destruction had impaired lighting facilities and water system. Many had fled and many of the poor remained. The town looked like a ghost town returned to life. The marks of a sad day remained and the activity centered around the military personnel which kept the civilian trade and caterers busy. Many civilians, called "borghese" here, were dressed in black, indicating a state of mourning. Food is scarce and employment for the people a difficult job. The Town Major, Commandante of XII Air Force and Amgot are busily at work in an attempt to appease the needs of the townsmen and military personnel. The civilian police come under the command of the Carabinieri which governed in peace time and are the local police. They come under the jurisdiction of Amgot. Labor is cheap. Manual laborers are paid 50 cents a day while skilled laborers 70 and up. We will get some for our camp.
15. A/Cs 223, 026, 396, 526, 470, 856, 418 and 338 took off 1010 to bomb M/Yds of Bolgano, Italy. Bomb load 12 x 500. Mission was successful and flak was heavy and intense. A few of our planes had flak holes but no serious damage or casualties. Three enemy fighters were observed but were engaged by our P-38 escort. Returned at 1515. Work around camp continued--slowly and with difficulty. Our equipment has yet to arrive and early darkness and no lights add to our handicaps.

16. We learned this day that Foggia is in the Italian province of Apulia. All Italy is divided into provinces. The local map shows many roads from the surrounded rural centers converging upon Foggia. The people in town say that prior to the war life was comfortable and that they had many comforts. The whole of the land hereabouts is cultivated and planned to yield the utmost. Signs and slogans can be seen on buildings, throughout the rural section. To the North of our area lies a stretch of mountains, thus far always in a haze as cloud formations hover about them, probably the Appennine mountains. This day we hired four manual laborers and two skilled. One carpenter and one mason. We pick them up in town and return them to the same place at night. They have worked well this day. They dig our drainage pits, latrine holes, build structures and lay tile floors for our kitchen. Ten B-17s took off at 1000 to bomb Padua M/Yds. Bomb load 12 x 500. A/Cs 5-- , 418, 477, 396, 526, 026, 470, 223, 338 and 856 participated and landed at about 1440. Mission fairly successful. Flak, both heavy and light, but slight. No fighters. No mishaps. We are getting used to the booming of the distant guns but the area continues damp and cold. We busy ourselves adding conveniences to our tents and arranging for heating devices. A show tonight in the briefing room. "Juke Girl" with Ann Sheridan. A sight of a pretty woman is still good to the American eye and the long overseas stay is evident when the woman is seen in a slight pose of "deshabillement."
17. No mission today as overcast canceled scheduled mission. Dispersal of tents throughout area effected. Temporary mess functioning reasonably well. Latrine carpentry completed and two
18. On Dec. 15th, Lt. Howard and Wrigley completed their fiftieth mission. So did T/Sgts Casey and Heidel and S/Sgt Wilson. On Dec. 16th, S/Sgt Seamans finished his fiftieth. Laundry facilities arranged for squadron personnel with some agency in town. Laundry sent out on Monday will be called for on Saturday.
19. Today 10 B-17s took off on a bombing mission. Target: Augsburg, Germany. Take off at about 1910. Participating A/C 477, 026, 407, 526, 418, 470, 338, 513, 396 and 223. Bad weather and overcast prevented our reaching the assigned target. However in the vicinity of Innsbruck a hole opened up and bombs dropped on marshaling yards below. Flak was heavy, intense and accurate as to altitude, inaccurate as to deflection. About 30-35 Me 109 and FW 109s were encountered and a very aggressive aerial fight took place for about 20 minutes. Our Squadron claimed 8 enemy aircraft shot down. Our Group lost two planes, one from the 416th Sq, and our own 223 which did not return. No word on 223 whatsoever, except that it [had] trouble with an engine around the target. A/C 418, piloted by Lt. Jones was heavily attacked by fighters and in the encounter, Sgt. Samuel Byrnes, T/Turret gunner was hit by a direct shot. He was unconscious and believed dead. Also hit were Lt. Kreyenbuhl, bombardier and Sgt. Lapp. Wounds not serious as to these two. Men to Foggia Main Hospital. Return at about 1436. Bombing results not known. Bomb load: 12 x 500.

SHEET 38. 20-24 ILLEGIBLE

25. Christmas Day. We tried to give the enemy cause to weep by attacking the Udine marshaling yards in a bombing operation. A/Cs 253, 407, 513, 526, 775, 396, 856, 477, 470 and 338 participated in the professional venture. 263 and 407 returned early. Take off was at 0920 but at 1400 the formation came to its base unable to bomb because of bad weather. No flak, fighters or mishaps. The Nazis had luck that day. A good dinner today. Turkey, dressing, potatoes, salad, pie and coffee. A good ration to all. Uncle Sam did a most splendid job in bringing a large volume of mail and packages to the field men. Truckloads arrived and distribution on this day made most everyone happy. The sight of fancy paper and colored ribbons on "do not open till Xmas" packages was a familiar sight. Nostalgic touch of home brought us to many a realization but our day was nevertheless bright considering everything. Our personnel is

acknowledging the gifts and letters as evidenced by the unprecedented volume of out-going mail. It is said "Home is Where You Find It," but today our home lies thousands of miles away. We are sure those at home thought of the fighting men overseas. Much reflection and thought on such days and one gets to think why men settle their disputes in so barbarous and futile manner. It doesn't add up. A Merry Christmas to All. (Not you, Nazi!)

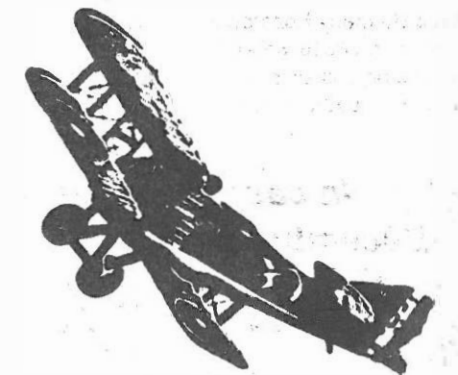
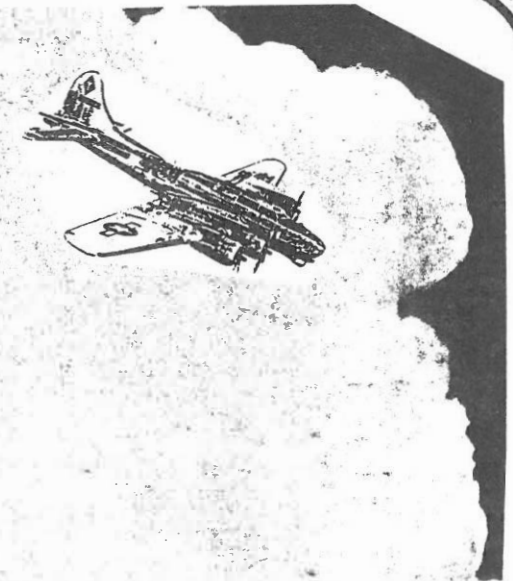
26. Non operational. Scheduled flight canceled by bad weather. Much rain this day and the mud has bogged down even the camp activity considerably. It was learned that members of the Simpson crew heretofore reported missing in action had been picked up by the Navy in the Adriatic Sea. Found in a life raft. All but Lt. Simpson, S Sgt Thorne, and Pfc Smith have been accounted for. Word received that they were taken to Termoli. More details as information is received.
27. Non operational. Lt Jacks, Lt Eder, Lt Rayson, T/Sgt Tremole, S/Sgt Lawson, Sgt Scott and S/Sgt Bradoury at hospital after rescue by Navy after being forced down in Adriatic Sea. It appears by first-hand reports that their craft was shot down by enemy fighters on the 19th and hit the water. A life raft was secured by 7 and a dingy by the other three, still missing. During a storm, the rafts had been cut apart and since that time no word from the other three. It also appears that the survivors remained afloat for six days before rescue. A detailed account will be entered after interview. This night was very cold and windy. One of the coldest we have experienced overseas.
28. A/C 396, 856, 526, 263, 470, 477, 026, 775, 407, took off from Foggia #2 on a bombing mission to bomb Verona M/Y, Italy. Takeoff at 0949 and return at 1410. #407 was an early return. Target was obscured by heavy undercast and formation bombed the marshaling yards of Rimini. Bomb results were poor. No mishaps, no flak, no fighters.
29. A/C 513, 526, 470, 407, 775, 396, 856, 477, and 026 took off at _____ to bomb Reggio, Italy. Weather obscured primary target and the M/Ys of Ferrara were hit by a bomb load of 12 x 500. No flak, 28 [?] fighters and return was at 1540. Results were good. New crew members came to camp. 2nd Lt Harold Grant, pilot; 2nd Lt. Bill J. May, co-pilot; 2nd Lt. Robert L. Kittleson, nav; and 2nd Lt Donald Benjaminsen [?] bomb. Enlisted personnel of crew: Sgts Adelaide E. Courmayer, Robert Fishman [?], James J. Howard, Charles J. Leatherburry, Clemm L. Miller, Thomas J. wright.
30. A/C 775, 526, 470, 396, 477, 356, 336, 407, and 026 took off at 1010 to bomb Verona. Bomb load 12 x 500. Target again obscured and Rimini M/Y raided instead. Results very good. Some fighters seen between Rimini and Ferrara--perhaps seven in number but were engaged by our P-38s. No flak. Return at 1435. Squadron staff meeting this evening to discuss problems pertaining to camp and how to expedite matters and work. during the evening a Wellington blew up as it landed and a huge ire and explosion rocked our camp. Fire was very brilliant during the night. one of our parked planes were damaged. The 416th Squadron suffered damage to some of theirs.
31. Non operational. Most of our personnel enjoyed day off and visited nearby towns. Rain started late at night. New Years Eve and a silent time spent in quarters. Postal authorities did an excellent job at delivering packages as many arrived as late as this date. Rumors of invasion floating around camp.



HIGH FLIGHT

By John Gillespie Magee, Jr.

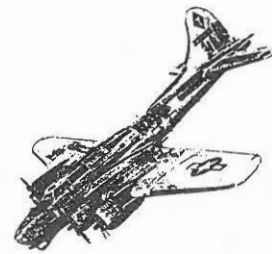
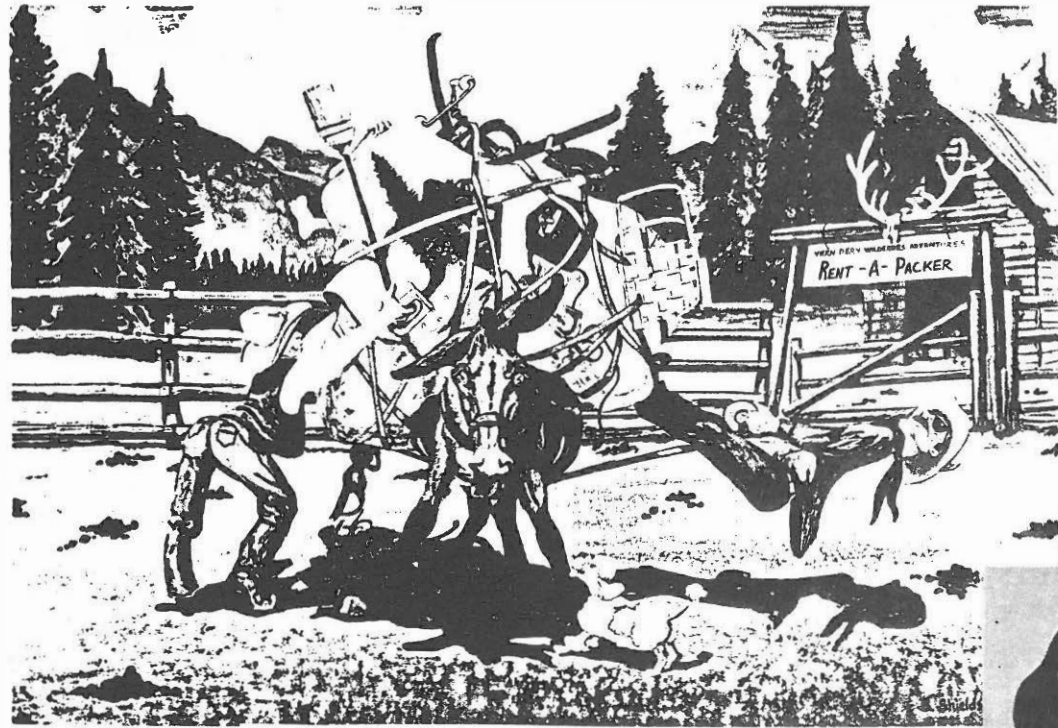
Oh, I have slipped the surly bonds of earth
 And danced the skies on laughter-silvered
 wings;
 Sunward I've climbed, and joined the tum-
 bling mirth
 Of sun-split clouds—and done a hundred
 things
 You have not dreamed of—wheeled and
 soared and swung
 High in the sunlit silence. Hov'ring there,
 I've chased the shouting wind along, and flung
 My eager craft through footless halls of air.
 Up, up the long, delirious, burning blue
 I've topped the windswept heights with
 easy grace
 Where never lark, or even eagle flew.
 And, while with silent, lifting mind I've trod
 The high untrespassed sanctity of space,
 Put out my hand, and touched the face of
 God.



TAPS • TAPS • TAPS • TAPS

JESSE N. HOBBS passed away during July 1993.

CHANGES OF ADDRESS



We packed up and moved...
and is our ass ever tired!

Howdy from our new address:

— Roy & Kathleen Worthington —
— 16786 Thomas White Drive —
— Air Force Village West —
— Riverside, California 92518 —



We know this gentleman. If you identify him please write a few words about him for publication in a future issue.

Philip Kopp (formerly Kopatowsky) at 401 N. Brunswick Avenue, Apt. 326, E. Brunswick, N. J. 08816 writes for information on the 368th Service Squadron Supply. He thinks this organization was attached to the 99th BG and is looking for folks who served in the Squadron. Can anyone help him out?

In case the November '93 issue isn't in your hands before December 25, '93 our new President, Jules Horowitz, sends warm

Seasons Greetings to one and all, and may the **NEW**

YEAR bring you good health and much happiness!



Monday, 5 July, 1993

Dear Walter, Bernie, or George,

Seems from your "Notes and Letters" in the May, '93 Newsletter that I am one of those who was guilty of some unexplained extra-curricular activities almost fifty years ago!

Although my combat missions were all flown from Foggia in 99th Bomb Group B-17's, the total may have been seventy, or maybe eighty-one, depending on the then current credits, but it was certainly two tours--plus a little extra stuff. After finishing my fifty as C.O. of the 346th in August, 1944, I accepted General Lawrence's offer of an assignment to 5th Wing Operations in return for a promised spot in P-51's as a second tour, this time as shooter---not shootee!

While there, I fielded a request from 15th Air Force Ops. for two volunteer B-17 crews to fly a special daylight low-level mission to Bucharest, Roumania, to set up an evacuation of our P.O.W.'s from there before the Russians overran the camp. I knew just the ones for it, and Ed Karnes flew the other plane as we delivered O.S.S., radio gear, and medics under a cover of our P-51's. It was credited as #51 for me---no flack, just a little sweat, account landing under the guns of some unpredictable Roumanian gun crews.

When the fighter spot I cherished failed to develop after almost three months--but desk calluses sure did--I called Col. Ford Lauer to tell him I was ready to come back out to fly another tour. He gave me the 347th in October, and moved me to Deputy Group C.O. in January, 1945, while I flew nineteen more, wondering over every IP, turning into the flack and the target, what in blazes I was doing there instead of being back home.

Seems to me that maybe about the first of February, 1945, they stopped double credit for the longer missions and tougher targets. Am I wrong? My personal logs seem to indicate that, and the operation records of those last nineteen are indicated only as "sorties", although the targets were mostly former "double credits" of seven to nine and a half hours to places like Vienna (5 times), Blechhammer, Regensburg, and Berlin. Not to quibble. I could hardly care less if it was seventy or eighty-one. Making the same number of landings as take-offs was just one of the goals, and getting the job done well enough not to have to come back again was the big one. I think we did that for the most part. The worthwhile targets were mostly pretty well worn out.

I went back downtown to 5th Wing Operations again May, and got another request from 15th Air Force for a B-17 crew, this time to pick up a bunch of war correspondents and public relations people in Rome, and fly them at low level over many of our old targets. Needless to say, I had someone in mind.

We took in the Po River Valley, up through the Brenner Pass to Innsbruck, Salzburg, Austria, Berchtesgaden, and Pilsen, Czechoslovakia, the better to see what our bombing had done to the targets. It was most impressive, and a made to order excuse for every pilot's urge to do some legally approved low level sightseeing. I sure did enjoy it. No mission credit this time, but no flack either! See you all in Ontario, come October.

Yours truly,

Al Schroeder



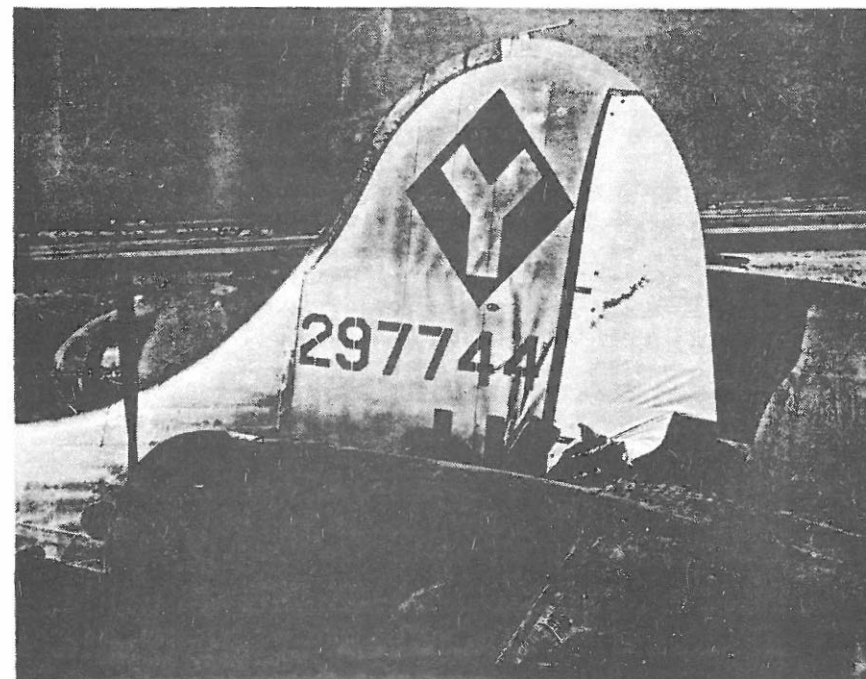
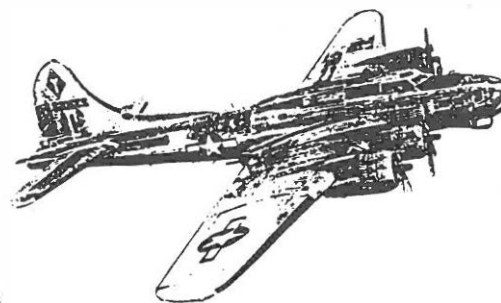
PLEASE NOTE

OUR CENTRAL CONTACT IS WALTER BUTLER. IF HE CAN'T RESPOND TO YOUR REQUEST HE WILL ASK SOMEONE ELSE TO RESPOND

We are still seeking a volunteer to be the Editor of this publication, since longtime Editor, George Coen, has asked to be relieved of the job. Please get in touch with Bernie Barr if you have an interest in this job.

At the October '93 Ontario reunion the Board of Governors approved a procedure that will be effectively immediately. In the past, membership dues were accepted throughout the year that they were due. This causes an unnecessary burden on our Treasurer throughout the year. Our 1994 dues are due on January 1, 1994. Dues payment will only be accepted until January 31 of '94 and subsequent years. On February 1 of each year members who have not sent current year dues will be dropped from active membership. If this is a problem for members a suggestion is to prepay dues two, three, or five years in advance. The address block on your newsletter carries the year through which your dues are paid.

If any one remembers this incident please write a few words for an up coming issue.



We know these gentlemen. If you can identify them please send a few words about them for publication in a future issue.

99TH BOMB GROUP HISTORICAL SOCIETY
Walter H. Butler, Treasurer
8608 Bellehaven Place, N.E.
Albuquerque, New Mexico 87112

NONPROFIT ORG.
U.S. POSTAGE
PAID
Lompoc, CA
Permit No. 115

1993 ***** 347
J.O. Grizzell
Rt.4 Box 270 A
Paris, TN 38242

SEPTEMBER 1993

If your address block above does not have 1993 or later in the upper left corner your 1993 dues are now due. DUES ARE \$15.00 per year.

NAME _____ SQUADRON _____ ASSOC _____

ADDRESS _____ NEW _____ RENEWAL _____

CITY _____ STATE _____ ZIP _____

Mail your annual membership dues of \$15.00 to Walter Butler, Treasurer, 8608 Bellehaven Place, N.E., Albuquerque, NM 87112. Make your checks payable to the 99th BGHS. The upper left corner of your address label shows the date through which your membership is paid. • Previous newsletters (1981 thru 1992) are available for \$ 5.00, postpaid, for all 6 years. 1987 thru 1992 newsletters are available for \$10.00, post paid. per year. • Past newsletters give new members an opportunity to read what was said about them and friends in past years. PLEASE REMEMBER TO FURNISH WALTER BUTLER CHANGES OF ADDRESS INFORMATION.

REUNIONS

1994

- 99th Bomb Group at Hampton, VA • Hosts Bob Bacher and Len Smith

1995 - Not finalized. Len Smith said recently in a telephone conversation that St. Louis very good to his committee. We will hear from them at our Ontario Reunion.

1996 - We have a proposal to look seriously at Washington D. C.