



Major Allen W. Schroeder
346th Sq. Commander
& Deputy Group C.O.

THE 99TH BOMB GROUP HISTORICAL SOCIETY NEWSLETTER



WORLD
WAR II



Squadron



Squadron

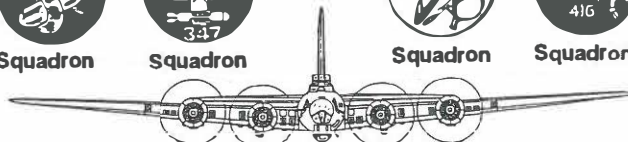
B-17 Flying
Fortresses



Squadron



Squadron



The Group Flew B-17 Flying Fortresses
For A Total Of 395 Combat Missions From
North Africa & Italy To Bomb European
Targets During 1943 & 1945.



T/Sgt. Walter H. Butler
Flight Engineer, 416th Sq

Vol. 16, No.3

AUGUST 1996

PRESIDENT'S MESSAGE

THE PRESIDENT'S MESSAGE...

Wow! That sounds too officious!

Besides, I wanted just to say hello and thank Roy Worthington and his San Diego crew for the fine job they did to put together the 1996 Reunion. The city prepared well for our welcome, as I'm sure it does for all the tourist trade which comes their way. The arrangements at the Hotel were just right, and everyone went out of their way to see to our comfort and relaxation!

At the Board meeting the members of your Board generously encouraged me to accept "an offer I couldn't refuse"! For a while now I will be wearing two hats! I enjoy being your Chaplain and now and I'm not sure of the enjoyment, the Presidency. Doing this I am reminded of what happened late in our combat crew training when I was "lifted" from being armorer-gunner, and told I was to be the toggler. I never could completely dodge the responsibility of being armorer-gunner because the crew wanted me to check the guns or the bomb load or those other details involved in the training.

On our way west to San Diego, we stopped overnight at Kingman, AZ. Those of you who had gunnery training at Kingman Army Air Base will remember the dry, desolate and far from town of that base. We inquired of the Chamber of Commerce where the base had been located, which we knew was now gone. I was told that two buildings remained...the two hangers on the flight line. Nel and I drove around the now "Industrial Park" surrounding the airfield. Then, suddenly into view came a small building, painted in the long-ago "o.d.", and on the front, the sign: "Kingman Army Air Base Gunnery School". The Chamber said they were working on making a museum of some of the things they had gathered over the years. Memories!

One highlight of our Reunion: thanks to Vic Fabiniak for finding and arranging to meet Tom McLaughlin, navigator on our crew that fateful day in February 1945. Vic is like a shepherd finding lost sheep. He found Tom and Tom was with us at the Banquet. He delivered the Invocation, specially prepared for our reunion. Be sure that this was a

most inspiring and emotional moment! Tom and I were in the nose of "698" when an A.A. squadron got accurate and we took five direct hits. The years have collapsed into yesterdays! Thanks, Tom, for a most memorable moment together! Thanks Vic! and Welcome Tom McLaughlin! Tom is a member of the Augustinian order and assigned to St. Patrick's Church in San Diego.

God's best to you all and personal greetings! We look forward to Baltimore in September 1997, and Cleveland Mini later in the fall this year!


Francis W. Grantz



THE CHAPLAIN'S CORNER



I wrote this article last month for our Church Newsletter here at Pinckneyville, Illinois. I thought maybe you'd like to recall the meaning of "the Fourth of July" with me. If it sounds too much like "flag waving", then I am guilty!

"This month is Fourth of July month! There's a whole crowd of people, now gone, whose love and determination to have Freedom and Liberty, became a high priority. We cannot celebrate the fourth of July and the anniversary of the Declaration of Independence without remembering them. Though they are names in our history books, they were "flesh and blood heroes" at a time when to be such really cost!

After the air attacks of the German Luftwaffe had ceased and Battle of Britain were over, Winston Churchill, Prime Minister of Great Britain, said of the fliers of the Royal Air Force: "Never in the field of human conflict was so much owed by so many to so few." He spoke of those valiant fliers, who turned back the tide against the onslaught of the German fighters and bombers, who came against England..

We celebrate the anniversary of the Declaration of Independence, declaring our people...our country...were no longer subject citizens of a foreign power. but free to build their own destiny under God. These heroes had little to fight with. Their resources came from their own pockets, at the risk of losing all they had...as they pledged:

"And the support of this Declaration, with a firm reliance on the protection of divine Providence, we mutually pledge to each other our Lives, our Fortunes and our sacred Honor."

So signed the representatives of the 13 colonies! But many were asking with Samuel Adams, "Is not America already independent? Why not then declare it?". The struggle for freedom has always been in man's soul; even in the subjugated societies, the soul of man breathes to be free. We once again look back in our history and upon this precious gift of freedom, for which so many have paid the "last full measure of their devotion".

But why fight? some ask. As long as tyrants and dictators and despots live; as long as greed, hate, and violence drive the human spirit against the rights of freedom and liberty of our fellow humans; as long as the free spirit of mankind yearns longingly to be free, there will be always the struggle against oppression, evil, and tyranny, in that struggle for freedom and liberty. The struggle for freedom and the pursuit of liberty has never been tied to economics or

social advantage, for it lies far deeper in the human spirit. It lies deep in the values with which we were born, a Gift of God! Our fathers came to these shores with the fire of freedom, liberty and opportunity burning brightly and deep within their breasts. They knew their government's edicts; yet, yearning to be free. To this we can only add "thanks to God! Their dream of freedom and liberty has become our reality and lifestyle! Something we must not and can not take for granted!

Sir Walter Scott wrote: "Breathes there a man with soul so dead, who never to himself hath said, 'This is my own, my native land?' Whose heart hath ne'er within him burned, As home his footsteps he hath turned From wandering on a foreign strand.."

This month celebrate your freedom...REMEMBER, it is a Gift of God! The Greatest of all Gifts is LOVE in our hearts for our comrades! God bless you all! and GOD BLESS AMERICA!"

FRANCIS W. GRANTZ has just become Pastor of St. Paul United Church of Christ in Pinckneyville, IL. Our sincere congratulations to Fran & Nel as they assume their new duties and responsibilities in this new undertaking. GOD BLESS !

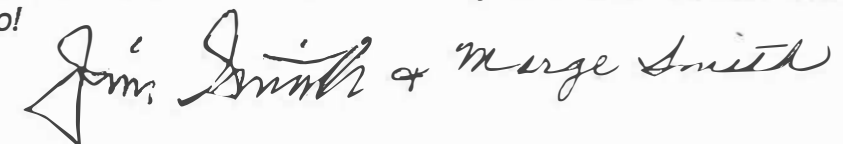
REUNION COURTESY

Many of us may not know that everything and anything done in the Bomb Group Historical Society Association is done by volunteers. We have no paid staff. The Hospitality Room is manned by volunteers. It would certainly be appreciated if you would be friendly & courteous to our member bartenders, and also if you would clean up after yourselves (cups, cans, napkins, etc. in receptacles). If something doesn't suit you . . . you are welcome and free to volunteer to correct it.

If you come UNANNOUNCED to the Reunion, do not try to avoid the registration fee. This fee is for support of the Hospitality Room refreshments, supplies and related expenses. Also do not expect to be included in the events programmed, including the Banquet. If, of course, there is room because of last minute cancellations it might be possible to include you, but don't count on it or press the host. The members who have paid ahead of time must be given preference. The hosts and officers request that you reserve as far ahead of time as possible and bring no unexpected guests after the reunion starts.

If someone wants to make an announcement to the group, please listen!

The hosts do a lot of planning and work ahead of time, and it's not fair to burden them with last minute problems and confusion. They want to have and deserve to have a good time, too!



1996-1997 OFFICERS AND DIRECTORS

President: Fran Grantz; Vice President: Bob Bacher; Secretary: Chris Christiansen; Treasurer: Walter Butler
 Historian: Dick Drain; Chaplain: Fran Grantz; Newsletter Editor: Bernie Barr; Directors: Denzel Clark, Art Knipp,
 Joe Greeley, Jules Horowitz, Don Lawhorn, Al Schroeder, Len Smith, Frank Pearce, and Roy Worthington

SAN DIEGO REUNION

About 230 people enjoyed a great 99th Reunion in San Diego, May 14-19, 1996. The hotel was lovely and the weather was perfect. Hosts Paul Shank and Roy Worthington did an outstanding job of organizing everything.

We first gathered at poolside for Mai-Tais hosted by the Hotel Tuesday evening. Wednesday brought personal van tours by Paul Shank which gave us a wonderful overview of the whole area. Many others took the bus trip to the San Diego Wild Animal Park which was enjoyable.

Thursday two bus loads of members took an all day tour of Mexico up to 100 miles south of the border. One highlight, watching LA BUFADORA, the largest blow hole in the world, located on the tip of Punta Bauda peninsula.

The Marine Boot Camp graduation and parade Friday morning was most interesting. A brief tour of the Marine base museum was followed by a business lunch at the Admiral Kidd Club dining area overlooking the San Diego harbor. The following directors were elected: Walter Butler; Denzil Clark; Jules Horowitz; Jim Smith; & Roy Worthington.

A Beach Picnic at Mission Bay Park that evening was most enjoyable and at a beautiful setting on the coast.

On Saturday morning many went on a tour of the Aircraft Carrier Constellation. The Banquet & Dance Saturday night was fine... good food & good music.

Our new officers are: Fran Grantz, President; Bob Bacher, Vice President; Chris Christiansen, Secretary; Walter Butler, Treasurer

Many folks enjoyed seeing Old Town, taking trolley tours of the area, and visiting the nearby Valley Fashion Mall... and there was still lots of time for the camaraderie of the Hospitality Room, which is the main part of our reunions.

Sunday morning 'departure' breakfast brought farewells and "SEE YOU AT THE NEXT BIG ONE IN BALTIMORE" - 9/97. For those of us who like to go to both mini and the Big Reunions, see you in Elyria (mini) 9/96.

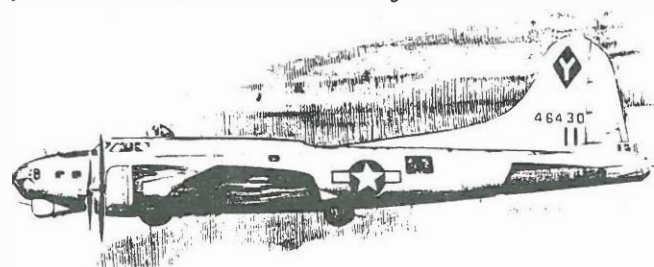
San Diego is an outstanding place to have a reunion and we are grateful to Paul Shank & Roy Worthington for all their work.

99th Bomb Group



Squadron	Symbol (3)
346th	I
347th	II
348th	III
416th	IV

Jim Smith & Marge Smith



Knipp attends reunion in California

Editor's note: The following story was written by Tipton resident, Arthur Knipp, about his recent trip to San Diego, Calif., to attend the U.S. Air Force 99th Bombardment Group Historical Society Reunion at the Hanalei Hotel. He and Conrad Schmidt, a former Tipton resident, attended the reunion which ran from Tuesday, May 14, through Sunday, May 19, with 220 attending.

The 99th, of which I was a member, flew 395 combat missions from Africa/Europe in 1943 through 1945, averaging one mission every two days, with 45 operational B-17 Bombers when at full strength. The 99th was one of 58 B-17 groups in World War II.

At the reunion, Roy Worthington, Air Force Village West, Calif., was the host with a long list of sight-seeing tours. On Tuesday, May 14, we registered with the complimentary MIA TAIS at pool side and visiting in the Hospitality Room. Wednesday morning, Conrad and I went with the group to Wild Animal Park and took the Monorail ride around the large confines to view the hundreds of wild animals of all sizes that are native to Africa and Asia. Returning by way of the Miramar Naval Air Station, the famous "Top Gun" school and the crashing F-14 Tomcats. Then more visiting in the Hospitality room where Conrad listened to war stories of some 50 years ago. Conrad wanted to mention a few here.

Retiring president Jim Smith and wife, Marge, of Kansas City, told Conrad he was a B-17 pilot and remembers when three gunners were wounded on his crew, he used the "War Emergency" power, left the formation in a dive at excessive speed, then flying low to avoid the enemy, landed at the home base one hour before the formation. He saved those lives.

Retired Col. Ted Heller and his wife, Mary Pat, of Anchorage, Alaska, completed his WWII combat tour, was discharged, and called back into the Air Force for a tour in the Korean War, retiring in 30 years.

Marvin Hollander of Orville, Calif., was a tail gunner who was shot down twice. He returned to the 99th through the underground to finish his tour.

Conrad also talked to John Toth, South Bend, Ind., Joe and Jeanne Sholtis (pilot), George Tennesen, Racine, Wis., Robert Wilde, Alameda, Calif., all ground crew chiefs. They were always waiting for crews to return and worked all night in the open air to get the bombers back into the air. They very seldom flew night missions. The veterans told Conrad that the ground personnel did a tremendous job many times under adverse conditions. The 99th air crews flew their B-17s overseas in March 1943 to the 12th Air Force in Africa and the ground crews arrived later by ship.

The air crew had to service their own plane, load the bombs, fill the fuel tanks, 2,800 gallons with five gallon Jerry cans that meant they could not fly missions every day until the ground crews arrived. They said they just could not get along without them. After VE Day, May 8, 1945, the ground personnel were taken on flights over some of the targets the 99th destroyed.

Col. Bernice S. Barr, Albuquerque, N.M., had a long, interesting story. Bernie was a B-17 pilot at Hamilton Field, Calif., when Pearl Harbor was bombed. His and one other B-17 flew from Hamilton Field, across the U.S. over to Africa, then to Asiatic friendly base in the Far East. From there, they could fly bombing missions against the Japanese enemy. They made many refueling and rest stops along the way. After Bernie completed a combat tour in the Pacific, he was assigned Squadron Commander in the 99th. He led the group on the Shuttle Mission to Poltava, Russia. From June 2, 1944, he led bombing raids over East Germany from Poltava to keep the Germans from sending all their forces to the Normandy "D-Day" Beach Head that started June 6, 1944. Bernie completed a second tour of combat.

On Thursday, May 16, Arthur and the others took a trip to Baja and Tijuana, Mexico. The trip included three large buses with a doctor and paramedic on each bus and a cooler filled with individual purified iced bottles of glacier water. They passed by the world famous Bullfight Arena, down the Pacific Coast about 100 miles, by the large surfing waves along the sandy beaches, and large seaports, to the natural wonder called La Bufadora, the world's largest "Blow Hole." There every few seconds tons

of water were squirted hundreds of feet into the air when the tide was in.

They were served a complete Mexican lobster dinner at the Village of Puerto Nuevo. They passed by the Castles of the very rich and shacks of the very poor, and by the world famous jail in Tijuana.

Arthur and the others returned to the states through the most traveled border crossing in the world, the San Ysidro border crossing, where they were checked for contraband.

On Friday, May 17, they attended the graduation ceremonies of 288 Marines at the Marine Corps' Recruit Depot in San Diego and saw the perfect precision movements as is typical of the proud Marines. After the graduation, they attended a luncheon and membership meeting at the Admiral Kidd Club with one of the best views of the San Diego Bay. A picnic on the beach by the big old Pacific Ocean was enjoyed Friday evening. They enjoyed barbecued juicy hamburgers with all the trimmings and a big iced keg of San Diego's own "Karl Straus Amber Lager" beer until sunset.

On Saturday, May 18, they toured the CV 64 SS Constellation Aircraft Carrier with F-14 Tomcat Aircraft. The Flight Deck was an area of over four acres, over 5,500 people, serving 18,000 meals a day.

The Air Force used some of the Navy's aircraft carriers in WWII. Sixteen B-25 Mitchell Medium Bombers flew off the Carrier USS Hornet, the Doolittle's bomb raid on Japan's mainland, April 1942. In January 1943, 72 P-40 Warhawk Fighters of the 325th Fighter Group were launched from the Carrier USS Ranger off the North Africa Coast. They became the 99th's Fighter Escort.

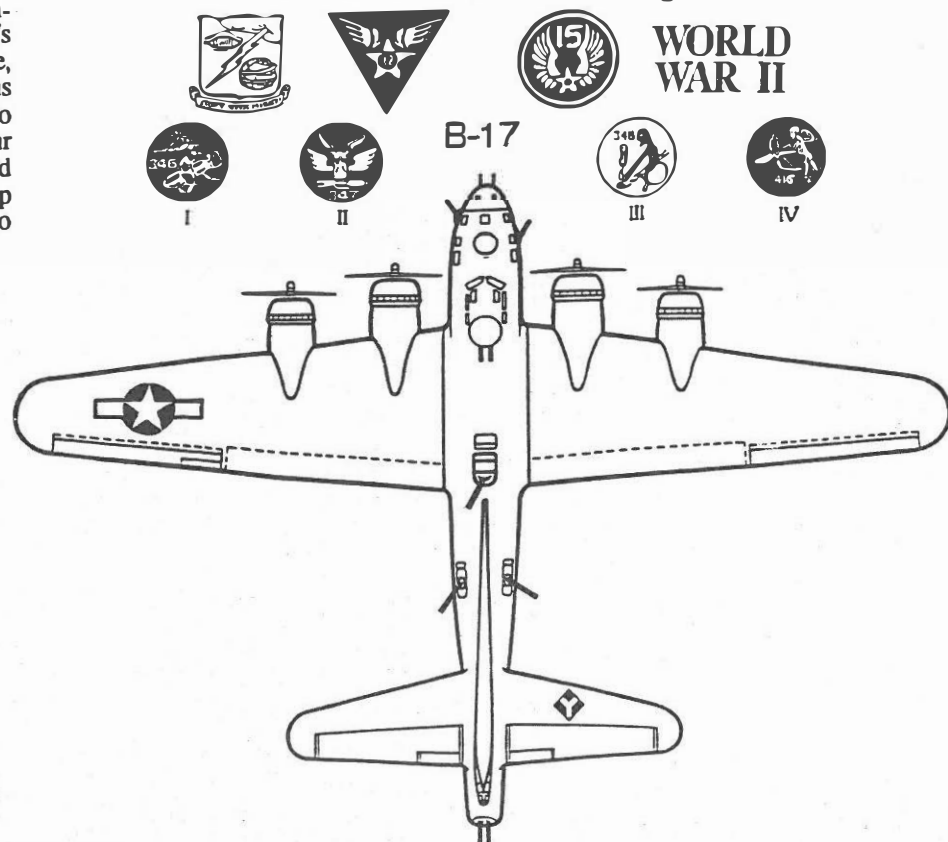
At the reunion, Saturday evening was the formal banquet and dance in the Hospitality Room. Rev. Thomas McLaughlin gave the invocation at the banquet. He was a combat member of the 99th Bombardment Group as a navigator on the B-17. The plane was shot down over Germany in 1944 on his 16th mission, from five direct hits from German Antiaircraft Artillery, and McLaughlin and crew became prisoners of war. General Patton's troops rescued them 51 years ago, February 1945. The bombardier on that crew was the 99th's president, Francis W. Grantz, of Ballwin. Thomas McLaughlin became a Catholic

priest after WWII.

Conrad used his car to take some of the members to weekend Mass. After the departure breakfast Sunday morning, Arthur was a guest in Conrad's apartment in University City Village, San Diego. They viewed numerous sights around the area, too many to mention. Then Conrad took Arthur homebound to the Lindbergh Field Airport where he had picked Arthur up eight days earlier, for the flight back to Kansas City.



THE 99th Bomb Group



The Point Is... By Melanie Nickel



Green for the Good Guys: Members of the Kiwanis Club of Ocean

Beach got a rare treat on a recent afternoon in Mission Beach. They were serving a picnic to a group of World War II veterans of the U.S. Army Air Corps, who were in San Diego for a reunion organized by one of the veterans, Loma Portal resident Paul Shank. As the visitors boarded buses to return to their hotel, they must have thought their San Diego hosts had gone crazy. The Kiwanians had paused from cleaning up to watch the sunset, and suddenly they burst into cheers and high-fives. They had just seen a perfect "green flash" — a rarely seen phenomenon in which the last visible speck of the setting sun appears to turn bright green. Most of the group, including several native Californians, had never seen a green flash before.

Very few people have seen "the flash," even though it occurs fairly often in San Diego, said Dr. Andrew Young of the Department of Astronomy at San Diego State University. The green color is caused by the fact that the sun's light is scattered and refracted (bent) by the atmosphere. Blue and violet light is scattered by the air, making the sky appear blue. As sunset approaches, most of the orange and yellow light is absorbed by ozone and water vapor in the atmosphere. That leaves green and red light. The green light is refracted more than the red light, so that in effect there are two images of the sun, one red, one green, so close together that they appear to be one. However, the red image of the sun sets a second or two before the green image, giving a brief impression of a green sun.

The flash is rarely seen because coastal fog often obscures the hori-

zon, and atmospheric haze has a reddening effect that blots out the green. The best viewing conditions occur during Santa Ana winds, Young said. On a day when the horizon is clear, a flash may be seen from a viewpoint close to the water just as the sun disappears from view. From a higher viewpoint, like a coastal cliff, one or more green flashes may be seen while the sun is still above the horizon.

The visiting veterans were mostly unaware of the "flash," and even the few who saw it did not understand what it was. Kiwanian Bill Miller overheard a lady from Tampa say to her husband, "I wonder why they can't do things like that in Florida?" She apparently thought it was some kind of California special effect. Sunsets by Spielberg!

**SPECIAL
EFFECTS
FOR THE
99TH !**

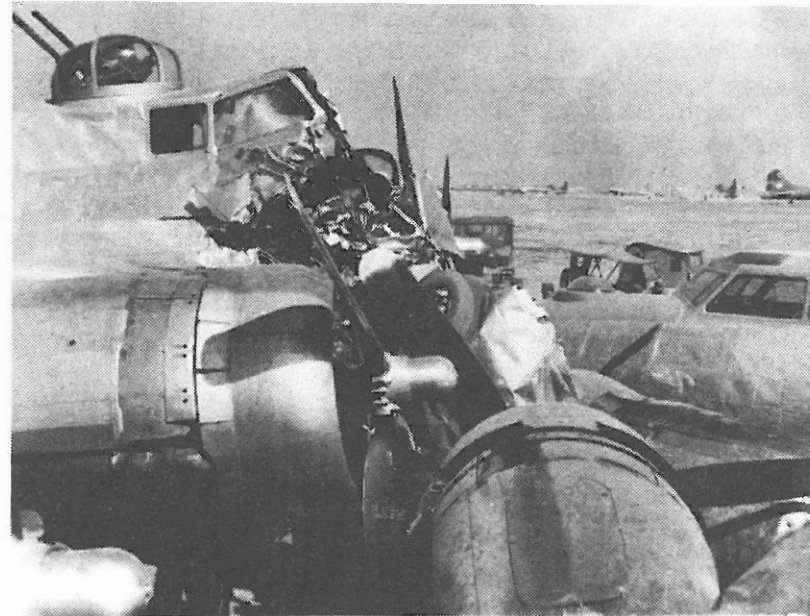


Al Schroeder --- An April Story

Bear with me if I seem to approach the month of April rather warily. During a 1944 series of hairy episodes when exceptionally good fortune stuck with me, quite the opposite was dealt to others also involved, but no longer here to tell it. Please consider my amazing month their story too:

On April 4, 1944, as 99th Bomb Group lead ship on a combat mission with full tanks and maximum bomb load, we were only seconds from take-off speed when a loud bang from the right, sounding like a blown out tire, changed many people's whole day. We immediately pulled power off, and started braking to counter the slight turn that had already started. There was no response of any kind whatever!

Unknown at the time, the loud "bang" had been the right gear drag link failure, followed at once by a partial retraction of that gear, leaving the wheel free to turn while simultaneously rupturing the brake hydraulic and emergency air lines, leaving us speeding toward the solid nose-to-tail line of taxiing B-17s that made up the remainder of the group. We were completely out of any means of braking or directional control! Much of the result shows in the accompanying picture.



**WHAT
A
MESS!**

April 4, 1944 • Al Schroeder's aborted take off.

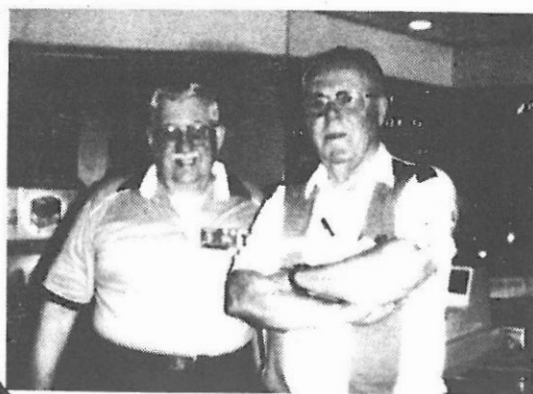
When the windshield glass and instrument panel pieces quit flying, the co-pilot and I unbuckled, and stepped out of the new front opening down onto an engine nacelle of the taxiing plane that ours had struck. Fortunately for us its gear had failed with the quartering collision's impact, and it was only the contact with the ground that stopped its slashing props—just inches from our feet and legs. There was no fire. We didn't get a scratch, nor did the crew of the other plane. Our bombardier, Lt Ted Janicki, however, was unaccountably in the nose for the aborted take-off, and was killed.

On April 16, 1944, I was scheduled for check out in wing lead by Lt. Col. Bill Headrick. The group flight formation briefing included an erroneous assignment of element leader Mike Corley to a squadron lead, a position for which he had not been checked. The simple and obvious change to rectify the plan was for me to trade positions with Mike, and let my check out go until the next mission, while he flew this one as Headrick's co-pilot. All concerned agreed, and the switch was made.

From my low and left squadron lead position in our group, the leader was my primary visual reference, and on a long and steady bomb run on a Belgrade target with some very accurate tracking flack, I saw the hit he took that blew away a large portion of his left wing. Two chutes, those of the bombardier and the tail gunner, were seen out before its explosion took the lives of the remaining eight crew members, only seven of whom were originally scheduled to be a part of that crew. Ironically, what made it possible for me to tell this story, 52 years after being scheduled for that final fall, was as simple and unlikely as a correction to a faulted formation plan!

One week later, on April 23, 1944, the 99th led the Fifth Bomb Wing on a maximum effort mission to the Weiner-Neustadt Aircraft Factory near Vienna, Austria. We had thirty-six B-17s aloft, and were met by exceptionally aggressive fighter attacks both before and after the bomb run. Along with the usual intense and accurate ground fire from the Vienna defenses, 31 of the 99th B-17s were riddled with flak and bullet holes, but all survived, and delivered a tight and accurate bomb pattern, dealing the factory a crippling blow. Five enemy fighters were destroyed, while all of the 99th's B-17s returned to base. It was an impressive performance under difficult conditions that warranted the 99th Bomb Group's second Distinguished Unit Citation by order of Fifteenth Air Force Headquarters, and I had a month to remember for a long time.

It's small wonder then, that three years later and back to a stateside pilot's seat with no flak or fighters to contend with, I was so willing to expand on my great good fortune with April. My wife, Evelyn, and I were married on the 17th. It's been my favorite month ever since!



Later in this issue I, Roy Worthington, took the liberty of including several pages of San Diego reunion copy. Paul Shank did a fine job of composing most of this copy and I thought members unable to join us might be interested in a little more detail of some of the activities.

The Fastest Barkeeps In The West !

28 June 1996

Dear Roy,

Sue & I just returned from our tour of Russia, Denmark and Germany. We had some interesting experiences.

I had mentioned this to Bernie and also about our trip and he suggested I submit a write-up to you.

RETURN TRIP TO RUSSIA

On 02 June 1944 [Just prior to D-Day] some of our 99th Bomb Group members participated in the first shuttle run to Poltava Russia.

During the period of 27 May and 11 June 1996 Chris & Sue Christiansen were in Kaliningrad and Moscow Russia. Kaliningrad is the location of Russia's mission control. A briefing & guided tour was provided by the control center for the group of 17 persons who are members of the United States Friendship Force. Also toured was the Cosmonauts training center.

While in Russia the group experienced Russian life by living in homes with the families in both Kaliningrad and Moscow. A tour of the Kremlin on three different days was conducted. The ballets "Swan Lake" and "Zeus" were attended by the group. Tours of

Russian Orthodox churches proved to be interesting. Entertainment by singing groups was enjoyed by all. One Saturday the group went for a picnic in the country near a lake for sailing. While there, Chris had talked to some of the locals, who fortunately spoke English, and learned that they have fear of a possible civil war. Chris found out that one of the fellows had lived in Poltava and knew of our shuttle run. He stated that the Russian people were very thankful for B17's and their part in the war to help them gain freedom. He clasped one of Chris's hands with both of his and looking in his eyes asked that I convey their thanks to all B17 members.

The areas we visited were clean but in a "run-down" condition. New automobiles are a rarity. Most people ride the bus or Metro to go to work, although the streets are crowded with vehicles. The people were all very polite and friendly. We did not see hardly any graffiti. Billboards were only seen in Moscow. Moscow is very congested with 11 million people inhabiting the city. The state has constructed hundreds of apartment dwellings that are 18-20 stories high with seven apartments on each floor. Most are three rooms.

There were many interesting tales to tell but space does not permit-ask Chris & Sue about a Russian bath that they had taken!

Kindest regards,


Chris

To Chris & Sue: Please write us about the Russian bath for our Nov. '96 issue.

Roy

**MEDICAL TERMINOLOGY FOR THE AGE GROUP OF OUR 99TH
BGHS MEMBERS**



346th



347th



416th

- ARTERY - The study of fine paintings.
- BARIUM - What you do when CPR fails.
- CESAREAN SECTION - A district in Rome.
- COLIC - A sheep dog.
- COMA - A punctuation mark making a pause.
- CONGENITAL - Friendly, outgoing.
- DILATE - To live for a long time'
- FESTER - Quicker.
- G.I. SERIES - A baseball game between soldiers.
- GRIPPE - A suitcase.
- HANGNAIL - A coat hook.
- MEDICAL STAFF - A doctor's cane.
- MINOR OPERATION - A coal digging company.
- MORBID - A higher offer.
- NITRATE - Lower than the day rate.
- NODE - Was aware of.
- ORGANIC - Musical.
- OUTPATIENT - A person who has fainted.
- POST-OPERATIVE - A letter carrier.
- PROTEIN - In favor of young.
- SECRETION - Hiding anything.
- SEROLOGY - Study of English Knighthood.
- TABLET - A small table.
- TUMOR - An extra pair.
- URINE - Opposite of you're out.
- VARICOSE VEINS - Veins which are very close together.



348th

Jules Horowitz sent this along with some photos of his crew in North Africa. Only a couple of the photos were usable and appear in this issue. . . .Thanks Jules!

WANT TO TAKE A CRUISE????

JULES HOROWITZ 3507 Oaks Way Apt 311, Pompano Beach FL 33069-5356 would be willing to be the contact person and make the arrangements for a 7 day cruise out of Miami or Ft. Lauderdale next spring or summer for any of you that might be interested. Drop Jules a line if interested.

Thanks Jules! Hope you get a lot of action! Roy

PORTLAND, OREGON
MAY 19, 1996

DEAR ROY:

JUST A NOTE TO EXPRESS THANKS FOR THE MAGNIFICENT JOB YOU DID IN RAMRODING OUR REUNION. WE WERN'T THE MOST CONSIDERATE THAT EVER GATHERED, BUT WE DID HAVE A GOOD TIME.

THIS MORNING WE WERE ABLE TO HAVE BREAKFAST BECAUSE IT OPENED EARLIER THAN ANNOUNCED EARLIER. SINCE WE HAD TO CATCH A SHUTTLE AT 9:30 WE THOUGHT WE WOULD NOT HAVE TIME IF THE OPENING WAS 9:00. I JUST WANT TO MAKE SURE YOU UNDERSTAND THAT THE SLATE IS WIPED CLEAN AND MY ACCOUNT IS CLOSED. I WANT NO REFUND OF ANY KIND, FOR ANYTHING. IF AFTER DECIPHERING ALL OF THE NOTES YOU MADE AND I GAVE YOU, THERE SEEMS TO BE SOME LEFT, PLEASE STICK IT IN YOUR POCKET AND HAVE A CUP OF COFFEE ON ME.

THE BACK OF THIS PAGE IS FROM MY WAR STORY WHICH I WILL FINISH SOME DAY. THE SKETCHES WERE MADE IN PRISON CAMP, STALAG LUFT I, ON THE INSIDE OF THE WRAPPERS FROM PACKAGES OF CIGARETTES.

HOPING FOR YOU A SPEEDY RECOVERY FROM THE STRESS OF THIS WEEK, AND THANKS AGAIN ROY FOR BEING THE PERFECT HOST.

SINCERELY

GEORGE & DOROTHY PERRY



WE HOPE GEORGE WILL FINISH HIS 'WAR STORY' SOON, & ALLOW US TO PRINT SOME OR ALL OF IT IN THE NEWSLETTER.

RHP

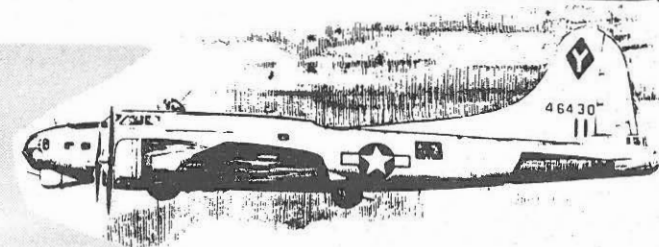
Reunion '96

San Diego, San Diego in 1996
Our 'gang' gathered, our memories to
fix.

What joy it was to visit and talk.
We even managed the beach to walk.
The weather was perfect, to a 'T'.
And together it was so great to be.
Now it's time for sad good-byes,
But we'll meet in Baltimore--some of us
guys.
We need to be with each other more
Cause we live so far from shore to
shore.

Think about it--let us try
To say 'hello' more instead of
'good-bye'.
It was great to be with each one of
you,
That's friendship and love--'tis surely
true

(Written on the occasion of the farewell breakfast-- with
love by Sue Christiansen)



SUNSET SILHOUETTE ON MISSION BAY PARK BEACH, SAN DIEGO
By Chris Christiansen at the Friday Night Beach Picnic.

REUNION MEMORIES

NEW MEMBERS

MARION A. ALLEY, 3200 E. BARISTO RD., #244, PALM SPRINGS, CA 92262; 347th Squadron
ROBERT G. LINN, BOX 308, BIG PINEY, WY 83113; 416th Squadron
DONALD W. POWER, 410 NE JADE CIRCLE, JENSEN BEACH, FL 34957-5413; 348th Squadron
GEORGE RITTER, 2002 PLAINS, HERSFORD, TX 79054-3718
JOSEPH YONKERS, 2319 STANLEY AVENUE, PORTAGE, MI 49002-7231

TAPS • TAPS • TAPS • TAPS • TAPS

WILLIAM E. BRUKARDT • ARMAND J. CEPPARULO • BRUCE EARNHARDT

DONALD JAMES SOPP • DONALD E. WAMSER • BERNARD YELLIN

ELANORE KASCHINSKA

Road to getting Purple Heart long, difficult

By PATRICK LESTER
Press Enterprise Writer

ROHRSBURG — William Drabot had already received an Air Medal with 11 oak leaf clusters, an American campaign medal and a good conduct medal with three bronze loops while serving in the Army Air Corps during World War II.

The only piece missing from his military puzzle was the Purple Heart.

His quest for the medal didn't come without a struggle. But 53 years after sustaining an injury on a bombing mission, the veteran received his Purple Heart in early January.

Drabot actively pursued the award after his father died in 1980. He was sure his courage following the injury he sustained rendered the proper reward. Following his father's death, he came across a letter from former Sen. Joseph F. Guffey, which read: "A report which I have received from the War Department states that your son, Staff Sgt. William C. Drabot,

was recently wounded in action in the North African Area."

That seemed proof enough, but Drabot later found out that a veteran's request for a Purple Heart must include documentation that indicates he was wounded in action, which includes bail out injuries, according to Army documents provided by Drabot.

On top of that the member must also provide an eyewitness account from someone involved and evidence that the wound required and/or received medical treatment.

Only then could the Purple Heart Review Board honor Drabot.

Adding to his woes, Drabot was told by the National Personnel Records Center that his personnel and medical records were apparently destroyed by fire in 1973.

After 15 years of red tape, which included letters to and from Sen. Arlen Specter, Rep. Paul Kanjorski, and numerous Air Force officials, Drabot finally got what he was looking for.

In May of 1995, Edward McLaughlin, the pilot of Wonder

Bird, who now lives in Rancho Palos Verdes, Calif., wrote the Air Force's National Personnel

Records Center to request the Purple Heart.

Drabot was given a notarized affidavit from McLaughlin at a recent reunion of the squadron in St. Louis.

"It was the first time I saw them in 52 years," Drabot said. "(McLaughlin) recognized me right away and said he'd help me get a sworn statement."

The well-chronicled saga ended Jan. 16 when his Purple Heart finally arrived.

"It's been a constant struggle," he said. "The last time, I said if they don't approve of it, forget it. But that last time proved to be a charm."

"I'm tickled pink by the experience and I feel as though I helped my country as much as I could," he added. "When I came back, I

said I'd gladly pay taxes after I saw what the natives had to put up with all the filth."

To this day, you won't hear a peep from Drabot or his brothers about the war they endured some 50 years ago. He said it's never brought up at family gatherings.

Drabot, who turns 77 in April, said other than the rigamarole of getting his Purple Heart, he's taken it easy in retirement.

"One thing that helps is to put it out of my mind," he said. "I don't reminisce on it. You're better off if you don't. It's like the old saying goes: Let a sleeping dog sleep."



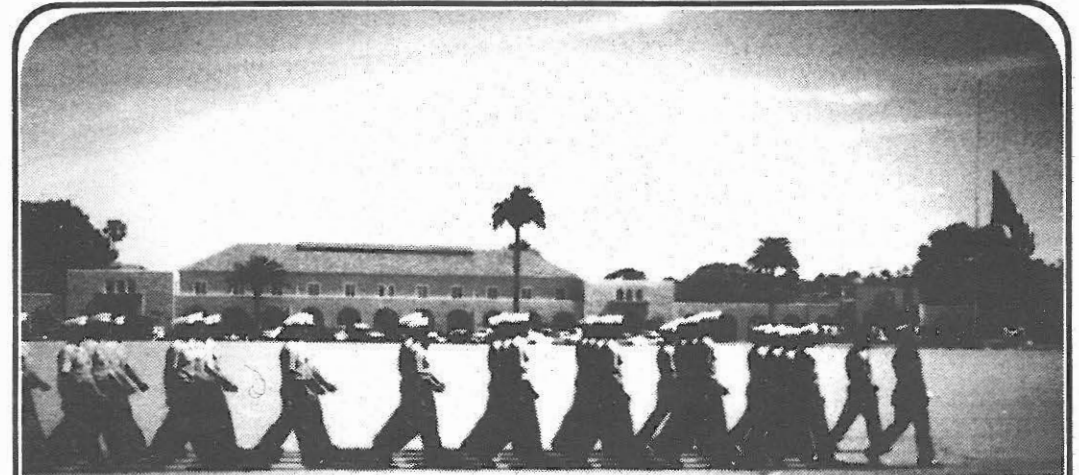
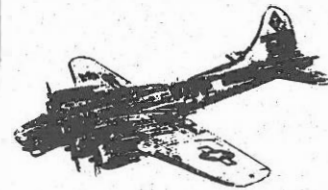
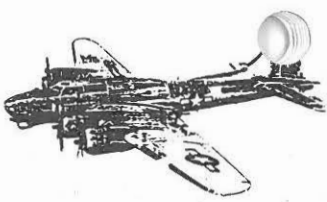
Your newsletter composition editor, Roy Worthington, was to print a photo of the very classy name tags that Crist Christiansen had made for the reunion he and Sue hosted in Huntsville, AL several years ago. I forgot to bring my name tag to Lompoc, some 250 miles from our home at Air Force Village West, CA, so I could photograph it and print in this issue. (I've never been a good organizer and age is not improving this ability.) In any event some 30 badges were ordered by folks at the recent San Diego reunion. The more we order at one time the less expensive they are, of course. Members interested in ordering must provide:

1. Name as they desire it to be engraved on badge.
2. Squadron Number
3. Service Dates With Squadron, i.e. June 1944 - December 1944
4. Wife's name if a separate badge is desired.

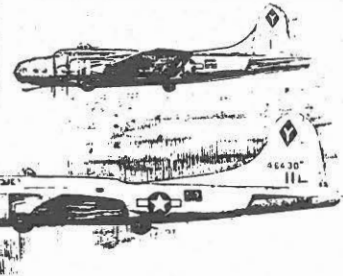
Cost will be approx. \$7.00 each which includes postage and handling. If cost is less a refund will be made. Send your information and a check made out to H.E. Christiansen at 130 Lakeshore Drive, Madison, AL 35758-7907



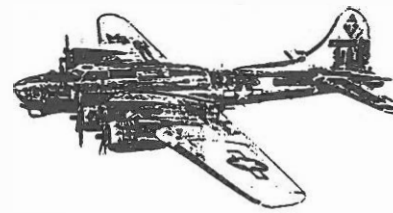
Foreground with backs to camera: Marge & Jim Smith; Seated left: Walter Butler
 Seated center: Bernie Barr; Seated right: Ethel Whitmore
 Standing in background: Mary & Eugene Agnew



99TH SAN DIEGO REUNION ATTENDANTS ATTEND A MARINE CORPS
 'BOOT CAMP' GRADUATION PARADE.



REUNION MEMORIES



1996 SAN DIEGO REUNION ATTENDEES



AGNEW, Mary & Eugene
 AMUNDSON, Dorothy & Steve
 ANDERKIN, Ruby & Bill
 ANKERMAN, Shirley & Eldon

BACHER, Billie & Bob
 BARR, Bernice (Bernie)
 BANKHEAD, Patricia & H.B.
 BARTON, Ruby & Terry
 BEERS, Claire & Joyce Cooper
 BIGBEE, Gladys & Charles
 BLASSER, Jean & Bill
 BRUNO, Merlyn & James
 BUCKINGHAM, Jerry
 BULKELEY, Alice & Peter
 BURNS, Helen & Warren
 BUTLER, Walter & two guests

CAPONE, Carmen
 CHANCE, Mabelle & Joe
 CHAPMAN, Mary Kay & Chuck
 CHRISTIANSEN, Sue & Chris
 CHURCH, Bill
 COPSEY, Dee Dee & Bob
 CRESSER, Francis
 CULTRA, Mary Jane & Duane

DAVIS, Betty Jean & Irvin
 DAVIS, Doris & Earl
 DeLANO, Mary & Ed
 DONAHUE, Josephine & Bill
 DORMAN, Simon
 DUNN, Sam

ENGLISH, Frank
 EGGENBERGER, Arvid

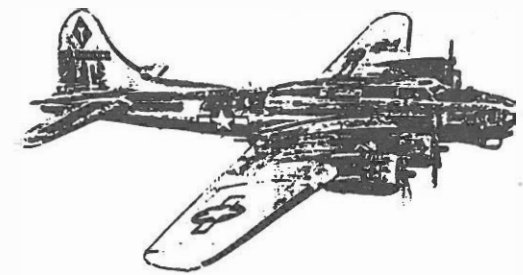
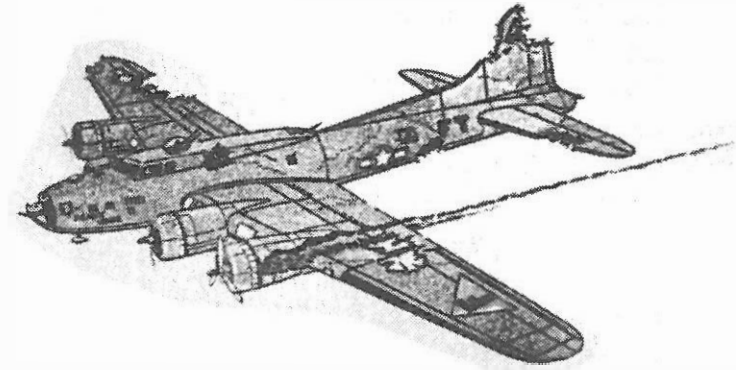
FABINIAK, Victor
 FLETCHER, Jeannette & Gordon

GARDNER, Marie & Leroy
 GRANTZ, Nel & Fran
 GREGORY, Virginia & Donald



416th Squadron, June 1944
 Foggia, Italy

Anyone know this 'Tiger'
 from Foggia? His name is
 on this page. Send us a
 story about him or you.



1996 SAN DIEGO REUNION ATTENDEES

HALL, Helen & Charles
HACK, Katherine
HAGER, Chris & Jim
HAYES, Bilijean & James
HAYMAN, Jenny & Mike
HENDERSON,
HOLLANDER, Marvin
HELLER, Mary Pat & Theo.
HOLT, Bev & Bill
HOROWITZ, Julius (Jules)
HUMBLE, Robert & Angela Healy

IMRIE, Robert
IRWIN, Lea & Al

JACOBS, Muriel & Russell
JANKOUSKY, Helen & Charles
JENNINGS, Pauline & Connie McCann
JOFFRION, Ella & Joseph
JOHNSON, Edith & Robert
JUDSON, Nellie & Taylor

KARNES, Rosemary & Edward
KINARD, Joan & William
KNIPP, Art & Conrad Schmidt
KRAYENBUHL, Howard

LAUDNER, Mary & Delbert
LAVEY, Rose & Jim
LAWHORN, Nita & Don
LEETE, Virginia & Bob
LEIBY, Margie & Fred
LEPLEY, Hope
LEWIS, Roselle & Earl
LINK, Lyle
LIPTAK, Lorine & Joseph
LINN, Helena & Robert

MATTSON, Kay & Vince
McCLANAHAN, Homer
McLAUGHLIN, Carol & Edward
MORAT, Lillian & John
MONTGOMERY, Mary Belle & Walt

NEVIN, Lila & John

O'DONNELLY, Alma & Jim
OLSON, Bernice & Marvin

PATTERSON, John
PEARCE, Jean & Frank
PEDERSEN, Frances
PEDERSON, Betty & Henry
PERRY, Dorothy & George
PETERSON, Ida & Paul

REESE, Curtis
RITTER, Joyce & George
RYAN, James

SCHOKMILLER, Miriam & Warren
SCHROEDER, Spouse & Al
SCHWANBECK, Jo & Raymond
SHANK, Spouse & Paul
SHERWIN, Loretta & Dennis
SHOLTIS, Jeanne & Joe
SLATER, Robert & Barbara Miller
SMITH, Laurine & Marie
SMITH, Marjorie & Jim
SMITH, Nikki & Gerardo McGuirk
SNOW, Marilyn & Wilson
SOMERS, Marilyn & William
SOUTAR, Dorothy & Robert
SPEARS, Dorothy & Paul
SWINGEN, Marjorie & Ellsworth

TENNESSEN, George & Kay & Jack
THORSSSEN, Donald
TOTH, John
TRAPUZZANO, Lee & John

WALKER, Mary Lou & William
WERTZ, Catherine & John
WHITMORE, Ethel & Warren
WILDE, Robert & Elizabeth McMullen
WILLIAMS, Marguerite & Marcus
WINDRUM, June & Keith
WOOD, Robert
WORTHINGTON, Kathleen & Roy

WELCOME TO SAN DIEGO! The citizens of San Diego like to think of our town as America's friendliest city. I hope that you find this prognosis to be true. Most people that you will meet have had special training, the rest are just naturally nice.

In the last century, San Diego has grown from a small fishing village to one of America's largest cities. Only five cities in America have greater populations and occupy more square miles. Meanwhile Tijuana started out as a much smaller village, but has now grown to have more people than San Diego. However, the people of Tijuana are concentrated in a much smaller area. Perhaps while you are here you can find out why these cities have grown so fast.

San Diego is a big research center with all types of civilian and military research going on from Atomic energy to Zoology. San Diego is a seaport with cruise ships. San Diego is a college town with five campuses.

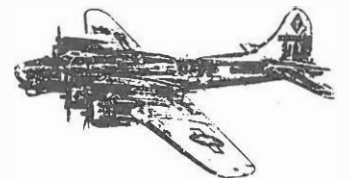
San Diego is a Naval Megaport with one fifth of the Naval stations, ships, and personal stationed here. San Diego will soon have one fourth of the marines on active duty at Camp Pendleton, MCRD, and the Miramar Marine Air Base.

San Diego was declared a sports capital by Sports Illustrated several years ago. San Diego has seventy miles of beaches, eighty golf courses, thousands of sailboats, hundreds of tennis courts, The Arco Olympic Training Center, world champion sports involving teams or individuals on the land, water, or the atmosphere.

San Diego is an International playground with visitors coming from all over the world. There are over 500 conventions coming to San Diego this year including the Republican National. This year San Diego will host twenty seven military reunions including that of the 99th bomb group.

More important than all of the above is the fact that San Diego is a big old party town. That is why you are here: To Party. The host committee has scheduled parties in the hotel, south of the border, and at the beach.

When you are not attending a party or a tour there are many parties and tours you can organize for small groups. The visitors desk in the hospitality room will have a long list of places and activities you can visit with instructions on how to get there. Senior citizens can travel anywhere in San Diego on our bus and trolley system for 75 cents. There is a senior rate for almost every attraction.



GENERAL INFORMATION ABOUT OUR TRIPS

- 1) Please check the bus or van roster posted in the hospitality room before each trip. Report to the bus assigned at the time for boarding. After checking people on the list we will know not only how many but who are on the busses. This information is needed for insurance and other purposes.
- 2) When reboarding the busses please be prompt. We can replace a roll call with just a head count.
- 3) If we can keep the busses on schedule we will not have to eliminate goodies at the end of the trip.
- 4) Wear soft sole shoes for comfort and safeties sake
- 5) The California coastal climate can be hot in the day time and chilly at night. We use the layer system whereby we take off as the sun rises, and put on as the sun sets. Jackets or wind breakers will be nice at the picnic or ball game.
- 6) All of our trips are sold out. However we may be able to pick up standbys.

SPECIFIC INFORMATION ABOUT OUR TRIPS

WILD ANIMAL PARK TRIP. We have two busses organized to go the Wild Animal Park on Wednesday May 15th. Participants should be ready to board the assigned bus in the parking lot at 0845 for a 0900 departure. You will travel through San Diego's northern communities which are built around Golf courses, The Miramar Naval Air Station the home of the Top Gun School and the crashing Tomcats, and the San Pasqual historical battlefield. Time of arrival at the Wild Animal Park should be around 1000. Time of departure will be when everybody gets back on the bus around 1600. All admissions to the park, shows, rides are prepaid. Food is on your own.

PRIVATE VAN TRIPS. There will be two van trips on Wednesday May 15th. These trips will involve a one hundred mile two and a half hour trip up and down the coast of San Diego. The trip will be broken up with sightseeing, stretching legs, restroom etc. During the trip a stop will be made for lunch/dinner at an unusual restaurant where German beer, California wines, large servings of tasty food are served at reasonable prices. The restaurant is located in a Japanese Tea Garden surrounded by a lake, water falls and an acre of oriental vegetation. The location is San Diego's high tech research center. You should love this California gem. Food and drink are on your own. In most cases the cost will be lower than hotel prices. Coffee tea, and sodas are available. The whole trip will take about 4½ hours. The first trip will start at 0900 and return at 1330.-1400 at the latest. The second trip will start at 1500 and return at 1930=2000 at the latest. The trip will feature over 50 points of interest most of which are not covered on regular tours of San Diego.

NORTHWESTERN BAJA AND TIJUANA TRIP. This is a custom trip that is not sold by any tour groups. It is designed to acquaint you not only with Tijuana, but the beauty and fascination of Baja south of Tijuana. The trip is an all day trip on Thursday May 16th. Participants should meet the bus assigned at 0730 in the parking lot. Departure should take place between 0745 and 0800. We will travel through Central San Diego and the south bay

region. We should be in Mexico before we know it. Once in Mexico we will travel for several miles along the border till we reach the coast with the bull fight arena. While traveling the border we will witness the strangest invasion in history. Once we reach the coast we will travel the Costo (toll road) down the undeveloped coast for over a 100 miles. We will observe islands off the coast, surfing holes, scenic bars and resorts, a winding road that rivals the one in the Big Sur area. We will pass the party town of Rosarito, and the seaport town of Ensenada. We will proceed out to the tip of Punta Banda (a mountainous peninsula), At the tip of Punta Banda we will find a natural wonder called La Bufadora which is a blow hole. There are blow holes all over the world, but this is the largest. Every so many seconds there is a big roar and tons of water are squirted hundreds of feet up on the rocks. You could get wet here. We need to arrive by 1100 while the tide is still in. After viewing La Bufadora we will depart for a tour of the seaport town of Ensenada and its seaport. We hope to arrive at El Mirador around 1315 for an hour break for cocktails. There are many scenic bars along the coast, but this one has the best scenery. A short trip up the coast after leaving El Mirador we should arrive at Puerto Nuevo (New Port) This is a village that started out with one restaurant serving a complete lobster dinner for a song and a dance. You will be able to get a complete Mexican lobster, Carne Asada diner, or a combination for less than steak and lobster dinners served in the states. Food and drinks are on your own. However you should not need any thing else the rest of the day. After leaving Puerto Nuevo we will head north on the libre (free road) back to Tijuana. We will take a 2 hour tour of Tijuana viewing the castles of the very rich, the shacks of the very poor, the maquiladoras (assembly plants), Caliente, the river and down town zone, and if we are lucky the world's most famous jail - The Tijuana jail. We will return to the states through the most traveled border crossing in the world-The San Ysidro border crossing. We will by pass the long commuter lines returning to the states. We will use a special bus lane. You will need to get off of the bus and walk through a gate carrying any thing that you purchased in Mexico. You will not need a passport or a visa to return to the states----just an honest face, Dont worry about getting sick in Mexico. The restaurants which cater to the Americans are as clean as any found in the states. All of the water served is bottled water that has been tested for purity. We will have on each bus a cooler filled with individual iced bottles of glacier water for quenching thirsts and taking pills etc.



TOUR OF MARINE CORPS RECRUIT DEPOT AND THE ANNUAL LUNCHEON

This tour will take place on Friday May 17th. Participants should board their assigned bus by 0830 in the parking lot. We will arrive at MCRD around 0900 where we will tour the Marine Museum. Following the visit to the Marine Museum we will be taken to the parade grounds where we will witness the graduation parade of the May 17th class of marines. Sun shades, glasses, and screen should be a big help while viewing the parade. After the parade we will take a guided tour of the Marine Corps Recruit Depot. We will, then, inspect the Naval Training Center on the way to the Admiral Kidd Club. At the Admiral Kidd Club we hope to have a half hour for cocktails on your own while viewing one of the best views of the San Diego bay. Our annual luncheon will be at 1300 at the Admiral Kidd Club. The luncheon is prepaid. Look for a ticket in your packet. We should return to the hotel between 1400 and 1430.

PICNIC AT THE BEACH The picnic will take place Friday May 17th. A shuttle bus will be used to transport you when you are ready to go and return you to the hotel when you are ready. The bus will start its 10 min shuttle run at 1730. Food will be served starting at 1830. Bring a blanket from the hotel. There are nine tables, a lot of grass, a concrete sports court, a lot of sand, a restroom, and a big old ocean. The picnic food is prepaid. Look for a ticket in your packet.

The picnic food will be served by the Kiwanis Club of Ocean Beach and consist of juicy hamburgers cooked over an open flame with all the trimmings, hot baked beans, potato salad and chips, apple sauce, and lemonade.

A big iced keg of the reunion beer "KARL STRAUS AMBER LAGER" will be available to 2000. At 2000 we will have to send the keg back to the hotel because of a city ordinance. It is because some of the younger generations have screwed up.

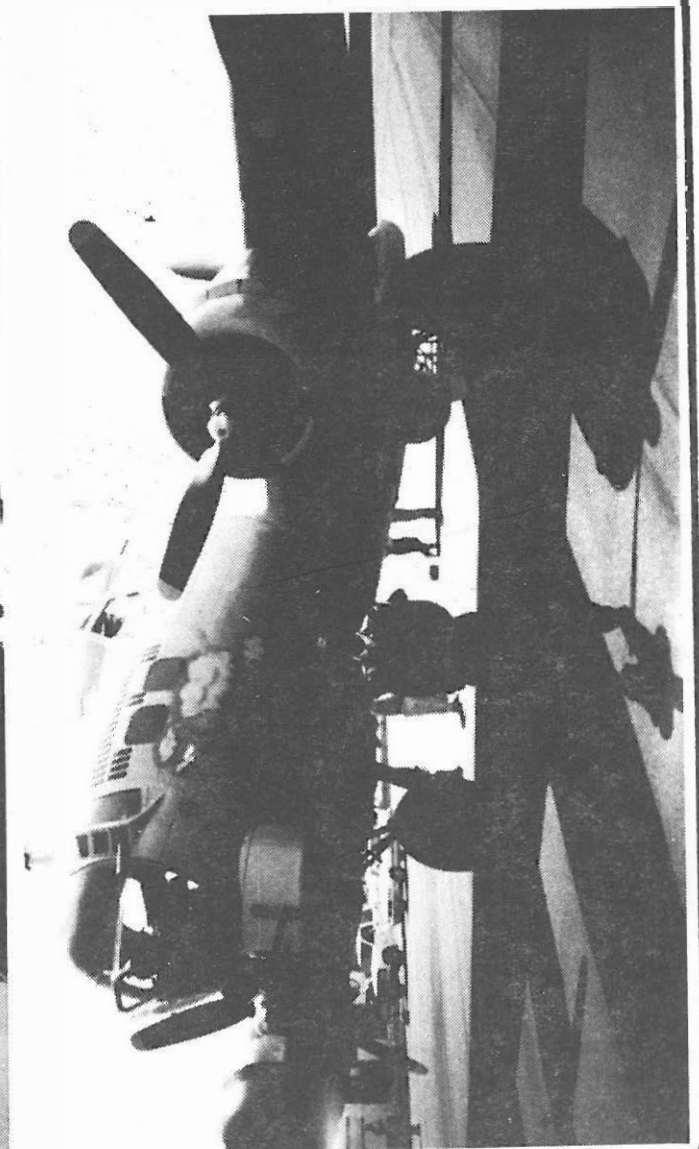
The sun should set around 1945 and we should get a good view of it if the weather permits.

A wrap is needed because the ocean breeze which is in the 60's feels chilly once the sun leaves.

TOUR OF AIRCRAFT CARRIER. The tour CV 64 the CONSTELLATION will take place Saturday May 18. We will depart on our assigned busses at 0900 for a short trip to the North Island Naval Air station. We will tour the carrier from 1000 to 1130. People who cannot climb vertical ladders should not participate in this tour.

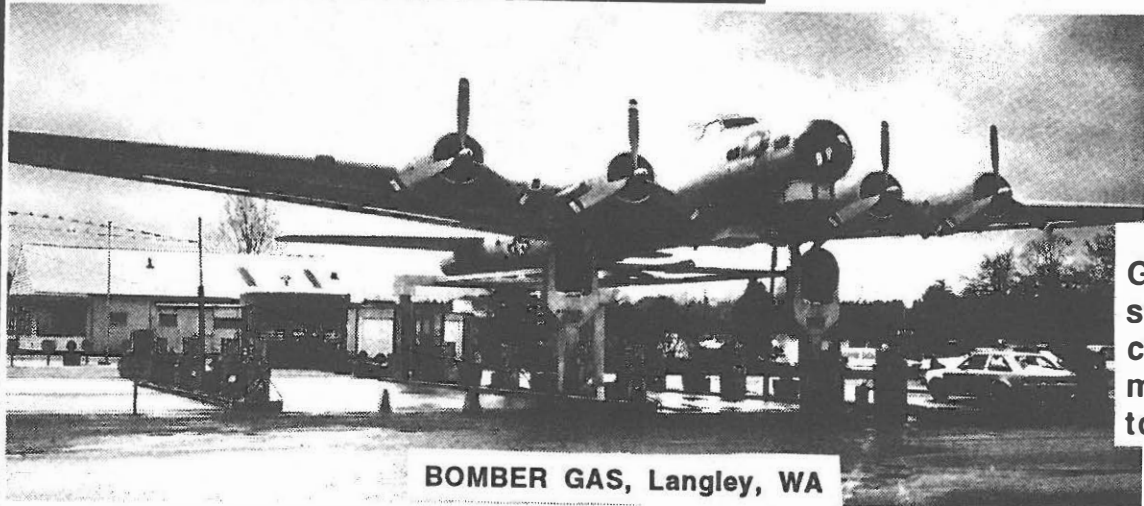
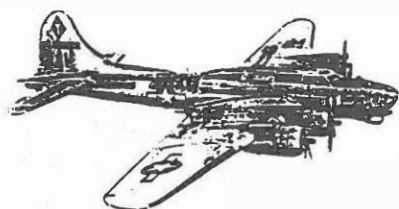
After the tour of the carrier we will tour the base and have lunch at the Island Club (North Island's Officer Mess) where lunch is on your own. We should return to the hotel by 1400.

One of our very active associates, Mike Hayman, 3115 W. County Line Road, Fort Wayne, IN 46804, puts his money where his mouth is so to speak. He writes of a recent B-17 flight experience he had that cost him a bundle! "The weather was good, skies clear. Take off was late due to the Discovery Channel filming the plane and interviewing Colonel Weekly, the commander. . . . We strapped down in the radio room on take-off. Engine run-up was lots of noise and vibration and a sense of power. We only climbed to 3500 ft. The co-pilot was a retired United 747 pilot who enjoyed showing the plane. Once the controls were trimmed out I got to perch in the left seat. Once at the controls I gained 400 feet altitude. Col. Weekly lectured me on not fighting the wheel. . . .I did a right bank turn and leveled off to get a feel, slow but the plane was graceful. . . . My best maneuver was a 35 degree left bank turn 180 degrees back towards the airport. As you can see I also spent time in the nose. We bounced around alot at low altitude. I definitely had the ride of my life! It was great!" /s/ Mike Hayman . . . P.S. I got 15 min. flight time in my pilots log book.





MIKE HAYMAN AT THE CONTROLS! DOES ANYTHING LOOK FAMILIAR TO YOU PILOTS?



George Perry sent this post card photo as a matter of interest to B-17 buffs.

REUNION of the Swiss Internees Association October 17-20, 1996 in Atlanta, GA at the Evergreen Conference Center and Resort. Contact: James Parker 8627 Woodsprings, GA 30135 Phone 1-770-942-4106.

REUNION: of the 19th Bomb Group Association Sept 18-22, 1996 at Fort Worth , TX. Contact: George Savage phone (817) 244-5600.

B-17 FLYING FORTRESS ASSOCIATION publishes an 8 page newsletter 4 times a year. To Join contact Major Don R. Hayes (Ret) 1640 Cambridge Drive, Walla Walla WA 99362. \$10/year.

Thanks to NELSON KENNARD, Navigator 348th Sq

REMEMBERING THE FORGOTTEN MECHANIC

Through the history of world aviation
 Many names have come to the fore
 Great deeds of the past, in our memory will last
 As they're joined by more and more.
 When man first started his labor,
 In his quest to conquer the sky
 He was designer, mechanic and pilot
 And he built a machine that could fly.
 But somehow the order got twisted,
 And then in the public's eye
 The only man that could be seen
 Was the man who knew how to fly.
 The pilot was everyone's hero
 He was brave, he was bold, he was grand,
 As he stood by his battered old biplane
 With his goggles and helmet in hand.
 To be sure the pilots all earned it,
 To fly and to have the guts
 And they blazed their names in the Hall of Fame
 On wings with bailing wire struts.
 But for each of these flying heroes
 There were thousands of little renown
 And these were the men who worked on the planes
 But kept their feet on the ground.
 We all know the name of Lindbergh,
 And we've all read his flight of fame
 But think, if you can of his maintenance man,
 Can you remember his name?
 And think of our wartime hero's Gabreski,
 Jabara, and Scott
 Can you tell me the names of their crew chiefs?
 A thousand to one you cannot.
 Now pilots are highly trained people,
 And wings are not easily won.
 But without the work of the maintenance man
 Our pilots would march with a gun
 So, when you see a mighty jet aircraft
 As they mark their way through the air
 The grease stained man with the wrench in his hand
 Is the man who put them there.

Anonymous

SEEN ON SIGN SEEN

- ☺ Notice posted on bulletin Board at police station: *We support your right to arm bears.*
- ☺ Posted above delivery room in hospital: *From here to maternity.*
- ☺ Above office drinking fountain: *Old Faceful.*
- ☺ Ad for reducing salon: *We'll stick with you through thick and thinner.*
- ☺ Slogan of organic farm: *We till it like it is.*
- ☺ On panel truck operated by TV repair service: *We can fix anything but the programs.*
- ☺ Sign on delivery truck: *We deliver everything but babies.*
- ☺ Noted in fiction section of library: *Don't judge a book by a motion picture of the same name.*
- ☺ Part of poster on exterminator's truck: *We make your ants cry uncle.*
- ☺ Notice on fence of chicken farm: *Baby chicks for sale - cheeper - by the dozen.*
- ☺ On window of watch repair shop: *We fix sick ticks. Beneath it was this: *And cure cuckoo clocks.**
- ☺ Advice on business card at Honeymoon Hotel: *Don't just stand there . . . Undo something.*
- ☺ Over register of antique shop: *\$1 charge added if we have to listen to what your mom owned.*
- ☺ License plate on ambulance: *Care-Van.*
- ☺ On fence surrounding factory: *Keep out! Guard dog loose. He likes to chew hands and feet.*
- ☺ On marquee of burlesque theatre: *One look is worth a thousand pictures.*
- ☺ Section in nursery growing and selling seedlings: *Plant Parenthood.*

Mission Impossible

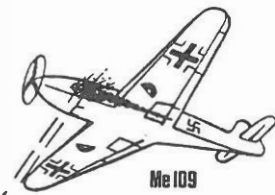
"Under no circumstances," screamed Mother at her little Gerald, "are you to use those filthy words again!"
 "But, Mother," argued Gerald, "both Chaucer and Shakespeare use those words all the time."
 "Then, you're not to play with them any more, and I'm making that a strict rule!"

One Unwashed One

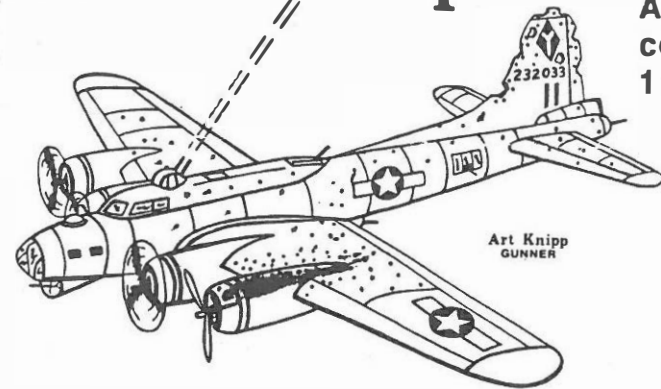
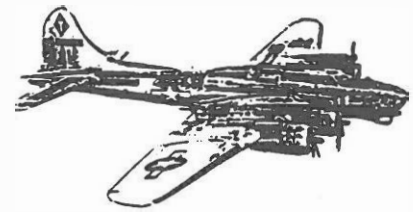
"Can I take my bath in the morning?" said little Jimmy to his mother. "You know how busy I am in the morning," said his mother. "Anyhow, you always bathe before you go to bed. What difference does it make?"
 "Well, everyday my homeroom teacher asks who's bathe today and I'm the only kid in the class who hasn't taken a bath since school opened."



The 99th Bomb Group



Me 109



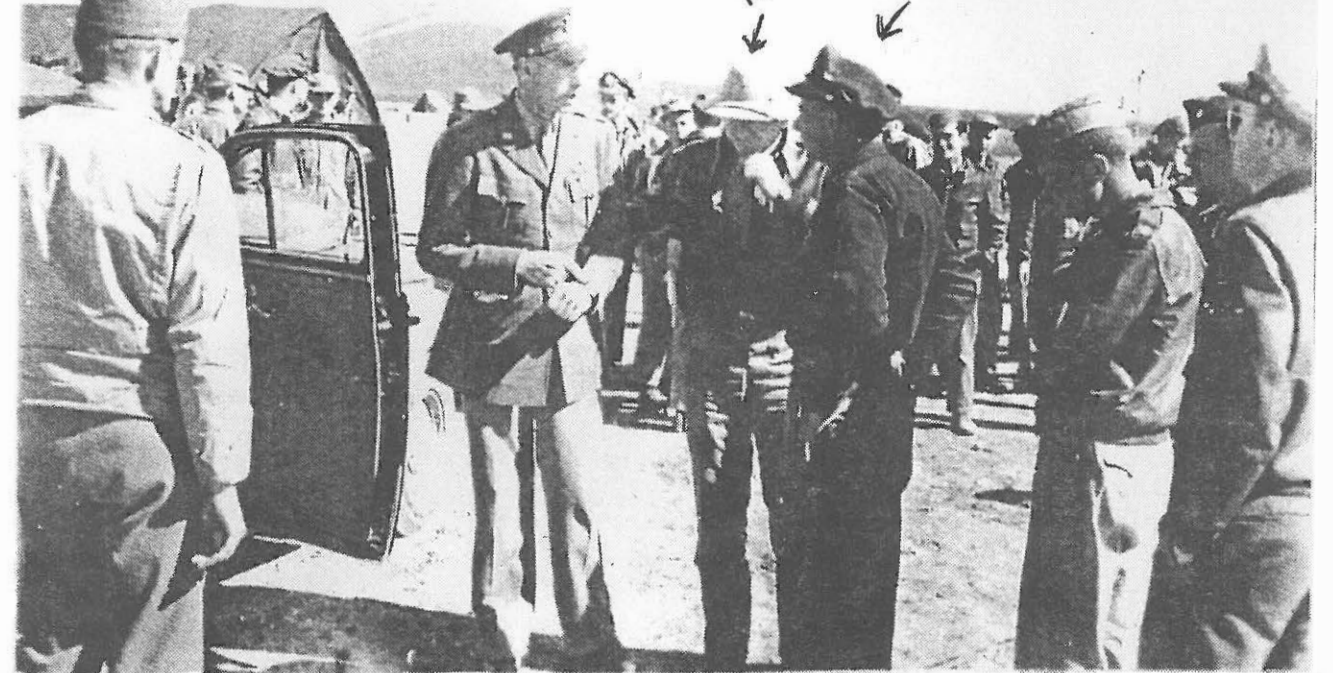
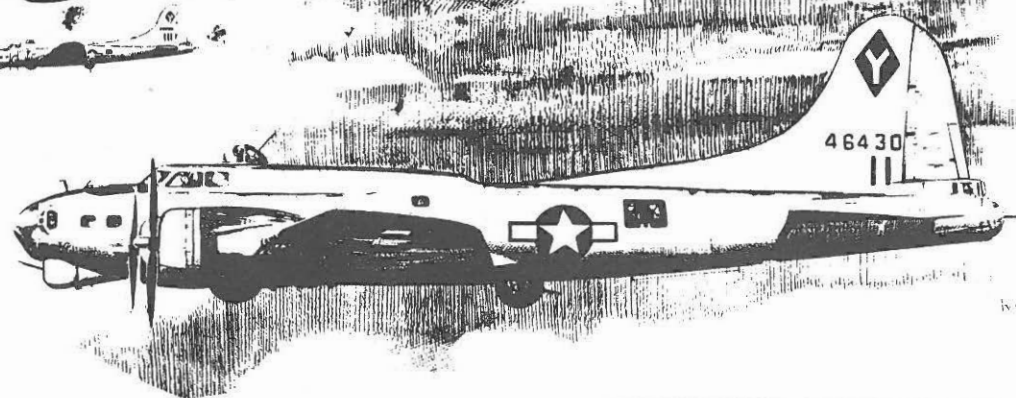
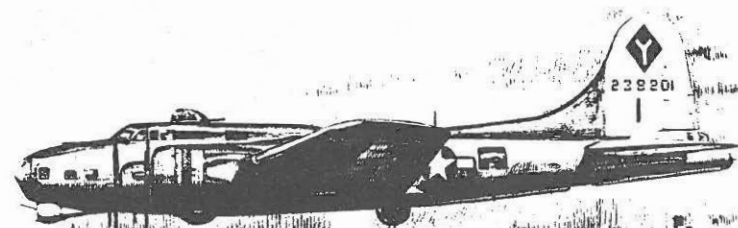
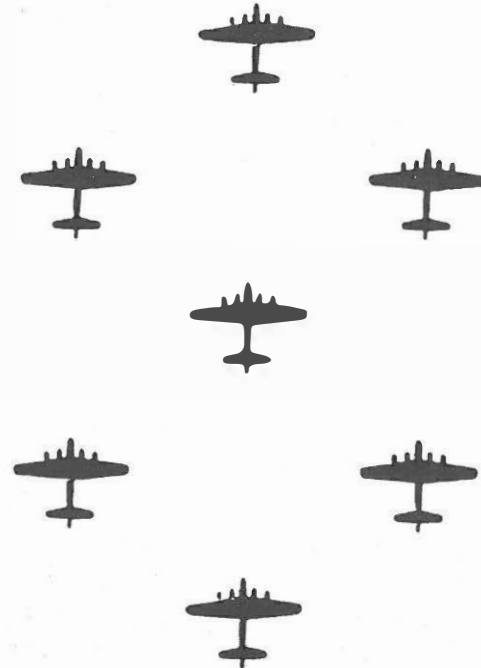
Art Knipp
GUNNER

Artist's conception of Art Knipp's confirmed ME-109 kill on 4 April, 1944.

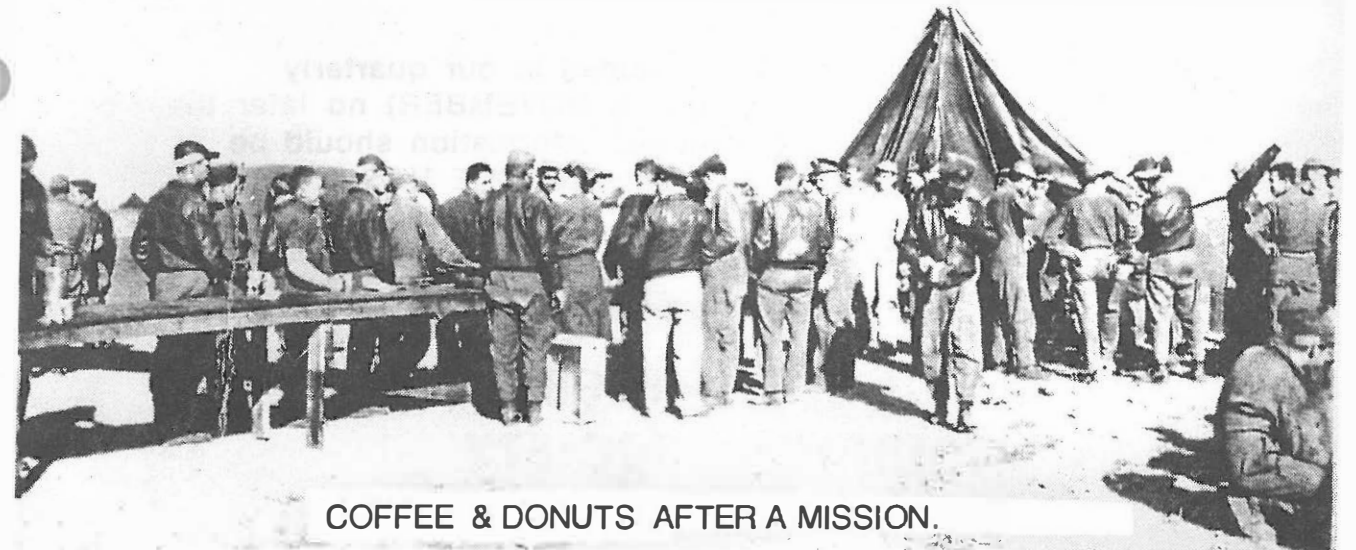
Ed Moore's Crew



Once an Eagle. B-17F 1943



RICKENBACKER
COL. UPPIE

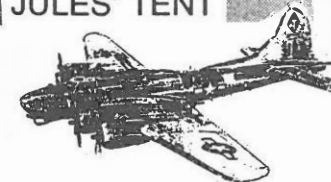


COFFEE & DONUTS AFTER A MISSION.



JULES' TENT

JULES HOROWITZ'S PHOTOS OF NORTH AFRICA OPERATIONS, I BELIEVE. HE DIDN'T SEND ANY DATES. HE INCLUDED PHOTOS OF CREW MEMBERS BUT NONE WERE REPRODUCIBLE.

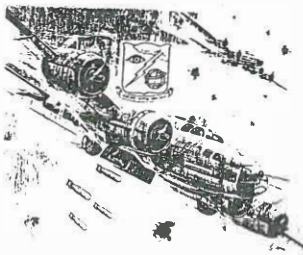


99th Bomb Group Historical Society
Walter H. Butler, Treasurer
8608 Bellehaven Place, N.E.
Albuquerque, NM 87112

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One should submit information to be included in our quarterly newsletters (FEBRUARY, MAY, AUGUST, & NOVEMBER) no later than the first of April, July, October, & January. Information should be directed to Bernie Barr or Walter Butler. EVERYONE HAS A STORY! PLEASE SEND IT ALONG (TYPEWRITTEN) FOR A FUTURE ISSUE. BERNIE'S ADDRESS IS: 7408 VISTA DEL ARROYO, ALBUQUERQUE, NM 87109. WALTER'S ADDRESS IS: 8608 BELLEHAVEN PLACE, N.E., ALBUQUERQUE, NM 87112.

THE 99TH BOMB GROUP HISTORICAL SOCIETY NEWSLETTER



WORLD
WAR II



Squadron



Squadron

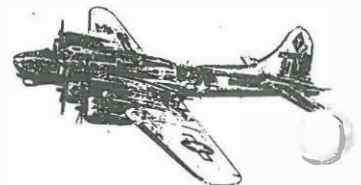
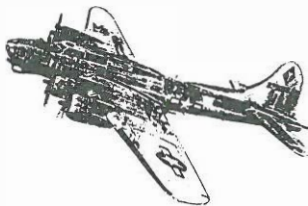
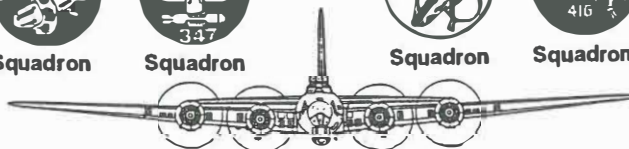
B-17 Flying
Fortresses



Squadron



Squadron



The Group Flew B-17 Flying Fortresses
For A Total Of 395 Combat Missions From
North Africa & Italy To Bomb European
Targets During 1943 & 1945.