



## THE

# 99th Bomb Group Historical Society

## Newsletter

Vol. 6 No. 3

May 1 1986

### SOCIETY OFFICERS

PRESIDENT, Joe Chance  
TREASURER, Walter Butler  
CHAPLAIN, Harvey Jennings

VICE-PRESIDENT, Lew Boatwright  
HISTORIAN, George F. Coen  
EDITOR, George F. Coen

## THE PRESIDENT'S CORNER

This year's reunion may be the most significant of all for us, because, as you know, we are dedicating a memorial to all those who served as members of the 99th Bomb Group (H) during World War II.

This beautiful Memorial will be dedicated and presented to the U.S. Air Force in a ceremony at the Air Force Museum in Dayton during our Annual Reunion and I think it is incumbent upon all of us to make every possible effort to attend this unique and once in a lifetime event.

Our membership has been most generous in its donations to the 99th B.G. Memorial Fund which makes this all possible, and I thank you. The Memorial Fund Committee, however, will be most grateful for any more donations that may be forthcoming to ease any contingencies that might arise and for future obligations of that nature.

The reservations are pouring in at this time in Dayton, so please, if you are planning on attending, send them in quickly.

I am looking forward to seeing you here in June.

Sincerely

Joe Chance, P.O. Box 59, Old Mission MI 49673  
(616) 223 7448

In Ohio there is a very special place called Dayton, which lies on the banks of a beautiful river in the Miami Valley.

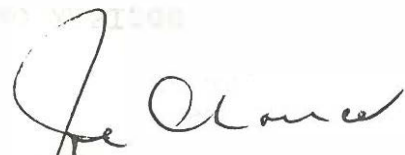
Dayton, the ancient homeland of the proud Shawnee and the great chiefs, Tecumseh and Blue Jacket.

Dayton, the cradle of a newer country, the birth place of Aviation and the home of famous inventors Orville and Wilbur Wright.

Dayton, the site of growing air technology; McCook Field and the Fairfield Air Depot, which later became Wright Field and is now the Wright-Patterson Air Force Base.

Dayton, the home of the U.S. Air Force Museum and the focal point of the 12th reunion of the 99th Bombardment Group Historical Society.

Come, get away from the cities. Come, enjoy our Midwestern fare. Come, explore the Aviation trail and the Aviation Hall of Fame. Come, relax with friends and renew old friendships. Come to the reunion June 26-29th: Come. Just come.

  
Joe Chance &  
The Dayton Committee

#### DAYTON REUNION INFORMATION

The Dayton Committee is receiving many inquiries, letters and phone calls from members and non-members as a result of the ads that George Coen had placed in numerous magazines. This initial response would seem to indicate that we can expect a large attendance at the reunion. Many members have told us that they have been contacted by former crew members and they are making this reunion, their personal reunion.

The hotel reservation and the 99th Bomb Group registration forms are printed in this issue of the newsletter. This is the final printing of the information needed for pre-registration. We need this information to properly prepare for the meals and other reunion activities. Remember the hotel cut-off date is June 12th 1986.

Since the alternate hotel reservation information was published in the March newsletter, we have learned that the Dayton Stouffer hotel is sold out for the period during our reunion. We have contacted the Daytonian Hilton in Dayton and they have set aside 50 rooms for our group beginning Monday, June 24th through Saturday, June 29th. The rate which they will extend to our members is \$55.00 plus tax per night. This is the same as the Marriott. If the incoming reservations at the Marriott exceed the number of rooms available, they will automatically transfer the reservations to the Hilton. Confirmed reservations will be mailed to our members informing them of this change.

The Memorial Committee has finished the planning for the 99th Bombardment Group Memorial. The contract was signed and the down payment was mailed to our contractor on January 30, 1986.

The Committee chose a site for the Memorial which will have a background of white pine trees. We believe this location will meet with your approval after you see the entire Memorial Park at the Museum.

The design implementation is in its final stages and the scaled drawings will be sent to the Air Force Museum. We have tentative approval, based on sketches of the Memorial configuration, color, inscription and visual symbols. We do not expect any problems obtaining a final approval. The Civil Engineering Department of the Air Force must approve the Memorial's size, weight, and the dimensions of the base and other related items, but again we do not expect any problems.

If you haven't mailed your contribution for the Memorial at the Air Force Museum, we urge you to participate in this activity. The need is now; the income tax deductible time is next April 15, 1987. No amount is too small, nor too large. If for some reason you are delaying this minor detail, Tom Gamm will accept your check during the reunion in Dayton.

If you wish to send the checks now, please send them to:

Mr. Thomas J. Gamm  
12225 Victoria Falls, NE  
Albuquerque, NM 87111

We are looking forward to seeing you in Dayton.

The Dayton Committee



THIS NEW LOGO FOR THE 99th BGHS HAS NOW BEEN PRODUCED AS A 6"X12" LICENSE PLATE-

KEEP YOUR MEMORIES OF THE 99th BOMBARDMENT GROUP (H) ALIVE AND WITH YOU WITH THESE NEW ITEMS-NOW AVAILABLE TO ALL MEMBERS-NOT JUST TO THOSE GOING TO DAYTON REUNION!!!! An organization plate of our own-place on your cars-display in your house, etc. 6"X12" as shown at top of this newsletter. Second-a quality felt tip writing pen with six lines of printing which reads (99th Bombardment Group (H)-GRP HQ SQ AND 4 BOMB SQDNS-346th, 347th, 348th, 416th-395 COMBAT MISSIONS FLOWN-B-17'S-FLYING FORTRESSES-AFRICA& EUROPE 1943-1945.) THIRD- A quality desk pen to pay tribute to the MEMORIAL to be dedicated at DAYTON AIR FORCE MUSEUM. Three lines of printing reads-(99th BOMB GROUP HISTORICAL SOCIETY-MEMORIAL DEDICATION AIR FORCE MUSEUM-DAYTON, OHIO JUNE 28, 1986.) All three (3) of these items will be mailed together for \$6 for first set including packing and postage. Each additional set will be \$5 each. A GREAT BARGAIN-A FAIR PRICE. Make your check payable to BERNIE BARR and mail to 7413 Vista Del Arroyo, Albuquerque, New Mexico 87109. Also Bernie has a few 99th Bomb Group caps available-order now.

FLY UNITED AIRLINES TO DAYTON, OHIO-JUNE 25-JULY 1, 1986 TO 99th REUNION AND YOU MAY WIN TWO COMPLIMENTARY TICKETS TO DESTINATION OF YOUR CHOICE\*\*\*DETAILS ON PAGE 2 MARCH NEWSLETTER\*\*\*CALL TOLL-FREE 800-521-4041 GIVE 99th BGHS ACCOUNT NO. 6008H TO GET THE LOWEST FARE AND HAVE YOUR NAME ENTERED IN THE RAFFLE FOR THE TWO FREE TICKETS WITHIN CONTINENTAL USA. YOU MUST BE PRESENT TO WIN!

## FROM THE VEEP

Members of the Albuquerque Chapter, 99thBGHS, along with their "better halves" met for dinner at the Kirtland AFB Open Mess on Wednesday, March 26th. The house special, prime roast beef with all the trimmings, was thoroughly enjoyed by everyone.

Highlight of the Dayton reunion will be dedication of the 99th Bomb Group Memorial. For those attending, this will be a heart-warming and memorable experience. If you have not been to one of our reunions, be sure to make this one. Jim Sopp and his committee are doing an outstanding job, but they need your help. Send in your registration now - commitments need to be made and the number attending most functions must be guaranteed. If you find it necessary to cancel, notify Ernest K. Gentit Tel # (419) 636-3959.

Tom Gamm mentioned the 99BGHS Memorial Fund has a balance of slightly over five thousand dollars. This was after thirty-six hundred had been sent to Dayton as partial payment for work done. The fund is deposited in a local bank and earns seven percent interest.

In addition to United Airlines, TWA has been giving good discounts on its fares. The hub for TWA is St. Louis and then nonstop flights to Dayton are available - this avoids the busy Chicago O'Hare terminal on most connections.

See you at the reunion -- LTB



Dear Geo:

I have realized that in writing to you I had given you some very scimpy information not realizing how complete your newsletter is. You do a great job for the 99 BGHS.

Ralph Simon was killed during one of Wisconsin's typical snow storms. Visual was nil and Ralph's car with his wife and two children with him was hit head on by a Greyhound bus. The wife and children survived the crash.

Ralph Simon was a turret maintenance man with the 416th and was with the Group from its formation at Walla Walla, Wa. At one time Ralph and I modified all the upper turrets in our squadron's B-17s and I realized what a good, efficient, and knowledgeable man the 416th had. I was a transferee from the armament section and had to learn turret maintenance in the field--I could never have had a better more dedicated teacher than Ralph Simon.

Ralph was at Richland Center, Wi managing a lumber yard for his uncle and we had just made contact to continue our friendship when this tragic accident happened. This happened about 1950.

Omar Vandre, also a member of our armament dept. since Walla Walla, Wa, at one time received an award after rescuing an English airman from a Wellington plane which had crash landed on our runway. Omar returned home to Merrill Wa and had his own cheese making business. Omar died of a heart attack about 1964.

Tom Rice  
Rd #1, Oakview Drive  
Meadville, Pa 16335

Curtis Rogers  
401 Grant St.  
Crandon, Wi 54520

John McGlvain  
1010 Duke St.  
Aliquippa, Pa 15001

Walter Jabczynski  
766 Glenwood  
Buffalo, N.Y.  
No recent correspondence

Norvald Stigsen  
719 S. Main St.  
Edgerton, Wi 53534

Those are addresses I know are correct and members of the armament dept., alive at this writing. The information on Ralph Simon and Omar Vandre is long, I know, but I thought you might pick out something from what I know and use a shortened version. I also have a -300 Mission Log--printed in November, 1944 if that will be any use to you.

In June 1944 a picture was taken in our armament tent of four members checking 50mms out. This was some sort of newspaper release but I don't know if it was ever used.

Also I do have one picture of the tail on one of our B-17s showing the insignia. One picture has a very curvacious gal with the initials "J.G." beside it--while another has the slogan "one in a million" on it. I'm not sure just what the Boling people want and as any complete picture of a B-17 is so small and those with insignias are so incomplete I doubt whether they would be of any value. Also a number of pictures of the changing of the upper turrets and loading of bombs.

If you think "Al" would like to use them let me know. I'm still hoping to get to Seattle but nothing is for sure yet.

Thanks for all of your help.

Sincerely  
Ellsworth Swingen



Dear Bernie:

I am writing this letter with a bit of remorse because I cannot get to Seattle this month. I had planned to get there, but things have come up which prevent our making the trip.

In anticipation of someday being able to get to a reunion of the 99th, my wife and I took a trip to Italy on May 6, 1985. I didn't realize until the last minute that we would be in Rome on VE Day (May 8), so I took along a card from the GI restaurant AMEDEO "Broadway Bill's" at 15 Via Fabio Massimo, where Charlie, Leo, and I celebrated on that great day--we had hit rest camps in Rome that week--Charlie was the bar tender etc. in the officers club at the 346th Squadron. I was in communications.

We spent an hour walking from the Vatican and asking directions and finally found the Restaurant AMEDEO still there. It was closed, so I went into the store next door to find out when it opened and met the son of the man who owned it in 1945. WOW! His name is SERGIO BERNARDINI and he and his wife took us to dinner in the restaurant and we had a great time--(pictures enclosed).

Our plan had been to spend a few days in Foggia, but we got waylaid on the Isle of Capri--the family of a friend of mine (here in Florida) showed us a great time there and kept us there an extra day so that we only had two days in Foggia (a beautiful city--118,000 population--nice new railroad station, etc.). The enclosed picture is of me, standing in front of the depot--behind me in Via Maggio 23--the main street. It's a beautiful shopping area with shaded sidewalks as you can see.

The entire Foggia area is now in farms and vineyards--lots of commercial buildings in the outskirts and, after 40 years, who can remember where what was. We spent a day at San Riovanni Rotunda, Padre Pio's Monastery, and passed one of the old bases on the highway at Amendala (I think it was the 97th). It is now an Italian Air Force base.

Tortarella is still there, but I could not recognize much except a few buildings which could have been HQ--it's a nice little town now. I wish I could have stayed longer and asked more questions.

We took a local train from Naples to Foggia, (5 hours) and saw all the great scenery going through the mountains--Benevento, Arealo, etc. From Foggia to Rome we travelled past Cassino (all nice country) and saw the rebuilt monastery on top of the mountain.

It was a beautiful trip and brought back a lot of memories. We were treated very well in Foggia--stayed at a very classy hotel, the HOTEL CICOLELLA, about a block from the station.

I wish I could get to Seattle, but it's not in the cards this year--we'll surely be visiting Albuquerque this fall and will check you all out.

Sincerely

Francis A. O'Donnell

Known as O'Toole in 346th squad



Dear George:

Got your fine letter Monday and will write you right now since your letter is fresh in my mind now. I am impressed by your knowledge of the Historical events of WWII and, since you mention these things, I guess I did know that Hitler was elected to office and the control went to that Power Faction which held fast.

On my diary, George, almost everybody saw more than I did and flew rougher missions than I was truly blessed to fly. The only thing I would find of interest was that mission to Villaorba Airfield in North Italy on March 18, 1944. This is the one where that B-17 out of the 348th Bomb Squadron had the tail blown off it. The Air Force claimed it was from a rocket hit (we were attacked by 67 ME210s launching rockets) but we thought it was from a frag bomb that went awry. Our bomb load was one that gave problems with the two outside clusters hanging up on the lower left side of the bomb bay. The other clusters dropped on top of these hung up clusters and when I told the Bombardier what the problem appeared to be, he salvoed and the whole works fell from the bomb bay helter-skelter. I checked the bomb bay clear and saw a B-17 very close and just below us as he drifted to the left. It was also at this time that other gunners began calling out the plane with the dorsal fin blown off and we did believe it was a strike from one of our own bombs. Something to consider maybe. The only other was that one to Bleckhammer Germany on July 7, 1944 where we were attacked again by a large force of ME210s also launching rockets. This is where the B-17, which was on fire, drifted below and behind us with the crew all bailing out and they in turn were strafed repeatedly by one of these ME210s, which is where the myth of those so-called "gentlemen and aristocrats" was destroyed as far as I was concerned. Another mission that was particularly rough was our run to Linz Austria where we counted 34 heavy bombers going down over and near the target. We did not lose that many airplanes because some of them did make it home. I have no idea how many did not get back. This was flown on July 25, 1944. I think also, in my case, many times I saw all this stuff going on around us but we were not hit. I believe we could lay that to Gen. Upthegrove's tight formation discipline and that made us more observers than participants in some cases.

I find your work with the 99th absolutely fascinating. When I get retired I'd love to help you in any way I can.

Hope all is well with you and Martha. Give her our love and we wish you the best for the New Year.

Joe & Maudie  
Lander, Wyoming

Sincerely,



Sunday Jan 12, 9 A.M. 1986

Dear Jorge:

It was sure nice hearing from you, I also received mail from Hans Stapfer last week, and he answered quite a few of my questions about Adelboden, and our landing in Switzerland, and also sent a picture of our aircraft, the tail section with the diamond Y. He sent the picture when I first started corresponding with him. He is quite an interesting fellow.

Our pilot, Leonard Smith, is going to Switzerland the first week in February and he intends to meet with Stapfer, go to Adelboden and Dubendorf. Stapfer is going to show Smitty where he landed our B-17, and according to Smitty he put our B-17 down in a farm field and he almost hit a barn.

Like you asked me to write about our mission that day, being a tail gunner I really didn't know what really went on up front till I found Smitty.

The Swiss Internees Association, being organized by the four fellows in New Jersey, is really coming along. Bob Long, one of the officers, and I were interned at the same time and have been corresponding. He tells me they have over 200 responses. Of the internees from the 99th Bomb Group, who are my surviving crew members and the three other fellows who survived after being shot down, according to the newsletter, by the Swiss. They have responses from only three others from the 15th Air Force.

On the Copy of the Orders that I have to leave Switzerland, there were 78 from the 15th AF, 9 from the 8th AF, 4 from the 9th AF, and 5 from the 12th AF.

The 15th AF had crews from the 98th BG, four of us from the 99th (our five officers and flight engineer were repatriated right away and only we four stayed behind), 301th BG, 445th BG, 459th BG, and the 455th BG.

Well, Jorge, I guess I'll close for now. I say so long, good luck, and God Bless and I shall see you in Dayton. Gene Agnew has written me and I have a job in the hospitality room. Our six surviving crew members will be there plus John Morat, our co-pilot the day that we went down. I still haven't been able to find our Mickey Radar operator Paul W. Shank or our original radio operator who as I hate to say went Flak Happy on his seventh mission.

I hope you can always a comrade understand this letter.

Fab (Himself)



And now this one makes my day!

Fabinak

For the record:

Many years ago - January of 1943 - crew six of the 346 Squadron picked up a B-17 at Salinas, Kansas. At that time the crew was:

Pilot	McCulloch
Co-Pilot	Frank Hunter
Navigator	Jack Andrews
Bombardier	Jack Creadon
Engineer	Barney Bonfiglio
Radio Operator	John O'Brien
Ball Gunner	John Tennis
Waist Gunner	Noble Duncan
Tail Gunner	Lou Walker

A nine man crew - we were to leave the States and fly the first seven missions with nine men.

Anyhow, after pre-testing our new plane, we were on our way to DeRidder, Kansas, and on our approach to land, the flaps would not lower. Needless to say, DeRidder, with a 4,000 foot runway was not possible. Our pilot and co-pilot brought the plane in on a 10,000 foot runway, running off the pavement a ways before stopping, burning up the brakes and tires. That airport was in Shreveport, Louisiana. I think it was Barksdale Field.

We were told to spend six days in town at a hotel. Every night I had a personal escort back to my hotel as they had an eleven o'clock curfew. One night I was brought back twice, but the M.P.'s were not too bad with us as they knew we had made an emergency landing at the base.

It was believed to be an act of sabotage that the flaps did not work, as all the nuts and bolts were found to be lying on the bottom of the flaps. With the bolts in and no nuts, the vibration would soon work out the bolts -thus no flaps.

This plane, Number 468, was to fly a number of missions and change a few crew members:

Pilot	McCulloch went to wing headquarters and Frank Hunter became pilot
Co-Pilot	Wylie
Navigator	Jack Andrews
Bombardier	Jack Creadon
Engineer	Ken Titus
Radio Operator	John O'Brien
Ball Gunner	John Tennis
Waist Gunner	Smith
Waist Gunner	Cantley
Tail Gunner	Lou Walker

Continued on p. 22

PRESS RELEASE

FROM: 99th Bomb Group  
THRU: 5th Wing

November 17, 1943

ATTENTION: Harmony, Minn., News  
Preston, Minn., Times

By S/Sgt. William Brink Jr.

AN ADVANCED NORTH AFRICAN AIR BASE--Credited with destroying an enemy fighter plane in aerial combat, Technical Sergeant Gerhard T. Oistad, 25 year old Flying fortress engineer-gunner of Harmony, Minn., is on his way home from North Africa after completing his allotted 50 bombing missions with the 15th U.S. Air Force.

Oistad began combat flying May 25, 1943, with a mission to Messina, Sicily, and finished up November 8 with a raid on Turin, Italy. He has been awarded the Air Medal.

Oistad was graduated from Harmony High School in 1936 and was employed as a truck driver and mechanic in his home town until entering the army August 15, 1941. He is unmarried.

--bb--

AN ADVANCED NORTH AFRICAN AIR BASE--1st Lt. Richard J. Notebaert, 23, of 32 Alonso St., Rochester, N.Y., a one time automobile mechanic turned Flying Fortress pilot, is on his way home from North Africa after completing his allotted 50 bombing missions with the 15th U.S. Air Force.

Notebaert looks forward to a reunion with his wife, the former Jeanne Andrews of the same address, and a baby boy whom he has yet to see.

The pilot began combat flying May 25, 1943, with a mission to Messina, Sicily, and finished up November 8 with a raid on Turin, Italy. He has been awarded the Air Medal.

"On that first mission," Notebaert recalled, "we learned to dread flak when our plane returned with 40 holes, and to keep pursuit at a distance after three of our crew were wounded from 20 mm fire."

Notebaert was graduated from Rochester's Aquinas High School in 1939 and was employed as a mechanic for the Cool Chevrolet Co. in his home town until entering the Air Forces as a cadet Jan. 15, 1942. He won his wings in October of the same year at Columbus, Miss.

--bb--

PRESS RELEASE

FROM: 99th Bomb Group  
THRU: 5th Wing

ATTENTION: New York Daily News, Daily Mirror  
New York City, La Prensa (Spanish)

By S/Sgt. William Brink Jr.

AN ADVANCED NORTH AFRICAN AIR BASE--Credited with destroying a German fighter plane in aerial combat, Technical Sergeant Anthony Torres, 23 year old Puerto Rican born Flying Fortress radio gunner of 51 E. 98th St., New York City, is on his way home from North Africa after completing his allotted 50 missions with the 15th U.S. Air Force.

Torres bagged the fighter over Foggia, Italy, midway in his combat career. He began flying May 25, 1943, with a mission to Messina, Sicily, and finished up November 8 with a raid on Turin, Italy. He has been awarded the Air Medal.

Born at Rio Piedras, P.R., Torres attended Samuel Gompers High School in the Bronx from 1937 to 1939, and was employed as an assistant recorder for Musicraft in New York City until entering the army Aug. 13, 1941. Unmarried, he strove for two years to be assigned to combat flying, finally came overseas as a gunner April 15, 1943.

--bb--

Photographer:  
S/Sgt. Colin R. Cox  
611 29th St.  
West Palm Beach, Fla.

"LOOK AT THE BIRDIE

Without suspecting the attention they are receiving below, U.S.A.A.F. B-17s parade before a newsreel camera of an army combat camera unit as they return from a mission over the Mediterranean. The Flying Fortresses belong to a veteran group of the U.S.A. 15th Air Force in North Africa, and the shot was taken on one of the many airdrome studded valleys of Northern Tunisia--former scene of some of the most violent fighting in the last phase of the Tunisian Campaign.

--30--

(Photo)

AN ADVANCED NORTH AFRICAN AIR BASE--On his way home from North Africa is 2nd Lt. Wayne S. Ray, 24, of Hot Springs, S. Dak., a Flying Fortress pilot who has completed his allotted 50 bombing missions with the U.S. 15th Air Force.

Beginning combat flying May 30, 1943, Ray participated in bombing missions over Pantelleria, Sicily, Sardinia, Italy, France, Austria, Greece and Germany. He recalls best a mission to Foggia Airdrome, September 7, when the flak was thick and the enemy pursuit out in force.

"One engine went out just before the target," he said, "and the ship got shot up pretty badly. But I managed to get it safely back home."

He has been decorated with the Air Medal and nine Oak Leaf Clusters.

Born at Oral, S. Dak., Ray was graduated from Buffalo Gap, S. Dak., High School in 1939 and attended Black Hills Business College in 1939-40. Unmarried, he was senior clerk for the Agricultural Adjustment Administration in Hot springs until entering the army July 11, 1941.

--bb--

AN ADVANCED NORTH AFRICAN AIR BASE--One of North Africa's top aerial gunners with seven enemy planes to his credit--four of them destroyed in one day--Staff Sergeant Jack D. Guerard, 31, of Beaufort, S.C., is on his way home after completing his allotted 50 bombing missions with a Flying Fortress group of the U.S. 15th Air Force.

Guerard, a pint-sized tail gunner, had his best day Sept. 8, 1943, over Frasoati, Italy, when the enemy pursuit made most of their attacks on the Fortresses from the rear. Their special target was Guerard's ship, which had fallen out of formation with an engine damaged by flak and a riddled nose.

Pumping better than 1,200 rounds of .50 caliber ammunition, Guerard blasted down a brace of Messerschmitt 109s, A Focke Wulf 190 and an Italian Regianne 2001. Three literally blew apart in the air.

Guerard, a Vanderbilt graduate of 1932 and a one-time insurance salesman in Washington, D.C., has been awarded the Air Medal and nine Oak Leaf Clusters. Unmarried, he is the son of Mrs. Mabel H. Pollitzer of Beaufort.

--bb--

November 18, 1943

AN ADVANCED NORTH AFRICAN AIR BASE--Staff Sergeant Frank Carr, 19 year old Flying Fortress waist gunner from Indianapolis, Ind., had recovered enough today to tell how he blasted down a German pursuit plane after 40 below zero temperature high in the skies over a target in France had frozen him rigid at his guns, swelled his hands and neck with frostbite and three times clogged his oxygen mask with ice.

For Carr, who lives at 611 Pennsylvania Ave., it was his first victory in only four missions. The date was the November 16th Fortress raid on Istres Le Tube Airdrome.

Grinning and wearing a heavy bandage around his neck where his throat microphone had bitten deep into the swelling, Carr told how he was "colder than I had ever been in my life" when he stripped his guns for action and opened his left waist window.

Near the target, when five Messerschmitt 109s wheeled in to attack, it

was found that the right waist guns, tail guns, one ball turret gun and one top turret gun on Carr's Fortress had frozen from the sub-zero cold.

"With so many guns frozen at high altitude, I knew someone had to stick it out," Carr said.

Going down the bomb run, the huge ship rocked violently from flak bursts.

Then two ME 109s roared in with guns blazing. Carr drove them off.

The wind was punishing, the cold intense. Carr's body became rigid at his guns. His hands and exposed neck began to swell. Three times his idle mates had to whip off Carr's oxygen mask when it froze and substitute a spare.

They also fed ammunition to his guns.

"A third Messerschmitt came to within 800 yards and opened fire," the gunner said. I couldn't use my sights because of my rigid hands and body. I just aimed in its direction and fired until the pursuit peeled off at 500 yards. Its right wing broke off in mid air."

Only after the Fortress had dropped its bombs on the target did Carr call to his pilot for help. He was taken to the comparative warmth of the cockpit and wrapped in additional clothing. The pilot landed at an emergency field in Sardinia, so Carr could receive first aid, before continuing to home base.

"It was teamwork all the way through," Carr said, "and I owe a lot to the guys who fed me ammunition and changed my mask. Gosh, it all happened so fast I didn't even feel the throat mike getting tight."

The gunner lives with his sister, Miss Gene Carr, at the Indianapolis address and is a graduate of Morton Memorial high School and former employee of the Wm. H. Block department store. He enlisted in the army in September, 1942, and graduated from gunnery school at Ft. Morris, Fla, in July 1943.

--bb--

November 30, 1943

FROM A 15<sup>th</sup> AIR FORCE BOMBER BASE--Credited with destroying an enemy pursuit plane in aerial combat, S/Sgt. Herbert W. Taylor, 25 of 207 E. South St., Longview, Tex., a USAAF Flying Fortress waist gunner, is on his way back to the States after completing his allotted 50 missions with the 15<sup>th</sup> Air Force.

Taylor bagged the fighter over Gerbini Airdrome, July 5, 1943, in a mission sometimes described as the "raid to hell and back" because more than 100 Jerry pursuit attacked a handful of Fortresses.

"I had my clothes practically shot from my back but not a scratch did I get," Taylor recalled of that raid.

The gunner began combat flying June 15 with a mission to Palermo, Sicily, and also took part in the historic Fortress attack on Rome. He has been awarded the Air Medal.

A native of Longview, Taylor was graduated from the Springfield, Ore., High School in 1938 and attended the University of Oregon in 1939. Married to Marion Audrey Tarylor of 806 Young St., Longview, the gunner worked on pipe lines in his home town until entering the army June 1, 1942.

--bb--

AN ADVANCED NORTH AFRICAN AIR BASE--Technical Sergeant Edgar M. Campbell, Flying Fortress waist gunner of Route 3, Staunton, Va., today was officially credited with destroying a Messerschmitt 109 fighter plane in the air over Istres Le Tube Airdrome, France, in the Flying Fortress raid of November 16.

Describing his first victory, Campbell said that the German pursuit flew parallel to his Fortress at about 700 yards out, and then roared in from 3 o'clock, guns blazing.

"I fired short bursts at him," Campbell said, "while he was still parallel, but without hitting him vitally. When he reached attack position I held down the trigger and saw my tracers pour into him. At 300 yards out he started smoking and went down in a slow spin."

The ball turret gunner on Campbell's plane saw the fighter crash on the ground directly below the Fortress.

--bb--

VERNUN E. FAIRBANKS,  
Major, Air Corps,  
S-2, 99<sup>th</sup> Bomb Group

Hans-Heiri Stapfer  
Bergstrasse 35

CH-8810 Horgen/ZH

SWITZERLAND

Horgen, 20th December 1983

Dear George,

Enclosed please find my duties for 1984. The ten dollars are in cash, so you can save bank costs for a check.

A few weeks ago I received some very interesting material, also a statement of the two surviving members of 42-30126. I hope, the story will be interesting for you and the readers of this magazine.

I was also able to get two pictures, one of the plane after the crash and one of the death American flyers. Perhaps it would be interesting to publish them.

By the way, I would be most interested in getting pictures of aircraft 42-30126 or of a similar plane (B-17 F-85-B0) as well a picture that shows 99th BG planes at Oudna, Tunisia. So I would be most grateful if you could lend me such pictures, or when you know other people that could have some of these pictures.

I hope the article is ready next week, in January I have to go to the Army for 21 weeks. But you will get the article earlier. The newsletter is always very interesting and I really enjoy all these contributions from the members. The 99th BG is in fact a great Bomb Group; they bombed Munich before the 8th A.F. did it and they also attacked Big B (Berlin).

Well, that is all for this time. I am looking forward to hearing from you soon.

Sincerely,



NARRATIVE

The month of August proved to be even more successful than last month in the number of missions flown as this Group flew 22 missions, one more than July's 21, and in this respect, second only to January's record breaking total of 25 for the month.

Ground crews were kept busy performing the duties necessary to keep the Fortresses in the air. Combat men, in addition to flying their missions, flew practice hops and received additional ground training.

Changes in personnel were slight in number but found Lt. Col. J.A. Barnett replacing Col. T.J. Meyer as our Commanding Officer. Col. Meyer was transferred to the Detachment of Patients of the hospital where he had been ill. Thus, Lt. Col. B.S. Barr became Deputy Group Commander and the 416th Squadron made Capt. W.J. Seward the Squadron Commander to replace Col. Barr. Lt. A.L. Beals became Group Bombardier, Lt. P.J. Franklin upon his return from the U.S.A. and a period of Detached Service after his 50 missions became Assistant Operations Officer of the Group.

This month also saw several men return from POW camps in Roumania after their evacuation by air following the capitulation of that country to the Allies.

American beer continued to flow weekly with the ration varying from four to six cans per man. Also to add to the uplift of morale was the appearance of small stocks of American whiskey to stock the club bars of the group.

Additional morale building factors were the usual thrice weekly movies. Some of them were shown in the outdoor theater when weather permitted and the rest were held in the remodeled briefing-interrogation-theater room. A series of Thursday night informational movies were presented and stage productions supplemented the regular shows. A concert was given by the 15th AAF concert band, a variety show (G.I.) was presented and the first outdoor staging of a legitimate stage production from the U.S.A. to be so presented overseas took place when "Over 21" starring Erin O'Brien Moore was given. Our staging facilities were excellent and the cast and audience were well pleased with the resulting entertainment.

Among the higher awards to men of this Group during August were 35 Distinguished Flying Crosses and five Silver Star Awards.

OPERATIONS

August 2	Mission #233	Portes Les Valences M/Y, France
August 3	Mission #234	Kemptom M/Y, Germany
August 6	Mission #235	Portes Les Valences M/Y, France
August 7	Mission #236	Blechhammer South Synthetic Oil Plant, Germany
August 9	Mission #237	Gyor, Hungary
August 10	Mission #238	Romano Americano Oil Refinery, Ploesti, Roumania
August 12	Mission #230	Gun Positions, Savona Area, Italy
August 13	Mission #3240	Gun Positions, Savona Area, Italy
August 14	Mission #241	Gun Positions near Toulon, France
August 15	Mission 3242	Beach #261, South Coast of France
August 17	Mission #242	Nis A/D Dispersal Area, Yugoslavia
August 18	Mission #244	Romano Americano Refinery, Ploesti, Roumania
August 20	Mission #245	Osweicim Synthetic Oil Works, Poland
August 22	Mission #246	Odertal Synthetic Oil Plant, Germany
August 23	Mission #247	South Industrial Area, Vienna, Austria
August 24	Mission #248	Pardubice A/D Installations, Czechoslovakia
August 25	Mission #249	Lisen A/C Factory, Czechoslovakia
August 26	Mission #250	Aviso Viaduct, Italy
August 27	Mission #251	Blechhammer North Synthetic Oil Plant, Germany
August 28	Mission #252	Moosbierbaum Oil Refinery, Austria
August 29	Mission #253	Szolnok M/Y, Hungary
August 30	Mission #254	Novi Sad RR Bridge, Yugoslavia

OPERATIONS

3	September 1944	-- Mission #255	-- Sava River Bridge, Yugoslavia
4	September 1944	-- Mission #256	-- Sub Base, Genoa, Italy
5	September 1944	-- Mission #257	-- Budapest N. R. R. Br., Hungary
6	September 1944	-- Mission #258	-- Oradea, Roumania
8	September 1944	-- Mission #259	-- Brod, R.R. Br., Yugoslavia
10	September 1944	-- Mission #260	-- Lobau O/R., Vienna, Austria
12	September 1944	-- Mission #261	-- Lechfield A/D, Germany
13	September 1944	-- Mission #262	-- Blechhammer R. O/R, Germany
15	September 1944	-- Mission #263	-- Kalamaki A/D, Athens, Greece
17	September 1944	-- Mission #264	-- Budapest M/Y, Hungary
18	September 1944	-- Mission #265	-- Novi Sad R.R. Br., Yugoslavia
20	September 1944	-- Mission #266	-- Szob R.R. BR., Hungary
21	September 1944	-- Mission #267	-- Bekescsaba M/Y, Hungary
22	September 1944	-- Mission #268	-- Munich Industrial Area, Germany
23	September 1944	-- Mission #269	-- Brux Synthetic Oil Plant, Czechoslovakia

HEADQUARTERS

NINETY-NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES  
Office of the Intelligence Officer

SPECIAL NARRATIVE REPORT:

MISSION: 3 September, 1944 - SAVA RIVER ROAD BRIDGE, BELGRADE-YUGOSLAVIA

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were observed at the target or en route.

B. Flak: This Group was over the target at a mean altitude of 23,000 feet and encountered heavy, slight to moderate, fairly accurate flak, of both barrage and tracking type. Three a/c were flak holed.

SPECIAL NARRATIVE REPORT:

MISSION: 4 September, 1944 - SUBMARINES IN GENOA HARBOR, ITALY

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen or encountered by the 99th Bombardment Group on today's mission.

B. Flak: While flying at a mean altitude of 25,400' over the target, heavy, slight to moderate, barrage type flak was encountered. This was inaccurate as to altitude and deflection.

SPECIAL NARRATIVE REPORT:

MISSION: 5 September 1944 - BUDAPEST NORTH RR BRIDGE, HUNGARY

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen in the vicinity of the target or en route to or from the target.

B. Flak: Over the target at a mean altitude of 26,600 feet, this Group encountered heavy, moderate to intense, fairly accurate flak, of both barrage and tracking type. A number of our a/c were flak holed.

II. SIGNIFICANT OBSERVATIONS

A. Flak Positions: At target - north edge of city on east bank of river (G, 13-14-15-16) Tgt. Chart #12-100NA.  
Tarjan, 47/38N, 18/31E, shot at another Group.

B. Land: 0937 - 26,000', 150 trucks parked at 45/20N, 16/55E, heading north.

- 1001 - 27,000', 1 T/E and 4 S/E a/c at A/D, 47/08N, 17/55E
- 1008 - 27,000', 4 S/E a/c at 46/55N, 17/26/E
- 1015 - 27,000', A/D vacant at 47/30N, 19/10E
- 1045 - 27,500', 30 unidentified a/c at A/D 47/28N, 19/12E
- 1046 - 27,000', 500 cars in NE M/Y, 1000 cars in SE M/Y
- 1047 - 26,000', 5 S/E a/c at A/D, 47/27N, 19/10E
- 1055 - 25,000', 6 large a/c at A/D, 46/55N, 19/41E
- 1115 - 22,000', A/D vacant at 46/21N, 19/02E
- 1117 - 22,000', A/D vacant at 45/45N, 19/05/E

C. Air: 0840 - 18,000', B-17 going down at 43/05N, 16/44E, 3 chutes. 0940 -26,000', large puffs of black smoke coming from swift moving T/E planes in distance, occurring 7-8 times from various positions as planes kept in level flight and each was trailed by smoke for 20-30 seconds each time. Possibility of jet propulsion. 1155 -17,000', A B-17 fell behind at 44/09N, 18/56E and was covered by 6 P-51s.

D. Water: 1035 - 27,200', 30 barges moving north at 47/33N, 19/05E. 1128 -19,000', 20 barges moored at 45/14N, 19/22E.

III. CONCLUSION

A. Total Losses: None

B. Damage: From Flak - 7 a/c received minor flak damage  
From Fighters - 0  
Other Reasons - 0

C. Victories: None

D. Corrections on Telephone Mission Report: Upon final checkup it was found that no Nickels were dropped.

PHILIP M. PHILIPS,  
Major, Air Corps,  
S-2, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT

MISSION: 6 September 1944 - ORADEA M/Y, ROUMANIA

I. ENEMY RESISTANCE:

A. Fighters: No enemy fighters were seen or encountered on today's mission.

B. Flak: While-- flying at a mean altitude of 21,200 feet, over the target the 99th Bomb Group received a few bursts of light, slight, barrage type flak. This was inaccurate as to altitude and deflection.

SPECIAL NARRATIVE REPORT

MISSION: 8 September 1944 - BROD RR BRIDGE, YUGOSLAVIA

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen or encountered on today's mission to Brod, yugoslavia.

B. Flak: From a mean altitude of 21,250', the 99th Bomb Group experienced heavy, slight, barrage type flak over the target. This was inaccurate as to altitude and deflection.

SPECIAL NARRATIVE REPORT

MISSION: 10 September 1944 - LOBAU OIL BLENDING PLANT, VIENNA, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen in the target area. However, at 1105, from an altitude of 23,000', approximately 45 minutes after target time, 8 ME110s were reported at 11 o'clock - high. They stayed far out making no attempt to attack

B. Flak: Over the target at a mean altitude of 26,200', this Group encountered heavy, intense, accurate flak - both barrage and tracking type. Twenty-one (21) of our a/c were damaged en route. Heavy, slight, inaccurate flak came up from the SW part of Gyor.

SPECIAL NARRATIVE REPORT

MISSION: 12 September 1944 - LECHFELD A/D, GERMANY

I. ENEMY RESISTANCE

A. Fighters: Two ME109s were observed while flying at 26,000', some distance off, and going away, shortly after leaving target. At 1305, when at altitude of 26,000', three (3) jet propelled E/A were reported at 47/52N, 12/25E, in the vicinity of Lake Chien. One E/A, with white tail climbing very fast at approximately 70 degrees. Two (2) E/A, with black tails, circling formation. Seen for about 3 minutes. One puff smoke observed. Others showed what looked like smoke trails.

B. Flak: Heavy, moderate, accurate flak, of tracking variety was met over the target at a mean altitude of 26,600'. Some flak was encountered along route at points North and South of target area, but was not effective.

II. SIGNIFICANT OBSERVATIONS

D. Water: 1045 - 16,000' green dye marker on water at 65/05N, 15/17E, with probable life raft in center of dye.

1142 - oil slick on water at 45/22N, 13/30E, small boat circling the area.

1153 - 23,500', large amount of unidentified white smoke from water at 45/28N, 12/50E.

1428 - 15,000', 9 freighters anchored in harbor at Venice.

E. Air: 1000 hours - 9,000', 2 B-17s collided in mid-air at 41/50N, 15/10E, and landed on water, 10 men and 1 life raft seen, speed boat heading toward them.

1317 - 26,300', unidentified s/c a/c down at 48/32N, 11/26E. no chute.

SPECIAL NARRATIVE REPORT (96th Group, 8th A.F.)

MISSION: 13 September, 1944 - MISXOLC STEEL WORK, HUNGARY

*I checked this one and it was on the 99BG film. gfc.*

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen or encountered.

B. Flak: While flying at a mean altitude of 24,500' the 8th Air Force encountered heavy, slight, inaccurate flak over Misxolc, Hungary. This was of the tracking type.

SPECIAL NARRATIVE REPORT:

MISSION: 13 September, 1944 - BLECHHAMMER NORTH SYNTHETIC OIL PLANT GER

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen or encountered on today's mission.

B. Flak: While flying at a mean altitude of 26,500' over the target, Blechhammer, heavy and intense flak was experienced. This was both barrage and tracking types and was accurate as to altitude and deflection. It caused minor flak injury to 14 a/c.

Flak batteries were observed at the target at F-G, 9, 10 on Tgt. Chart #13-33-NA.

What was believed to be rocket type flak was also seen at Blechhammer. This appeared to have a tail to it and was accompanied by a column of trailing smoke.



II. SIGNIFICANT OBSERVATIONS

D. Air: 1126 - 25,000', a B-17 from group ahead exploded over target, 2 chutes. 1131 - 26,000', 2 B-17s from group behind us exploded and crashed into 2 other B-17s, all went down, no chutes.

SPECIAL NARRATIVE REPORT

MISSION: 1 September 1944 - KALAMAKI A/D, ATHENS, GREECE.

I. ENEMY RESISTANCE:

A. Fighters: No enemy fighters were seen or encountered on today's mission to Athens/Kalamaki AD.

B. Flak: While flying at a mean altitude of 28,100 feet over the target, the 99th Bomb Group encountered no flak. But heavy, moderate to intense, inaccurate flak was seen coming from the City of Athens, aimed at another group.

SPECIAL NARRATIVE REPORT:

MISSION: 17 September, 1944 - BUDAPEST RAKOS M/Y, HUNGARY

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were seen or encountered on today's mission to Budapest Rakos M/Y.

B. Flak: While flying at a mean altitude of 24,600', the 99th Bomb Gp encountered heavy, moderate, flak over the target. This was both barrage and tracking and fairly accurate as to altitude and deflection, resulting in minor damage to 7 a/c.

SPECIAL NARRATIVE REPORT:

MISSION: 18 September 1944 - NOVI SAD RR BRIDGE, YUGOSLAVIA

I. ENEMY RESISTANCE

A. Fighters: None.

B. Flak: From a mean altitude of 21,000 feet this Group encountered moderate, accurate, heavy flak over the target. This flak was of the tracking type and was responsible for minor damage to 17 of our aircraft and inflicted wounds to five crew members. One squadron turned off before reaching the target, made a 360 degree turn and went over the target alone. This squadron suffered damage to all of its aircraft and those wounded on the mission were all in this squadron.

SPECIAL NARRATIVE REPORT: (95th B.G. - 3rd Division - 8th A.F.)

MISSION: 19 September 1944 - SZOLNOK M/Y, HUNGARY

I. ENEMY RESISTANCE

A. Fighters: None seen or encountered.

B. Flak: At a mean altitude of 20,000 feet, this Group encountered slight, accurate, heavy flak over the target. Flak was also encountered at the following locations:

44/45N, 18/05E, heavy, intense, accurate.

Brod - 45/10N, 18/00E, heavy, moderate, inaccurate, tracking.

46/45N, 20/09E, heavy, slight, inaccurate.

45/27N, 18/40E, light, moderate, inaccurate.

SPECIAL NARRATIVE REPORT:

MISSION: 20 September 1944 - SZOB RR BRIDGE, HUNGARY

I. ENEMY RESISTANCE

A. Fighters: No enemy A/C were observed on this mission

B. Flak: No flak was encountered over the target or en route by this group. Some flak was observed at a distance firing at other groups.

II. SIGNIFICANT OBSERVATIONS:

C. Air: 1140 hours 20,000 feet --- colored B-17 headed south as formation was headed north.

1256 hours B-17 losing altitude at 46/45E, 18/48E, #4 engine smoking and appeared to be heading for A/D in vicinity, 3 chutes seen.

SPECIAL NARRATIVE REPORT:

MISSION: 21 September 1944 - BEKESCSABA M/Y, HUNGARY

I. ENEMY RESISTANCE

A. Fighters: None seen or encountered.

B. Flak: None.

II. SIGNIFICANT OBSERVATIONS

D. Air: 0913 - 11,000', 14 barrage balloons at 43/13N, 19/40E.

0946 - 19,500', 15 barrage balloons at 45/15N, 19/24E.

1022 - 20,300', 46/53N, 20/32E, I&P. 2 B-17s went down - no chutes.

SPECIAL NARRATIVE REPORT:

MISSION: 22 September 1944 - MUNICH, AUSTRIA - INDUSTRIAL AREA.

I. ENEMY RESISTANCE

A. Fighters: No fighters were observed at anytime during the mission.

B. Flak: Flak over the NW section of the city of Munich was heavy, intense and accurate, both barrage and tracking types. A slight amount of ineffective flak came up from several points en route.

SPECIAL NARRATIVE REPORT:

MISSION: 23 September 1944 - BRUX SYNTHETIC OIL PLANT, CZECHOSLOVAKIA

I. ENEMY RESISTANCE

A. Fighters: no enemy fighters were observed at the target or en route or from target.

B. Flak: Over the target at a mean altitude of 26,800 feet, the Group encountered heavy, intense and accurate flak, of barrage and tracking variety. Some flak

II. SIGNIFICANT OBSERVATIONS

D. Air: 1357 hours A/C 744 at 46/06N, 13/00E called and said on one engine would try to crash-land in Yugoslavia.

III. CONCLUSION

E. Corrections to telephone mission report: None. A/C 744 previously reported making forced landing in Yugoslavia has landed safely at home base.

SECRET  
HEADQUARTERS FIFTEENTH AIR FORCE  
APO 580, U.S. Army

18 June 1944

2nd Lt. John P. Devlin, O-749383, 99 Bomb Gp., 347 Bomb Sq.

1. Personal History

Duty: Navigator  
Age: 23  
Missions: 20  
Returned to duty: 17 June 1944

2. On Jan. 24, 1944, in a B-17 they left to bomb Sofia. The target was obscured by clouds, as they turned for home still carrying the bombs. After a half hour of flying they jettisoned the bombs due to gas shortage. In another half hour they ran into an overcast and snow storm. They flew on another half hour, did a 180 degree turn so as to be certain of being over land. Just then #2 engine cut out (no gas), twenty minutes later they were completely out of gas. The pilot gave the order to bail out at 10,000 feet. All crew members got out successfully.

3. Never in enemy hands.

4. In briefings they had not received information about Chetniks, but had good briefings on Partisans. The Group did not issue enough escape kits for each member of the crew, they had only 5 purses and 6 food packets. The found the food useful.

Providing "A" Force censure, it is recommended that these men be returned to combat duty in this theater.

T.A. Welk  
2nd Lt. A.C.,  
Interrogator

3 Incls:

- 1 Appendix A
- 2 Appendix C
- 3 Ltr. 385.6

- 2nd Lt. Michael E. McConnell, O-737991, 347 Bomb Sq., 99 Bomb Grp.
- 2nd Lt. Allan N. Hoover, O-748652, 347 Bomb Sq., 99 Bomb Grp.
- 2nd Lt. John P. Devlin, O-749383, 347 Bomb Sq., 99 Bomb Grp.
- 2nd Lt. John W. Pace, O-673933, 347 Bomb Sq., 99 Bomb Grp.
- S/Sgt. Richard B. Hubby, 31145705, 347 Bomb Sq., 99 Bomb Grp.
- S/Sgt. Billy B. Burnett, 37226846, 347 Bomb Sq., 99 Bomb Grp.
- Sgt. John T. Eldridge, 34473189, 347 Bomb Sq., 99 Bomb Grp.
- Sgt. Robert D. Molina, 19174714, 347 Bomb Sq., 99 Bomb Grp.
- Pfc. Bernard J. Larvin, 18154552, 347 Bomb Sq., 99 Bomb Grp.

APPENDIX A

They landed at 1540 hours one mile south of UZICE, where they hid out for 10 hrs., since the snowstorm made it impossible to travel. They at this time met three different parties of peasants, who brought them all to a house at MACKAT. On Jan. 25 they went on to a tavern where they met Chetnik Commander Condor. They remained here for 6 days. He told them of an American mission at PRANJANI, 6 days travel from the tavern. Walking north for 6 days with a Chetnik guide (Capt. Kolaravich) they reached PRANJANI, until Apr. 19, the continually changed places of hiding (remaining within a radius of 40 miles of PRANJANI) due to being chased by Germans, Bulgars, Quislings, and Partisans, always being aided by Chetniks. On April 13, they were joined by Lt. John W. Lindstrom, a fighter pilot. During this time they also contacted Gen. Armstrong (Br. Mission), who gave them shoes. During this period of hiding and evasion they were looked after by Lt. George Musulin. He saw they were fed regularly and kept tabs on them in general. On April 19 they notified Lt. Musulin that they were moving on, they left at 2100 hrs. with a Chetnik guide (Jenicor) and walked steadily for 37 hrs. finally coming to Guca. They rested here for about 36 hrs.

They then continued their journey (in an attempt to reach the sea) resting intermittently along the route. On May 9 the Chetniks told them there were Partisans ahead, so they stopped at a town named Gacko, and stayed here for two weeks. On June 9th the Partisans and Chetniks were engaged in a battle, and the men had already decided they would not reach the sea in Chetnik hands. They had also decided to attempt to make it over to the Partisan group. They procured civilian clothes and sneaked off in a SW direction, after walking three hours they contacted a peasant who took them to a Partisan Commander. He in turn took them to a Partisan brigade commander at Karkovisi (this trip took two days). He sent them to a Partisan Division at Bjeljani, where they remained overnight. Setting out with a Partisan guide they walked for four days finally reaching Kelashin, they remained here overnight. The next day they rode a truck to Berans (this was on June 16th), where they met an Allied Mission (Major Turner, Major Plummer, Lt. Green, Lt. Coventry). They were evacuated on 17 June by a C-47 arriving in Bari 17 June. Following is a chronological account of their route:

FRANJANI	STUPSEVICE	GAJEFINA	DRINA RIVER
MIJAKOVCI	RZAV RIVER	MUSVETE	DERVENTA
PRIJEVOR	BROK	SUSICE	RASTIB
MORAVA RIVER	VISCKA	BRANESCI	ZAUVINA
PAKOVRAKA	BIG RZAV RIVER	SAIVOVICA	DUBOVO
JELICE	CICKOVO	BOKICE	VISIGRAD
ZEUKA	SIROGOOJAO	BIGSKA	VAROISTE
TIJANJJE	ALIN POTOK	JELOVIK	MAGUTA
TURICA	RUDINE	KOSTAJEVIC	GORAZDE
GUC	ROZANSTVO	BESAROVINA	FOGA
KISTRAZA	KRIVA REKA	PERUCAG	SARICA
MAROSALJCI	GOLOVO	RAJINA BASIA	GACKO
ARIJE			
MORAVA RIVER			

APPENDIX B

They noted a P-38J, that was evidently German. It was painted black and seemed to be stationed at Moster. There was also a German garrison at Gurazde. These are descriptions of cap devices worn by Chetniks, and which should be useful to future evaders:

- 1. A double eagle, with a skull and cross-bones on a black shield centered on the eagle's breast. Beneath are crossed swords.
- 2. A double eagle with a signet plate centered on the eagle's breast. Above the eagle's head a golden crown.

18 June 1944  
24, 29 June 1944

2nd Lt. John P. Devlin, O-749383, 99 Bomb Gp., 347 Bomb Sq.

1. Personal History

Duty: Navigator  
Age: 23  
Missions: 20  
Returned to duty: 17 June 1944

Sgt. John T. Eldridge, 34473189, 99 Bomb Gp., 347 Bomb Sq.

1. Personal History

Duty: Radio Operator  
Age: 23  
Missions: 17  
Returned to duty: 17 June 1944  
Home address: Route 2, Reston, Mississippi

Sgt. Robert D. Molina, 19174714, 99 Bomb Gp., 347 Bomb Sq.

1. Personal History

Duty: Ball turret gunner

Age: 20

Missions: 21

Returned to duty: 17 June 1944

Home address: Winchester, Calif., c/o Grace Blackmore

S/Sgt. Billy B. Burnett, 37226846, 99 Bomb Gp., 347 Bomb Sq.

1. Personal History

Duty: Tail gunner

Age: 22

Home address: Conway Springs, Kansas

Missions: 17

Returned to duty: 17 June 1944

Pfc. Bernard J. Larvin, 18154552, 99 Bomb Gp., 347 Bomb Sq.

1. Personal History

Duty: Left waist gunner

Age: 20

Mission: 1

Returned to duty: 17 June 1944

2<sup>nd</sup> Lt. John W. Pace, 0-673933, 99 Bomb Gp., 347 Bomb Sq.

1. Personal History

Duty: Bombardier

Age: 23

Missions: 19

Returned to duty: 17 June 1944

2<sup>nd</sup> Lt. Allan N. Hoover, 0-748652, 99 Bomb Gp., 347 Bomb Sq.

1. Personal History

Duty: Copilot

Age: 25

Missions: 25

Returned to duty: 17 June 1944

S/Sgt. Richard B. Hobby, 31145705, 99 Bomb Gp., 347 Bomb Sq.

1. Personal History

Duty: Engineer

Age: 25

Missions: 20

Returned to duty: 17 June 1944

2. On Jan. 24, 1944, in a B-17 they left to bomb Sofia. The target was obscured by clouds, as they turned for home still carrying the bombs. After a half hour of flying they jettisoned the bombs due to gas shortage. In another half hour they ran into an overcast and snow storm. They flew on another half hour, did a 180 degree turn so as to be certain of being over land. Just then #2 engine cut out (no gas), twenty minutes later they were completely out of gas. The pilot gave the order to bail out at 10,000 feet. All crew members got out successfully.

3. Never in enemy hands.

4. In briefings they had not received information about Chetniks, but had good briefings on Partisans. The Group did not issue enough escape kits for each member of the crew, they had only 5 purses and 6 food packets. They found the food useful.

Providing "A" Force censure, it is recommended that these men be returned to combat duty in this theater.

T.A. Welk  
2<sup>nd</sup> Lt. A.C.,  
Interrogator  
J.W. Carson,  
Captain, A.C.,  
Interrogator

3 Incls:

1 Appendix A

2 Appendix C

3 Ltr. 383.6

2<sup>nd</sup> Lt. Michael E. McConnell, 0-737991, 347 Bomb Sq., 99 Bomb Grp.

2<sup>nd</sup> Lt. Allan N. Hoover, 0-748652, 347 Bomb Sq., 99 Bomb Grp.

2<sup>nd</sup> Lt. John P. Devlin, 0-749383, 347 Bomb Sq., 99 Bomb Grp.

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S/Sgt. Richard B. Hobby, 31145705, 347 Bomb Sq., 99 Bomb Grp.

S/Sgt. Billy B. Burnett, 37226846, 347 Bomb Sq., 99 Bomb Grp.

Sgt. John T. Eldridge, 34473189, 347 Bomb Sq., 99 Bomb Grp.

Sgt. Robert D. Molina, 19174714, 347 Bomb Sq., 99 Bomb Grp.

Pfc. Bernard J. Larvin, 18154552, 347 Bomb Sq., 99 Bomb Grp.

APPENDIX A

They landed at 1540 hours one mile south of UZICE, where they hid out for 10 hrs., since the snowstorm made it impossible to travel. They at this time met three different parties of peasants, who brought them all to a house at MACKAT. On Jan. 25 they went on to a tavern where they met Chetnik Commander Condor. They remained here for 6 days. He told them of an American mission at PRANJANI, 6 days travel from the tavern. Walking north for 6 days with a Chetnik guide (Capt. Kolaravich) they reached PRANJANI, until Apr. 19, the continually changed places of hiding (remaining within a radius of 40 miles of PRANJANI) due to being chased by Germans, Bulgars, Quislings, and Partisans, always being aided by Chetniks. On April 13, they were joined by Lt. John W. Lindstrom, a fighter pilot. During this time they also contacted Gen. Armstrong (Br. Mission), who gave them shoes. During this period of hiding and evasion they were looked after by Lt. George Musulin. He saw they were fed regularly and kept tabs on them in general. On April 19 they notified Lt. Musulin that they were moving on, they left at 2100 hrs. with a Chetnik guide (Jenicor) and walked steadily for 37 hrs. finally coming to Guca. They rested here for about 36 hrs. They then continued their journey (in an attempt to reach the sea) resting intermittently along the route. On May 9 the Chetniks told them there were Partisans ahead, so they stopped at a town named Gacko, and stayed here for two weeks. On June 9<sup>th</sup> the Partisans and Chetniks were engaged in a battle, and the men had already decided they would not reach the sea in Chetnik hands. They had also decided to attempt to make it over to the Partisan group. They procured civilian clothes and sneaked off in a SW direction, after walking three hours they contacted a peasant who took them to a Partisan Commander. He in turn took them to a Partisan brigade commander at Karkovisi (this trip took two days). He sent them to a Partisan Division at Bjeljani, where they remained overnight. Setting out with a Partisan guide they walked for four days finally reaching Kelashin, they remained here overnight. The next day they rode a truck to Berans (this was on June 16<sup>th</sup>), where they met an Allied Mission (Major Turner, Major Plummer, Lt. Green, Lt. Coventry). They were evacuated on 17 June by a C-47 arriving in Bari 17 June. Following is a chronological account of their route:

FRANJANI  
MIJAKOVCI  
PRIJEVOR

STUPSEVICE  
RZAV RIVER  
BROK

GAJEFINA  
MUSVETE  
SUSICE

DRINA RIVER  
DERVENTA  
RASTIB

MORAVA RIVER	VISCKA	BRANESCI	ZAUVINA
PAKOVRAKA	BIG RZAV RIVER	SAIVOVICA	DUBOVO
JELICE	CICKOVO	BOKICE	VISIGRAD
ZEUKA	SIROGOOJAO	BIGSKA	VAROISTE
TIJANJJE	ALIN POTOK	JELOVIK	MAGUTA
TURICA	RUDINE	KOSTAJEVIC	GORAZDE
GUC	ROZANSTVO	BESAROVINA	FOGA
KISTRAZA	KRIVA REKA	PERUCAG	SARICA
MAROSALJCI	GOLOVO	RAJINA BASIA	GACKO
ARIJE			
MORAVA RIVER			

## APPENDIX B

They noted a P-38J, that was evidently German. It was painted black and seemed to be stationed at Moster. There was also a German garrison at Gurazde. These are descriptions of cap devices worn by Chetniks, and which should be useful to future evaders:

1. A double eagle, with a skull and cross-bones on a black shield centered on the eagle's breast. Beneath are crossed swords.
2. A double eagle with a signet plate centered on the eagle's breast. Above the eagle's head a golden crown.

*continued from p. 7*

And then, on June 25, 1943, on a mission over Messina, Italy, we encountered heavy flak and fighter damage. With two engines gone, we limped back to the coast of Africa and belly landed at Bizerta -- that a month before we had dropped bombs on. Now, this lady that was to fly no more was called "Our Favorite Bitch." The crew was: Pilot, Hunter; Co-Pilot, Wylie; Navigator, Andrews; Bombardier, Creadon; Engineer, Titus; Radio Operator, O'Brien; Waist Gunner, Cantley; Waist Gunner, Smith; Tail Gunner, Walker.

On the humorous side, I was really aching to get out of the hospital in Bizerta, and so I did, along with Smith, our waist gunner. Well, it took six days to reach our base. It was during this time that I went through my first air raid, slept on the back of a mail truck, and was bitten by every mosquito in North Africa. Well, Hell, two hours after leaving the hospital, a plane flew in to take us back to base.

After a couple of weeks of rest, back to combat. Then came our fateful day. On July 22, 1943, we had dropped our bombs, closed the bomb bay and were heading home. We were hit with flak and fighters. I was tail gunner and called "Number Three on fire." It was but a few seconds and Frank called "Bail Out, Bail Out" and a few more seconds and then the plane blew up. I was sitting in the tail door waiting to jump as she blew. I blacked out, came to floating in the air.

Eight men went down with the plane. After the war, I found out from our pilot's mother, Mrs. Hunter, that Ken Titus was blown out of the plane and was alive. The crew was:

Pilot	Frank Hunter
Co-Pilot	Dickell
Navigator	Jack Andrews
Bombardier	Jack Creadon
Engineer	Ken Titus
Radio Operator	Frank Morris
Waist Gunner	Ellery Isham
Waist Gunner	Smith
Tail Gunner	Lou Walker

I was taken prisoner and spent twenty-two months as a prisoner of war, mostly at Stalag 17 B, Krems, Austria.

The rewards from joining the 99th Historical was that a crew member who was flying with Monty for awhile found out I was alive after forty years and sent me a letter. That was Noble Duncan.

I will attend the 99th convention in Dayton. Hope to see you, Noble, and anyone else that may still be around from the original squadron.

Lou Walker

Dear Lou;

By now you have seen the photos taken by Bob Imrie from the BTO of your plane disintegrating. You also know that we had given up hope of ever seeing you again. Your letter sure made the day for us here, and we thank you for a fine, well-written account. May your shadow never grow less.

your comrade  
george

From the Stars and Stripes, July 3, 1945



TARGET FOR TONIGHT:  
PARTISAN COUNTRY

THE 885TH NEVER DROPPED A BOMB BUT IT PLAYED A BIG PART IN VICTORY  
ITALY

THE 885TH Bomb Squadron Heavy Special--Until now top secret-- never dropped a bomb in almost 3,000 sorties. It existed solely to drop supplies to Partisans in enemy territory, for the most part in France, Italy, and Yugoslavia. Its targets were secret zones, always in the wildest type of country. A typical load consisted of Sten guns, rifles and ammunition; sometimes the load included "Joes," intrepid Allied agents who risked a spy's death to parachute out and help organize resistance forces.

The squadron flew B-24s and some B-17s. Except in rare instances it flew by night. Its unwieldy heavy bombers had to fly low and make drops dangerously close to stalling speed. And the very features that made targets safe places for Partisans to congregate made them death traps for B-24s in any hands but those of heads-up pilots.

The 885th was "special" all around: special crews training, problems, loads and targets. As an indication of how "special" it was, it probably was the only four-engined outfit anywhere to have a plane return with a rifle slug that entered through the top of the wing.

ITS THRILLING and security-shrouded story began in October, 1943, when the "Special Flight Section" of the 15th Air Force, equipped with three B-17s, flew experimental dropping missions to the Maquis in France from Africa. Mechanics had modified the ships at the El Aounia field near Tunis, painting the bellies black, fixing flame dampeners on the exhausts and removing ball turrets to install special dropping hatches.

Operating all the way across the Mediterranean from Blida, Algeria, the Forts made some successful drops, but the cloak and dagger heavies didn't get into high gear until the 885th was activated in March, 1944, under Col Monro MacClosky, a West Pointer from the MAAF planning staff who had flown on some of the experimental trips from Blida. Eight of the B-24s were added to the squadron's plane power; crews were obtained on DS from bomb groups and initial know-how was furnished by the British, who had pioneered in the business.

CREWS were not trained easily. Men who could fly heavy bombers in formation over targets in daylight at 20,000 feet could not fly single ships into mountainous dropping zones on the deck at night. Pilot and copilot had to be checked on instrument flying, low-speed flying, low-altitude work and bad flying weather. The bombardier, who served as the plane's eyes from his nose perch, had to learn map-reading and night contact navigation. The navigator, who worked in a lighted cabin behind the bombardier's blacked-out nose compartment, had to bone up on celestial navigation, use of the sextant, dead reckoning.

OF NECESSITY, the squadron's forte became navigation. Skilled navigation that won the 885th its Distinguished Unit Citation for the night operations of 12 August, 1944. Eleven unescorted heavies took off from Africa, on eleven separate missions to France. There was no moon. Navigation was by instrument, stars, and the rare recognition points that could be discerned by the light of the milky way. With some of them required to fly below mountain peaks, all 11 heavies found their targets, successfully dropped 18 agents and 67,000 pounds of supplies and returned to their African base.

The shortest distance from Blida to France was more than 400 miles. The Balearic Islands furnished the only checkpoint and at the end of the trip navigators were required to hit a spot on the French coast from 10 to 15 miles wide, a stretch fringed with flak as a cogent motivating factor.

BOMBARDIERS who rode out each mission in the darkness and so had the best night vision in the ship carried maps and a dimmed flashlight. They kept their eyes peeled for recognition points which, depending on the moon, were not too plentiful at night under the best of conditions. They called out the islands, coastline features, big river bends, lakes, mountains and cities. In France, the squadron used one town that they always found poorly blacked-out and a prison camp that had to be lighted to prevent escapes.

Navigators who never got a glimpse of the territory over which they were flying, kept a plot of the ship's position and took astral shots on the longer flight legs. They depended on the bombardier for vision and the tail gunner for drift readings. If the actual drift compared well with briefed "metro" dope, experienced navigators would make the prescribed turns over the Balearics even when clouds prevented visual confirmation, timing themselves on the factors of drift, speed and time lapse.

IN AUGUST, missions were flown on 21 nights and all available aircraft flew on every operation. In that month the squadron attained a serviceability rate of 80 percent. In February, missions were flown on 26 out of 28 days. In those two months 84 percent of the missions were successful, as compared with a yardstick of 50 percent, which was considered satisfactory.

The 885th's operations fell naturally into three main phases: the period of operation from Africa to France ending in September, 1944; the period of operating to targets in the Balkans and northern Italy..from Brindisi in Italy between September and March; and the period of operating to north-western Italy from the base at Rosignano, from March to the end of the war. The squadron also flew scattered missions to Czechoslovakia and Austria and one into Germany.

Perhaps because it was necessary for an outfit engaged in dangerous work with inevitable losses, perhaps because he always knew what he wanted to do, or, perhaps because MacClosky was just built that way, he was a one-man show, exercising his command with a firm hand. An efficient commander but not a popular one, his men nevertheless admired the way he "operated" in the squadron's behalf, often going straight to the generals above him for whatever he needed--and getting it.

Specific loads were carried for specific targets, but usually the bulk of the load was suitable for a number of targets, which made the alternate target system possible. Containers in the bomb bays were toggled out by the bombardier and packages were pushed out of the hatch well by a gunner-dispatcher on the bombardier's flashing light signal. Whereas bombs are released ahead of the target because of the continuance of their forward motion after release from the plane, the parachuted packages and containers had to be dropped directly over the reception area. For an exact drop, usually two or more runs were made over the target, half of the load being released each time.

AGENTS SAT behind the package hatch and dropped on the light signal. Among the 500 agents the squadron dropped before the war ended were men in their 50s, one man with only one arm and several women radio operators. One Frenchman, whose home in France was flanked by Germans on one side and collaborationists on the other, asked to be dropped in a plot of ground directly behind his house. The drop was accurate.

Supplies included, besides small arms, some bazookas and occasionally a pack howitzer; mines and demolition equipment, caps and fuses; food, clothing and boots; medical stores, radio kits, flashlights. Once, when an American aviator was reported down in France with severe burns, special ointment was dropped the next night.

RECEPTION lights usually were laid out in the form of a pre-arranged rectangular letter with an additional light to the side flashing a code letter. The enemy sometimes set up false targets, and, in a few instances, fooled crews into dropping on them. Daylight targets were marked with panel letters plus smoking fires, but navigation was so much simpler in the daytime there was little difficulty in finding the right target.

From the point of view of the patriots it was best to have targets in hidden ravines, but low-level approaches to such targets at night were extremely difficult. The squadron made night drops in some of Europe's most mountainous country; in ravines on the Isere River north of Grenoble, France; in the Italian Alps and in the Tyrol. Sometimes the targets were more than a mile below peaks which ran for more than two or three miles on either side--ravines into which even a daring pilot would hesitate to take a four-engined aircraft in daylight, let alone at near-stalling speed on a moonless night.

ENEMY opposition was not lacking, although it was held to a minimum by night flying and careful avoidance of known flak positions.

The last aircraft the group lost was to five Italian fighters on a daylight job. Three aircraft were "sneaking" into the Alps by way of France to avoid known fighter bases in northern Italy when one was hopped by the five Italians. The tail gunner shot down one and damaged one, but the B-24 caught fire and the crew jumped. Three of the crew were put together in the room of a castle which served as a PW compound. They were visited by the four pilots who had destroyed their plane.

The Italians wouldn't admit there had been a fifth, but the next day the men saw a military funeral taking place outside their window. Later the Italians admitted one of the five had been shot down and another plane had been wrecked in crash landing. The pilots said the reason they had not attacked previously from that base was that for months they had not been able to secure any gasoline.

REPORTS WHICH came back from the underground fairly quickly told them how successful or unsuccessful their drops had been. In two or three line messages alive with drama they would be told how many packages were received in good shape; maybe that the plane was heard, but no drop received. Sometimes there would be a complaint that the drop was off the target. But usually it was a message of gratitude. One said: "Roses to the pilot for his daring drop in difficult terrain. All containers landed within two hundred yards. Congratulations and heartfelt thanks."

Sometimes terse messages would be received explaining why no reception had been present to take a scheduled drop: "Shop in Marseille being watched" or "Patrol of White Russians in vicinity." Once this brief story arrived: "Regret that we were unable to be at the ground. We were betrayed in the afternoon. We have assassinated the betrayer."

THE UNIT'S losses during its entire history were only 17 B-17s and B-24s. Only one or two of them went down for known reasons. The others can be accounted for only by conjecture. Partisans found three of the crashes.

The only explicit report the squadron ever got from the field on an aircraft loss came from the Italian Partisan unit known as the "Third Garibaldi Assault Division Alliota." This message gave a clear impression of the feeling the Partisans had for the men who helped them from the skies.

The message said, in part:

"...After making two circles over the field, the plane dropped two containers; immediately afterward a tongue of flame rose from the motor to the left of the fuselage; the flame was followed by a hissing sound, then a roar, and almost at once the plane fell, striking the lowest slope of a hill. The Patriots hurried to the place. The plane was a funeral pyre, rent by the explosion of the ammunition which it had been carrying...

"The funeral was held on 24 February...

"THE PEOPLE of Zavattarello had come en masse to pay the last tribute to the heroic airmen who had died in the attempt to bring aid to their brothers fighting the hard Partisan battle. In front of the cortege flew the flag of the Garibaldi Brigade "Crespi," in whose zone the plane had fallen. The coffins were buried in one grave, lined with cement and whitewashed so that the bodies could be removed when the Allied Government and the families of the men requested it. A rough-cut stone was placed over the grave with the following epitaph: 'Stricken by destiny as they extended an offer of brotherly aid....' At the moment when the coffins were lowered, the Garibaldini fired a salvo.... Pious hands are already laying the first spring flowers on the grave."

From Charlie Miller, who flew with the 885th after flying 50 missions.

## QUOTES

FROM THE MARCH TO TUNIS by Alan Moorehead

A gap - a military vacuum - had been left on the roads by the Sixth Division in its dramatic break-through to Hammamet. The returning Germans and Italians now filled that gap, and there were no British troops to take them in charge. Throughout this day my party was outnumbered on the roads by about one thousand to one by Axis troops. None made the slightest attempt to molest us. They shouted instead, "Who do we surrender to? To you?" We were willing to accept anyone's surrender, but there was nothing that we - four people - could do about it. Like the rest of the British troops scattered here and there along the roads, we simply waved the prisoners on and they kept going. I am making no attempt here to write of the astonishment and incredulity with which we saw this mass of beaten men flow by all through May 10th, the 11th, and the 12th, and even for days after that. I want only

to explain how it looked and why they surrendered. The prisoners I saw - and I suppose I passed thirty thousand on this first day, mostly Germans - were not shell-shocked or wounded; they were not frightened. I saw their dumps under the trees from Soliman to Grombalia and away up the Peninsula, and the weapons they had thrown away - they had enough weapons and supplies to make a series of isolated stands in the mountains for weeks had they chosen to do so.

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

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

Dear Bernie and Doris.....I'm getting my paint brushes 'warmed up' and thinking of our coming 99th BGHS get -to-gether next June and the painting I will have for you to raffle off. I'll have a time trying to decidewhich it will be, mountain, ocean desert, or what?.....I hope my labor of love will turn out as striking... and successful as yours did Bernie...Best regards to you and the rest of the 99th. (Dorothy Wrentmore, a most successful artist, will join us at Dayton and will sell donation chances as a raffle on one of her paintings-profits go to the 99th BGHS.)

*Dorothy*

American Ex-Prisoners of War.

Leonard E. Rose, of 8103 E. 50th St., Indianapolis IN 46226, is trying to locate all ex-POWs from Stalag Luft IV at Kiefheide (Grosstychow) in Pomerania. Leonard has located 2000 of the 10,000 alumni of Stalag IV. He is also looking for XPOWs from Stalag Luft VI, Hydekrug, East Prussia. good luck, Leonard

BOOK REVIEW

DOOR KNOB FIVE TWO, by Fredric Arnold. S.E.Maxwell, Los Angeles 90036

The author of this magnificent book was a pilot with the 71st Fighter Squadron. He was based near Constantine, in fact near Chateaudun du Rhumel, at the time we were there. He was captured by the Germans but escaped to fly again. Among other accomplishments, Arnold is a master storyteller.

Further, I recognize in the book one fateful date, 3may43, when the author managed to land at Biskra. His account is one of the many fine sub-stories in the book.

We recommend this book to all 99ers.

We especially recommend it to anybody who wonders what it would have been like to land at our alternate airfield, Biskra, on that May 3rd. Buy it!

Geo

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\*\*\*\*\*

REUNIONS

Swiss Internee Ass'n. First Reunion about 31 Oct. 1986 in Washington D.C. Fab Fabiniak, 2310 Liberty, Vermilion OH 44089.

TAPS

CHAPLAIN'S CORNER

Now that Spring is here, it is time to get in the crops and get your garden in shape - then turn your thoughts to Dayton for our reunion in June. For those who are driving to the reunion, remember the old song "Highways are Happy Ways" (when your driving at 55 mph), at 65 you are singing "Nearer My God to Thee." At 75 you are singing "Lord I'm Coming Home." So be a Happy Ways driver and remember to buckle up. We'll see you in Dayton.

*Hawley*

TAPS -

Albert E. Capestro - 347th  
Harold E. Murphree, Jr., - 347th

MURPHREE, Harold E. Lt. Col., USAFR. Died Dec. 8, 1985 in Texas City, Texas. He was a member of the 99th Bomb Group from Oct. 1943 to July 1944. He participated in the flight to Russia June 1944. He received the Distinguished Flying Cross and Air Medal. Gwen Murphree

ASPERGREN, GLEO (CLICK) Died of a stroke July 12, 1980. His widow Sylvia lives at 75 North Gate Ave., Berkeley CA 94708

PROTTO, FLOYD OF Spokane, WA, died of cancer 9/6/72

BANKSTON, I.W., Navigator, 346th died of a heart attack in the late 70s. He was a doctor in Scottsboro AL. His widow lives at 1506 S. Broad St. Scottsboro AL 35768 Bill Billingsley

LEITMAN, ALEX "I am saddened to tell you that Alex died last Sat. a.m. Feb. 16th (1986) of Lymphoma Cancer...he was so proud of being a part of the old B-17 crew. . ." Mrs. Leitman, letter

Alex was a good 10 to 12 years older than the rest of us enlisted crew members. I think he was 33 years old. He lived in Birmingham Alabama. He was our radioman when we were in the 348th. William F. Somers

Change of Address

Richard D. Miller	Rawlinsville Road	New Providence	PA 17560
Max L. Dunn	1708 Starbuck Dr.	Las Vegas	NV 89108
W.C.McCarley	3076 Dartmouth Dr.	Greenville	NC 27834
Edward M. Moore	P.O.Box AD	Umatilla	FL 32784-0680
John L. Moore Jr.	Box 61	Atwater	CA 95301
Gerald W. Guimond	708 S. M-18, Lot A-1	Prudenville	MI 48651
Fred C. Huglin	P.O.Box 191	Fort Lee	NJ 07024
Wm. S. Haddock Jr.	12626 Gable Hill	Sun City West	AZ 85375

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662 E. Bryce Caster	601 S. Lambert Dr.	Fullerton	CA 92633	
663 Robert G. Mack	41 Turtleback Trail	Ponte Vedra Beach	FL 32082	348
664 John N. Harris	P.O.Box 11647	Bainbridge Island	WA 98110	348
665 William H. Aspengren	2517 Northwest 14th	Ankeny	IA 50021	346
666 Roy W. Baker	408 Chiles St.	Carlinville	IL 62626	347
667 Benjamin Birnbaum	P.O.Box 1702	Brooklyn	NY 11202	
668 Henry C. Perret	221 Montrose Ave.	Lafayette	LA 70503	416
669 C.J. Beaver	Box 943	Brownfield	TX 79316	346
670 Paul V. Messina	8 Clear Lane	Ocala	FL 32672	347
671 Theodore P. Sheltz	118 Longvue Dr.	Wethersfield	CT 06109	348
672 Frank Lesnewich	9345 Timber Trail	Pittsburgh	PA 15237	348
673 Chester F. Banasiak	P.O.Box 247	Hampden	ME 04444	346
674 Robert C. Klotz	4229 Oakview Court	Rocklin	CA 95677	
675 R.L. Folgedalen	9717 224th St. SW	Edmonds	WA 98020	
676 Archie Cusack	22301 Blackburn	St. Clair Shore	MI 48080	416
677 Charles Caroccio	60 W. 8th St.	Oswego	NY 13126	346
678 Harry N. Maronpot	P.O.Box 6191	Ft. Myers Beach	FL 33931	346
679 Orville A. Renier	219 Kamps St.	Combined Locks	WI 54113	348
680 Carl J. Wilson	690-62 2nd St.	Lake Placid	FL 33852	346
681 Carroll E. Beach	2500 S. 384th St. #225	Federal Way	WA 98003	
682 Joseph Loris	101 E. 25th St.	Ship Bottom	NJ 08008	416
683 Joe T. Esparza	12011 66th St. NE	Lake Stevens	WA 98258	
684 Jerome J. Lesney	41858 Langley Dr.	Sterling Heights	MI 48078	416
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689 Everett W. Cassida	Rt. 1, Box 304	Villa Grove	IL 61956	
690 Sidney E. Buck	34 North Dr.,	Key Largo	FL 33037	416
691 Lawrence Moores	349 Highland Shores Dr.,	Ellenton	FL 33532	416
692 John W. Musgrave	2118 Oak Ave.	North Muskegon	MI 49445	346