



THE 99th Bomb Group Historical Society Newsletter



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Sep 1986

SOCIETY OFFICERS

PRESIDENT - LEW BOATWRIGHT
TREASURER - Walter Butler
CHAPLAIN - Harvey Jennings

VICE-PRESIDENT Joe Kenney
Historian - George F. Coen
Editor - George F. Coen

THE PRESIDENT'S MESSAGE

The recent 99th Bomb Group Historical Society Reunion held at The Marriott Hotel in Dayton, Ohio, was a historical and memorable occasion.

More than four hundred members and guests witnessed the dedication and unveiling of the black granite monument in the Air Force Memorial Park at Wright Field on Saturday, June 28, 1986. Words of praise inadequately express our gratitude to Jim Sopp and his committee for this outstanding tribute to all members of the 99th. This was the highpoint of many planned activities.

The simplicity of the inscription contributed by Tom Gamm for the memorial is a model that carries a penetrating message for all to reflect upon. To an observer the memorial represents many different meanings - if the center portion is removed, then an unmistakable "V" for victory appears. Or consider the center portion alone - a five-sided pentagon appears. Overall, the group "Diamond-Y" symbol is the main theme. The rendition of the B-17 is absolutely outstanding. If one listens carefully, a muffled roar of the engines sound through the years.

The dedication ceremony was most impressive. General Upthegrove released the cover for all to view the beautiful memorial. Appropriate words during the ceremony were said by President Joe Chance and Jim Sopp. A brief history of the 99th Group was given by George Coen.

During the Saturday night banquet, Past President Bernie Barr conducted a "drawing" for donated prizes. Many thanks to the following donors:

Dorothy Wrentmore - three works of art.
James L. Smith - four bottles of wine.
Louis E. Walker - handmade silver 99th BG ring.
United Airlines - two round-trip tickets.

The entire proceeds of the raffle were placed in the memorial fund. Thanks Bernie for a job well done.

Warmest regards,


Lew Boatwright
President, 99BGHS

FROM THE VEEP

We have an interesting account from Joe Kenney, but since it was double-spaced it had to be sent out for re-typing. Alas, the typist was on vacation; the deadline looms; and the account therefore will go into the November issue. And your editor will be inspecting a dam tomorrow.



Dear George Coen (Historian & Editor) 99th B G H S
2908 Aliso Dr. NE
Albuquerque, NM. 87110

20-July-1986

Help---During the Dedication of our Memorial at the U.S. Air Force Museum Memorial park in Dayton, Ohio. 28 June 1986 my Video Camera battery failed.

I am asking all others that have Video Tapes and other pictures of this event also other parts of this reunion to help me out by sending them to me to copy off, I will return them. Thanks. Art Knipp, Rt. 4, Box 51, Tipton, Mo. 65081.

Art Knipp

The inscription on this Memorial is a record of the time that the 99th Bombardment Group (H) served in Africa and Europe during World War II. These inscriptions, placed on imperishable stone, will speak for centuries. These words cannot be silenced, stone sermons do not perish, and when they are read their simple sermon can educate each generation, newcomers to the world with the traditions of those who preceded them.

And in the future when our sons and daughters, and yes, our grandsons and granddaughters visit the Air Force Museum and stand in front of the Memorial and in the quiet sanctity of the Memorial Park, let us hope they understand the dual purpose of this Memorial. It is a tribute to the people to whom it was erected. But more it honors the people who built it. People who were sentimental and thoughtful enough to express their love in a traditional way, by a tablet of stone that has immense and enduring value as a symbol of the deep and abiding devotion of the living members of the 99th Bombardment Group Historical Society.



PAST PRESIDENT'S REPORT by Joe Chance

Our Twelfth Annual Reunion in Dayton Ohio this past June was no doubt the most memorable of them all and one that will forever be enshrined in the archives of the U.S. Air Force and on the grounds of the Air Force Museum at the Wright-Patterson Air Force Base. The reason, of course was the dedication of a beautiful memorial to all those who served in the 99th Bomb Group during World War II.

The dedication ceremony took place at the site of the memorial with some 450 of our members and guests along with Air Force and Museum dignitaries in attendance. The ceremony included a welcoming speech by the president of the 99th followed by an invocation by the Air Force Chaplain. The history of the 99th Bomb Group was next by our historian, George Coen, who gave an outstanding presentation. The unveiling of the memorial was next and was done by General Upthegrove and the President (a breath-taking event). The memorial had been covered up to this time. The Presentation of the Title Transfer by the President and the acceptance by the Air Force followed. A wreath which honored all those who gave their lives in the service of their country was then placed at the foot of the memorial by the Presenters - Pete Bezek, Richard Dempsey, Art Knipp and Al Schroeder. Then came the Benediction by the Air Force Chaplain and finally Taps by the Air Force. It was a simple but beautiful ceremony which brought tears to many of us.

The rest of the reunion went smoothly as planned. The accommodations at the Marriott Hotel, our headquarters, were excellent as were the banquet meals. The Marriott gave us a terrific late afternoon cocktail party on Friday with all kinds of food - a delightful treat! Our business luncheon and final banquet were both successful, as usual.

This did not just happen, of course. It took a year of planning with monthly meetings either in Dayton or in nearby cities to accommodate Committee members. There were trips to Columbus, Ohio to check on the progress of the memorial and several meetings with Air Force officials to go over the program and pick the site. I attended as many of these meetings as I could during the year but the credit goes to Jim Sopp, the reunion chairman, who worked constantly throughout the year to see that all details were taken care of, and also to his Committee consisting of Ernest Gentit, Pete Bezek, and Gene Agnew. I say thanks. It was a pleasure to work with you!

This past year has been hectic in many ways for me but I thoroughly enjoyed serving as your president during this time and I wish to thank all of you who attended the reunion for your enthusiastic support.

Lew Boatwright will be your President this coming year and we wish him the best of luck. I will be happy to cooperate in any way possible.

Sincerely

Joe Chance, Past President.



1986 REUNION DAYTON, OHIO

Thursday 26 June. Registration of the early birds in the Marriott hotel lobby with our efficient Ernie Gentit in charge was the first step into a great reunion. Ernie was aided in this important task by volunteer ladies from the Dayton Chamber of Commerce, who were very helpful in manning this station.

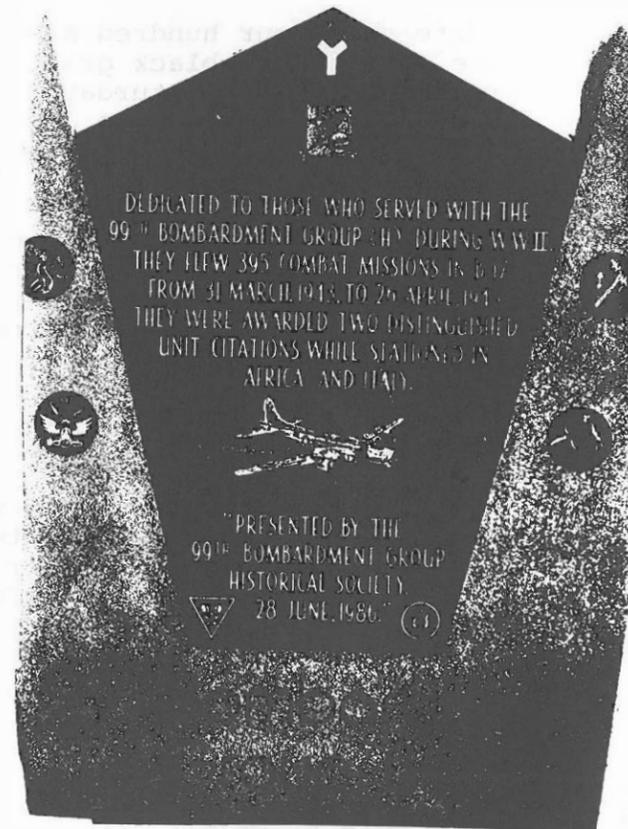
The lobby was the scene of greetings by friends of previous reunions and always the joyous first meeting, since War II, of buddies from Africa or Italy. And, isn't it amazing how much our circle of new friends grows with each successive reunion.

After check-in it was on to the hospitality room hosted by genial Gene Agnew. Here was a scene of more greetings and conversations on events from forty plus years ago.

A number of early arrivals played golf at Wright-Patterson AFB under arrangements by Pete Bezek. From the reports of players, they really enjoyed themselves with many thanks to Pete.

Then it was an informal dinner time with friends or crew members after which it was back to the lobby or registration to check for new arrivals. There was always that anticipation of meeting someone unexpected.

Friday 27 June. This day began with a steady influx of new arrivals plus those transferring from the Hilton to the Marriott. Total registration of 99th members and guests was 410, the largest yet, and growing at a good rate each year. This is the direct result of our headquarters staff, namely George Coen our super sleuth, and the efforts of our individual members.



The 99th BG business luncheon was enjoyed by approximately 200 in the banquet room. The meeting was conducted by president Joe Chance who introduced members of the board, Treas. Walter Butler, Vice-Pres. Lew Boatwright, Historian & Editor George Coen.

The schedule of subsequent events for the week were reviewed.

The 1987 reunion is to be held in Dallas, Texas probably in late April with firm details forthcoming in the newsletter.

The 1988 reunion site at Ft. Lauderdale, Florida, per invitation of Jules Horowitz, was discussed and approved by the group. It was also mentioned that, sometime in the future, it might be to our advantage to join with the 15th AF for a reunion.

Past president Bernie Barr discussed a proposal for a 99th BGHS memorial plaque at the Air Force Academy which is being done by many other groups. It would be presented to the Academy in October 1987. This was approved. Further details will be reported in the newsletter.

New directors nominated and approved were Richard Dempsey and Charles Miller. This concluded the business at hand and the meeting was adjourned.

The highlight of Friday evening was a delightful mixer for the 99th BGHS held under a large colorful tent next to the swimming pool and was sponsored by the Marriott Hotel. Cocktails and ordeurves were served from five to seven P.M. After this fun party, it was informal dinner time with friends.

In the evening 15th AF films could be seen in the Salon and also Art Knipp video films of previous reunions. Art deserves a big thanks from all of us for his generosity in preserving on film people and events at our reunions.

Saturday 28 June. Starting at 9:15 AM we were bussed to the Air Force Museum at Wright-Patterson AFB for dedication of the 99th Bomb Group Historical Society Memorial. The ceremony began at 11:00 A.M. with a welcome by president Joe Chance and the invocation by base chaplain Eugene Blazek. An outstanding presentation of the 99th BG history of operations in War II was made by George Coen, our group historian. The memorial was then unveiled by Maj. General Upthegrove and president Chance. Formal presentation of Title Transfer by president Chance was made to R.E. Baughman representing the Air Force Museum who acknowledged receipt of Title with very complimentary remarks on the record of the 99th Bomb Group.

A beautiful wreath presentation was done by P. Bezek, R. Dempsey, A. Knipp, and A. Schroeder followed by the Benediction by Chaplain Blazek. Taps were played by a bugler from the Wright-Patterson Band.

Overall, it was an impressive ceremony and setting for dedication of a beautiful memorial to all who served with the 99th Bomb Group and of which we can all be very proud.

A panoramic color photo was taken with everyone gathered around the memorial. We were then free to take pictures and tour the museum at our leisure for the remainder of the afternoon. To see this remarkable display of military aircraft brought back many memories to 99'ers.

After the tour, it was back to the hotel on the convenient bus service provided for us. The hospitality room was open for reminiscing or for some, it was a little siesta prior to the Saturday evening grand banquet.

It was a gala cocktail hour preceding the banquet. With everyone seated, we were welcomed by president Chance. The invocation was made by Jim Sopp who also led us in the Pledge of Allegiance. A delicious dinner was served to nearly four hundred people. This number of 99'ers in the large banquet room had to be a very gratifying sight to the Dayton committee and to the early group organizers who have seen the growth in only a few years.

The program after dinner began with remarks from president Chance. He introduced Maj. General and Mrs. Upthegrove who received a standing

ovation. Also at the head table was past president Bernie Barr and members of the Dayton committee including Mr. & Mrs. Pete Bezek, Mr. Ernie Gentit, Mr. & Mrs. Gene Agnew and chairmain Mr. & Mrs. Jim Sopp. They all received a great hand for a job well done.

Jim Sopp introduced the guest speaker an assistent in operations of the Air Force Museum who spoke on the evolution of the museum along with a slide presentation. His remarks and pictures on the recovery and restoration of the many aircraft was well received.

Jim Sopp then described the procedure in choosing the 99th BG memorial. It was an interesting and informative talk obviously requiring much study and thought for those directly involved. The architect for the memorial was introduced, Mr. Carl Faehnle, who was well applauded for his fine work.

Bernie Barr next conducted a drawing for three pictures painted in the past year by Mrs. Dorothy Wrentmore. The proceeds of this were donated to the Memorial Fund, a nice gesture by Mrs. Wrentmore. Other items for the drawing included a neat ring by Lou Walker, a fine B-17 model by Jim LaVey, and a United Airline pass. Many thanks to these donors.

Our next president Lou Boatwright was introduced. Lou is from New Mexico and one of the original organizers of our 99th BGHS. Let's all give him the support he needs in the coming year.

Final remarks thanked everyone for their support of this reunion and the hope all would have a safe trip home.

Sunday 29 June. A sumptuous breakfast in the banquet room started our last day and the orderly withdrawal of 99'ers from the Marriott. The lobby was the scene of goodbyes and see you in Dallas. For firsttimers it was the end of a very meaningful reunion with old friends.

And that friends is also the wish of your 99th officers who want to see you all next year in DALLAS.

Thanks for this go to an Unknown Soldier Al Wertz?

99th. Bomb Group Historical Society

George F. Coen, Historian

Re: 347th. Squadron
Mission to Messina
May, 25th. 1943

Dear George,

With my Christmas card from Bankhead this past week was enclosed this newspaper article from our Tail Gunner, Jack D. Gerard. Where they hung the name of Pollitzer, I do not know, but if Jack shows up at Dayton in June, I shall ask him.

The details are much like the article I was writing under the title "Beyond Fighter Escort" This was our Sixteenth mission and we were sent to rest camp at Agadir, North Africa. Some ten to fifteen years later I read in a newspaper that Agadir had been hit by an earthquake and practically demolished. It was a very lovely resort city on the coast about 150 miles south of Casablanca.

You have gathered that I was the Co-pilot on this Messina Mission. What Jack did not tell you was that I at first identified the Twin-engine fighter as a Bristol Beaufort of the British. When it dived at us with cannons blazing, I changed my mind. Bankhead was wounded on his right throttle hand by a cannon shell that came over our shoulder from a pass from the tail and exploded inside the cockpit in front of our very eyes. I did not get a scratch and when I saw blood spurting from Bankheads throttle hand, I motioned to take over the controls. However being wounded got him to even grip the controls harder and he was now determined to win out over the German Pilot. When the fighter ran out of ammunition, he made two or three daring passes about ten feet over

our nose. It was at that time that Jack came into the cockpit and grabbed my .45 from my holster and was going to shoot into the German fighter's cockpit. What he and I did not know that I had put the firing pin in backward the day before so the pistol misfired. Had he taken Bankheads .45. I think he would have at lesst did some damage.

I am getting along quite well since Irene's passing, but you always miss the one you Love. Two people go through a lot in 43 years of marriage and two daughters.

Looking forward to seeing you in Dayton.

Sincerely,



Dear George:

I'm writing again because I urgently need some details about a 99th Group aircraft. The B-17 in question is 42-3026. According to the histories reproduced in the newsletter, she was assigned to the 348th Squadron on May 12, 1943. She was a new replacement aircraft. She was around until at least March/April 1944, so she would have had a pretty good record.

While I'd be grateful if you would run a request for information in the newsletter, I'd also be in your debt if you could check your own files and photos for any details about this aircraft. I'm interested to learn the plane's nickname, her ultimate fate, and anything else you might turn up. I have a poor photo which shows the tail area of this aircraft, but I'm anxious to learn what other markings she carried, particularly on the nose.

Another aircraft which interests me is a camouflaged B-17G, serial number 42-31473. I would like to confirm whether or not she flew with the 99th. This particular B-17 would have reached the group as a replacement about the end of 1943, or early in 1944.

Any help you can offer will be very welcome. We need these details to complete a painting of the aircraft involved.

All good wishes from here,

Steve Birdsall

31 Parkland Road
Mona Vale 2103
Sydney, Australia



We are always interested in the young reportes' conceptions of Ancient History. In this account, we know that Jim Sopp referred to the invasion of Southern France. This comes through to the younger generation as The Invasion of France, and that is Normandy. So write your account for the record - Write it now.

REMEMBRANCE:
99 Bombardment

TIMES PUBLICATIONS
Wednesday, July 2, 1986

They were men of courage and honor; men who daily risked their lives for their country and her people.

Oftentimes, 10 of them at a time were in love with the same lady because she was the lady that allowed them to carry out their mission; the lady that had the power to carry them home.

"THEY" are the men of the 99th Bombardment Group and their ladies were the then state-of-the-art B-17s--the 74-foot, 65,000-pound airplanes capable of withstanding intensive enemy assaults and emerging from the smoke-filled chaos to return to base.

Together, the 99th and its airplanes were instrumental in bringing about the Allied victory in World War II.

June 26-29, the men and their families gathered in Dayton for a reunion and the dedication of a memorial at the Air Force Museum in honor of those who served with the 99th Bombardment Group during World War II.

For Kettering resident Joe Sopp, the reunion of the 99th Bomb Group Historical Society and the dedication of the memorial were the end-results of an effort that began two years ago.

IN 1984, Sopp volunteered his abilities to organize a gathering of the men and their families in Dayton. At that time, he also contact Bernie Barr, who is on the historical society's board of directors, and suggested that the Air Force Museum would be the ideal location for the memorial.

"This is the first time in my life, in working on a project, that I have had complete cooperation. I had 100 percent support for the memorial," said Sopp, who flew as a navigator in the 99th Bomb Group.

The 99th Bombardment Group flew 395 missions from March 31, 1943 until April 26, 1945. To put this into perspective, noted Sopp, this meant that in that time period which encompassed slightly less than 800 days, the 99th flew at least one combat mission every two days.

During World War II, the 99th was awarded two Distinguished Unit Citations for the destruction of enemy bomb planes, hangars, and fuel supplies at the Gerbini airfield prior to the invasion of Sicily on July 5, 1943, and for withstanding fighter assaults to bomb vital aircraft facilities and factories at Wiener Neustadt on April 23, 1944.

"IN PROFICIENCY, dedication and skill the 99th was definitely one of the superstars," said Sopp. "And, I think part of the reason we were able to fly so many combat missions was because of the weather conditions around our bases [Navarin, Algeria; Oudna, Tunisia; and Tortorella, Italy] and the talent and dedication of our ground crews. We would go out and get shot up and they were the ones that had to put it all back together again."

Classified as heavy bombardment, the 99th flew long combat missions that took the men deep into dangerous enemy territory. The airplanes and their crews of 10 often had to travel four to six hours away from their stations to reach the target areas, and each mission could last for as long as nine hours. It was also not unusual for crew members to have to suffer through temperatures hovering below zero degrees while the B-17s flew 25,000 feet above the earth.

Having worked together day in and day out not only to survive, but also to win a war, the men of the 99th adhere to a certain sense of deep camaraderie. Likewise, when they get together for reunions, there is never a shortage of reminiscent stories going around.

SOPP HIMSELF recalls the invasion of Normandy on D-Day, June 6, 1944. "I can remember we had flown over the water the day before and it had been completely empty," he said. "On that day when we started out, it was the blackest night I have ever seen in my life. As dawn approached, though, the best I can describe it is it looked like a million little ants on a blue-green carpet down there with all the tankers, destroyers and battleships. The day before, there hadn't even been a one down there.

Sopp also remembers an extremely tense half-hour on that particular mission. Only four of the eight bombs that were to be released left the airplane. The other four were stuck--and alive--inside the plane. "That was a very scary half-hour," said Sopp. "Those bombs were set and ready to go off and he [the bombardier] had to go down there and disarm them so they wouldn't go off. Obviously, he did it, and we survived."

Survival, said Sopp, was something he and his fellow crew members were very good at. "We were lucky, extremely lucky. No one in our crew was killed or seriously wounded [when flying together]," he said.

"You have to keep in mind that the men in the 99th were highly-trained specialists and were interchangeable with each other so that if there was a problem, someone could fill in," said Sopp. It was during instances such as this that two men from the crew were shot down over enemy territory while filling in for other squad members. Both men eventually made it out of captivity.

"During the reunion, those men who had been shot down while with the 99th were asked to stand up and I'd say about 50 of them did. Those who had been prisoners of war were also asked to stand and most the men had been at one time," said Sopp.

"WHEN YOU go through something like war, there are common memories you want to share with the people you had been with. There are those you see often and some you don't see for years, but you are friends and have been since you were thrown together years ago in the war."

And, for years to come, the men of the 99th Bomb Group will be remembered. To today's youngest generations, the "war to end all wars" seems almost unreal--something to read about in history books. The dedication of the 99th Bomb Group memorial at the Air Force Museum, however, brings the reality closer to home and, in the process, pays tribute not only to those who fought in the war and came back, but also those who went overseas and never returned to their homeland.

"This memorial is a very important dedication to all the men of the 99th and, we hope that it is a way for all of us to let future generations know what the 99th did," said Sopp.

Dear Mr. Coen,

July 29, 1986

Several months ago in one of the Newsletters, there was a letter from Steve Birdsall dated December 6, 1986. He listed a number of planes and what happened to some of them.

Aircraft #46397 MIA March 23, 1945 caught my attention as I was on this last flight. The target was Ruhland Oil Refinery near Berlin.

For some reason I was put on a crew to fill in. We were #3 Standby and the flak holes from the day before had not been patched. I did not know any of the crew but later found out the pilot was "Lea", co-pilot Frank Krupp, Ball Jack Burch, Nav. "Love", Radio "Beal", I flew as waist gunner.

No fighters to target but when we turned on I.P. all hell broke loose. Flak was heavy. Our #2 caught fire and then #3 caught fire, cowling flew off and later #3 prop came off.. We fell behind formation and it was getting lonesome. We were told that two fighters made one pass. Finally, dropped bombs and turned east. We tried to get waist door off, but one pin hung. Everyone up front had gone. Radio operator tried to push out the door and got stuck. I put my foot on him and gave him a little help. The other two guys said they were going to the tail to bail out, however, I felt the G's were getting too strong so I hit the door with my shoulder and went out. Really did a lot of flips and probably fell several thousand feet before I straightened out.

I finally got my chute open. Everything sure was quiet until the machine gun bullets and small flak started popping. Thought it was a JU-88 I had seen just before bailing out, but it was coming from the ground. I finally tried to play dead and it at least stopped the flak.

I hit in a battle field with a lot of dead soldiers everywhere. No one was alive but me so I headed East as fast as I could. Just before dark while trying to cross a field to some woods. I heard a car and hid behind a stack of woods. The car stopped and three young boys got out with submachine guns and started across the field. I knew they were looking for me. I finally stood up and surrendered. Besides a little slapping around and threats with their guns I made out okay. They took me to a bombed out house with dead soldiers around it and put me in the basement. For the next three days they were fighting all around the town. Finally a Russian who could speak English talked to me and Jack Burch.

Early, before daylight, the next morning we were taken to a small truck and about three hours later after many turn arounds because of fighting we got to a grass air field. A FW190 made a pass over the field and they put us on a C-47 as the YAK fighters took off. We lifted our gear and dodged tree tops back to L'wow, Poland where we got together with other crew members. The Russians then flew us to Poltova, Russia.

After a few weeks there, Roosevelt died and we wanted to get out of Russia. They had a B-17 that had been shot up but it flew in sometime back and some of the guys got all the engines running. About six or seven of us said we would fly it back to Italy if they would let us. The pilots name was "King". It had been stripped but after losing an engine over the Black Sea she brought us back to Barri, Italy.

We all got out alive. Frank Krupp, I understand, broke his legs and back and the Germans kept him until after the war was over. The Tail gunner, name unknown, was kept with a bunch of German P.O.W.'s for about twenty days. After forty days we all lost some weight but all were alive and I hope are today.

Sincerely,



Richard J. Willis
99th B.G. 416 Sqdn

P.S. We all had a great time in Dayton. Thanks to all who did a wonderful job.

May 14, 1986

Dear George;

We received our issue of the 99th Bomb Group Newsletter early last week and this is the one where my letter regarding the B-17 which lost its dorsal fin from a frag bomb, was published. This happened over Villaorba Airdrome in northern Italy on March 18, 1944. There were many comments about this which included the damage resulted from an enemy rocket, of which we had plenty from the 67 ME 210s which were launching them and even that the B-17 had made it home without that dorsal fin. Ours was one B-17 that had problems of frag bomb clusters hanging up on the left, outside lower part of that bomb rack. When bombs were released the above clusters came loose and literally filled the left side of that bomb bay with loose frag bombs on top of those hung up clusters. When I advised the Bombardier of the problem, he in turn salvoed and those lower clusters released and the whole works fell from the bomb bay helter skelter. As always, I checked the bomb bay to make certain that it had cleared and as I looked downward, a B-17 drifting to the left, very close and just below us. I hadn't really made the connection that it might have been a frag bomb from our own plane until I received the letter from Roy W. Baker of Carlinville, Illinois. I enclose a copy for your records. I am most grateful for this letter since it clears up some areas of wonderment in my mind also. I look forward to meeting Roy and his wife June. I'm sure we have much in common, not the least of which is crossing paths on March 18, 1944. His letter seems to have some significant value for our records I believe, and may have some interest to our Historical Society.

Incidentally, I permitted my Son-in-law to read that last newsletter and he took the liberty of ordering one of those 99th Bomb Group license plates from Bernie Barr. We have received this already and I'm most pleased with it. Really very much worth the money my Son-in-law spent on it as a gift for me. I rarely tell him this but he's a real great guy.

Maudie and I hope all is well with you and Martha these days. Our best to you both;

Joe and Maudie Kenney

May 5, 1986

Hello Joe;

You don't know me, Joe, but our paths in this life crossed on 3-18-44 and of course I didn't know of you until today when I read the May 1 issue of the 99th Bomb Group Historical Society Newsletter.

I was the engineer on the B-17 that lost her tail on that fateful day. Many has been the times I've wondered how we got knocked out by our own planes and your story clears up a lot of guesswork for me. We were turning left to go down to the water when we were hit. After I bailed out, 2 ME 109s circles me on the way down so you could possibly have seen that too. They didn't fire at me, however.

I learned about this Historical Society last February and the wife and I are planning on going to Dayton. Her name is June. We'd sure like to meet you and Maudie. The Lord willing we'll see you in Dayton.

Sincerely;

Roy W. Baker

21 November 1944

ESCAPE STATEMENT

1. Kelly, Laurel W., 2d Lt
Born - 3 Feb 1916
Home Address - 702 Clark Avenue, Bluffton, Ind.
Peacetime Profession - Mechanic
MIA - 24 July 1944
348th Sq 99th Bomb Gp
Enlisted - 13 Dec 1942
RTD - 21 Nov 1944 Missions - 3

1. Stoehr, Allen W., 1st Lt.,
Born - 4 Sep 1917
Home Address - 727 C Street, Lincoln Neb
Peacetime Profession - Student
MIA - 24 July 1944
348 Sq 99th Bomb Gp
Enlisted - 20 Dec 1940
RTD - 20 Nov 1944

2. On 24 July 1944, sources were on a mission to bomb Torino tank repair factories. The ship was a B-17, piloted by 1st Lt H.R. Ernst (USA/SKP/187), Source I, Lt L.W. Kelly was co-pilot.

Before the I.P. was reached, No. 1 engine cut out, and could not be feathered. The engine was throwing oil and was expected to catch fire. No fire, however, was seen by sources.

The pilot headed the ship for Corsica and salvoed bombs and equipment, about 20 miles west of Torino (45°04'N-07°41'E). Over the Adriatic, the ship had dropped from 23,000 to 10,000 ft. Sources and pilot realized they could not reach Corsica, so headed inland. Over the area of Carrosio (44°42'N-08°48'E), all the members of the crew bailed out.

Source did not see what happened to the plane, but it was reported (by Italians) to have crashed and burnt up, about 20 miles north of Carrosio.

3. Never in enemy hands.

4. Source I, Lt Kelly, landed on his own in a yard of a house outside Carrosio. The local Italians welcomed source, gave him some wine, then hid him in a wood near the house, where he spent the night. On 25 July 1944, a German patrol searched the area for source, but never saw him. Source exchanged his Army uniform for civilian clothes, and on 29 July started with an Italian Partisan to contact members of his crew, who were reported to be at Bosio. On 30 July 44, source I contacted Lt A. Stoehr (Source II) in a civilian house in Bosio (44°38'N-08°46'E).

July 24, 1944 source II, Lt A.W. Stoehr, bailed out of B-17, landed at 44°42'N-08°48'E. Upon landing, source contacted Italian farmers in vicinity s/w of Seravalle (44°43'N-8°51'E) who were friendly and treated him well. They informed source that they thought they knew the whereabouts of his crew members. Through them, source made an unsuccessful attempt to contact crew (this date).

Late that night source (Lt A.W. Stoehr) was taken to Italian farmhouse in Bosio where he stayed. (Alone until Lt Kelly arrived July 30, 1944.)

NOTE: Source observed the chutes of three EM who preceded him bailing out, open up and is of the opinion that they landed safely. Names of EM are as follows: (1) T/Sgt Henry, J.H., (2) S/Sgt Miller, (3) S/Sgt Hill, H.L.

At Bosio, both sources lived in an Italian house until 23 October 1944. Both had asked constantly to be put in touch with escape organizations but the Partisans and civilians were too much afraid of local Fascists and Germans to give them much help. In mid October 1944, some of sources' Italian helpers were arrested by Fascists and sources moved into hiding in a barn.

On 23 October 1944, both started on their own to reach the French border. Food was obtained from houses passed en route. Partisans were contacted on 25 October 1944 in the area of Rossialione (44°34'N-08°40'E) and source travelled with them to Cortemilia (44°35'N-8°11'E), reached 29 October 1944. Here, they lived at a Partisan Hq, in this area until 18 November 1944. While with these Partisans, some British officers were contacted, and sources were put in touch with ten other American and Allied evaders and escapees. Among them: An Australian airman Harry Anchen (Tattersalls Club, Melbourne, Australia); 2d Lt Richard Buskin (15941 Woodland, Dearborn, Mich); 1st Lt Robert Bonnaviat (1305 3d Avenue, Asbury Park, NJ); 1st Lt Charles W. Prasse (1355 Birch St., Denver, Colorado).

On 18 November, sources 1st Lt Bonnaviat, 1st Lt Collins (from B-25 crew), 1st Lt Prasse, Sgt Garvey (from B-25 crew), Harry Anchen (Australian), a small British Infantry soldier, a Polish man and an Italian Partisan were all flown out on American piloted B-25 from a landing strip in the vicinity. (Maj Stout and Capt Fulton, Twelfth Air Force) landing at Florence on 18 November 1944.

J.G.M. Kennedy
Capt, I.G. 9

APPENDIX B

16-18 Nov	British Mission, Marsaolia. (3) Kilo, SW, Cortemilia.	Mission to work with Italian Partisans. Arranged evacuation of sources and other Allies.
	C.O. Major Temple (Killed I.A. 21 Oct 44) Lt Col Cope Yugoslav Rudy Sgt Burt (radio operator) Jim -----? (radio operator)	
24 July - 23 Oct	Joseph Giho (age 28) Italian Farmer at Bosio	Did everything possible to aid sources. Gave food, shelter and hiding place.
	Mrs. Giho (Joseph's mother)	Very friendly; brought food and clothing.
24 July - 23 Oct 1944	Silvia Reppeto (Age 21) at Bosio	Brought news of war and current events to sources. Very friendly, speaks English fairly well.
	T. Mario (Sector Commander) 11th Division Italian National Army of Liberation	

Sources wish to record the fact that the American Pilots who brought in the B-25 (18 Nov 1944) at Cortemilia (44°35'N-08°12'E) airstrip did a very good job. The strip was very short and they managed to get the plane into the air when heavily loaded, with complete disregard of their own safety (Major Stout & Capt Fulton, Twelfth AF).

APPENDIX C

Maps in escape kit were of use. Scale is very small. American money was good. No occasion to use food tablets. Mosquito tablets should be included. Water purifying tablets take 20 minutes to dissolve, otherwise are O.K. G.I. shoes essential. Cro-cord soles wear out before rubber ones. Side arms were not carried and were not necessary.

APPENDIX D

German Forces in area Castino (44°36'N-8°10'E). Alba (44°07'N-8°10'E) is also in German hands.

Germans are aware of existence of landing strip at Cortemilia (44°36'N-8°12'E) but will not attack it.

(Above information from Partisans.)

* * * * *

Six German "Tiger" tanks seen in area Castino (44°36'N-8°10'E) 18 Nov 1944.

All Partisan trucks are now marked with a white roundel. A white dot with a white ring round it. Diameter of white dot is approximately 10" - 14"

Italian Major Maiori (?), (Working for Allies) "Cuneo Sector,"
Genoa - Torino - San Remo.

Has 100 thousand Partisans under his control and asks for Bazookas to be dropped to him, or any anti-tank weapons.

"C" rations would be useful, as when bands disperse, they cannot carry food supplies.

(Information from British Agents).

APPENDIX F

CREW MEMBERS

Lt Blankenheim

Sgt Massey

Sgt Miller

Sgt Hill

Sgt Henry

(Waist gunner, name unknown)

Reported by Partisans all to be living together, 15 miles N of Genoa. Late August 1944.

Lt Ernst - repatriated.

Sgt Sheridan (?) contacted on two occasions by message. 10 kilos n/e of Bosio (12 Oct 44). Staying with Italian family, and in good health.

SPECIAL NARRATIVE REPORT

MISSION: 30 November 1944 - Linz Benzol Plant, Austria

I. ENEMY RESISTANCE

A. Fighters: At 0500 hours, just prior to reaching the target one of our a/c encountered a short burst of fire, seven or eight tracers being visible, from an unidentified enemy aircraft. This burst came from a position of approximately 2:30 o'clock. no evasive action was taken and the E/ac was not seen again.

B. Flak: The a/c which bombed the primary target encountered moderate, heavy flak at 25,000 feet, which was breaking low as to altitude but accurate as to deflection. No other flak was encountered.

II. SIGNIFICANT OBSERVATIONS: None

III. CONCLUSION

A. Total Losses: None

B. Damage: None

C. Victories: None

D. Corrections on Telephone Mission Report: None

During the month of November, the 99th Bombardment Group flew 18 missions hitting targets in Austria, Germany, Yugoslavia and Czechoslovakia. Austria was attacked 12 times by our bombers and her targets in the Vienna area were hit six of these times.

On the second of the month, three of our ships took off for Klagenfurt, Austria, on a night mission and one of them reached the area. A similar situation took place on the third as one of six went over the Ordnance Depot at Vienna South.

We were visited by five crews and aircraft of the Eight Air Force who came down for some training from their base in England. They said that our weather was nicer than that in England.

On the seventh of the month, as the folks back home were going to the polls to vote for the Presidential candidates, the members of the 99th stood a formation while Major General Nathan F. Twining, Commanding General of the 15th AAF, presented the Group with its second streamer of a Presidential Citation. It was awarded "For outstanding performance of duty in armed conflict with the enemy" on April 23, 1944. On that date, the 99th A/C went to the Wiener Neustadt Aircraft Factory in Austria where they met great opposition in fighters and flak. Keeping formation despite the enemy, the 99th ships dropped the bombs in a good pattern in the target area, crippling the single engine fighter production of the enemy.

The seventh of November was also a day for the combat men to be active in since there were two missions on that date. Lieutenant Colonel Bernie Barr led the stronger force over the Maribor M/Y in Yugoslavia, and the second force sent two ships over the target at the Florisdorf Oil Refinery at Vienna, Austria.

During November, the 99th also participated in the Army's deal of exchange whereby men of the Air Forces are allowed to go to the front and front line men are permitted to fly missions with the Air Corps. First Lieutenant Cecil M. Buffale, of the 416th Squadron, went to live with a tank destroyer unit in the front lines to compare the methods of warfare. At the same time, Captain Vernon O. Moore of the 185 Field Artillery Battalion of the 34th Division, 5th Army, and two other front line officers were guests of the 99th, flying a few missions and living temporarily as airmen.

On the 13th of the month, the 99th sent another small force out against the Nazis and two aircraft reached the target, the Blechhammer South Oil Refinery in Germany.

The mission to Vienna to the Flerisdorf Oil Refinery on the 18th of November brought the 99th's mission total to #298, so, on the next day two forces were sent out in hopes that the 300 mark could be attained. The first of the two missions was scheduled for the Ferrara Railroad Bridge in Italy, but a complete overcast at the target prevented bombing so the first was unsuccessful. However, the other force had better luck, and the Winterhafen Oil Storage Depot at Vienna was attacked.

Success was attained in flying the 300th mission on the 20th of November, and Major Wayne J. Seward led a force of 36 of the 99th's aircraft over marshalling yards at Brno, Czechoslovakia where bombing was done via "Mickey." After the mission, he (Maj Seward) was congratulated by the Commanding Officer, Colonel Ford J. Lauer, and plans got underway for a big celebration to be held on the 16th of December.

Brigadier General Charles W. Lawrence, Commanding General of the wing was present at the base to award Soldier's Medals to Captain C.S. Rowland, Sergeant E.A. Silvis, Sergeant a. F. Eydenberg, Sergeant W.R. Metcalf, Private First Class W.N. Pansarella, Private First Class J.M. Alamillo, and Private E.J. Morrison. He also presented Staff Sergeant J.A. Kish with a cluster to a previously earned Soldier's Medal. These men distinguished themselves heroically on January 27, 1944, at a bomber crash on the base.

Thanksgiving Day on the 23rd of November proved to be a big one for the 99th men as it was nonoperational and all could do as they wished for the occasion. Church services were well attended and many of the Protestants went to town where Chaplain Harold Whitlock delivered the sermon before a capacity congregation at the Flagella Theater. The turkey dinners whipped up by the cooks were exceptionally well done and nearly everyone stuffed himself to capacity. In the evening, the Group's own men presented a stage show "Corn on the Cob" directed by Pfc Allen Zwerdling. The show featured specialty acts and a "mellerdrummer." The bars received a stock of American whiskey, and this supply, supplementing the regular lot allowed many of the men to become slightly "umbriago."

On the morning of the 25th, the 99th sent four aircraft to the Lins Benzol Plant in Austria, and bombing was done in the wee, small hours of the morning.

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The exterior of Major Koehne's new 99th Bomb Group Hospital was completed, a tile floor laid on the inside, and doors and windows were installed. Now only the inside needs finishing up and the place will be ready to receive patients next month.

Sporting activities consisted of volleyball, some touch football, and basketball, and it is in the latter field as usual that the 99th shines. The Group team "Diamondbacks" are in one league and a team representing the 346th are in the other one in area competition.

Another night mission, Group #303, took place on the 30th with three aircraft bombing alternate targets. The main target was again the Lins Bensei Plant in Austria.

Thus, another month, and another chapter in the history of the 99th Bombardment Group is complete.

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

SPECIAL NARRATIVE REPORT

MISSION: 13 November 1944 -- Blechhammer South Oil Refinery, Germany

I. ENEMY RESISTANCE

A. Fighters: None

B. Flak: One A/C reported no flak at the target or en route, while the other A/C reported only three or four inaccurate bursts at the target.

II. SIGNIFICANT OBSERVATIONS

At 45/65N, 19/51E one searchlight came on and made two short sweeps of the sky before going out. One heavy searchlight was seen from the Budapest area but did not make contact.

III. CONCLUSION

A. Total Losses: Tail gunner of one early return a/c bailed out over Adriatic when the a/c encountered very strong turbulence.

B. Damage: None

C. Victories: None

D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 15 November 1944 - Linz Benzol Plant, Linz, Austria

I. ENEMY RESISTANCE

A. Fighters: None

B. Flak: While flying at 23,000 feet over the target one a/c encountered moderate, accurate, heavy flak resulting in minor damage to the airplane. No other a/c observed any flak.

II. SIGNIFICANT OBSERVATIONS: None

III. CONCLUSION

A. Total Losses: None

B. Damage: 1 a/c received minor flak damage

C. Victories: None

D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 16 November 1944 - Munich West M/Y, Germany

I. ENEMY RESISTANCE

A. Fighters: This Group observed no enemy fighters today.

B. Flak: Flak encountered over the target at a mean altitude of 28,600 feet was moderate, inaccurate and heavy, principally of tracking type. Inaccurate, slight to moderate flak was encountered at two (2) points en route indicated under heading flak positions.

III. CONCLUSION

A. Total Losses: None

B. Damage: 4 a/c received minor flak damage

SPECIAL NARRATIVE REPORT

MISSION: 17 November 1944 - Salzburg M/Y, Austria

I. ENEMY RESISTANCE

A. Fighters: At 1210 approximately 7 minutes north of the target (Salzburg) while at 26,000 feet, a t/e unidentified E/A was seen, was quite some distance out and made no attempt to attack. At 1250 returning from the target, 4 t/e a/c with large tail, were observed, from altitude of 20,000 feet, heading West in the direction of Venice at approximately 46/00N, 13/30E.

B. Flak: Over the target at a mean altitude of 25,100 feet, slight inaccurate, heavy flak was encountered. It was of tracking type. Only slight and inaccurate flak was encountered at 2 other points en route.

II. SIGNIFICANT OBSERVATIONS

Air: 1020 - 19,000', 1 B-17 at 45/00N, 14/16E, 5 chutes seen, radio operator received message call letters: C-J-W-K "In trouble - going to bail out" quote.

1300 - 17,000', B-17 circling very low over Fiume A/D, 45/15N, 14/20E, blinking lights, as apparent trouble.

1255 - Radio operator A/C #373 heard over radio men bailing out of unidentified a/c at 45/00N, 14/50E.

III. CONCLUSION

A. Total Losses: None

B. Damage: 3 a/c received minor flak damage

C. Victories: None

D. Corrections on Telephone Mission Report: NX 4 t/e e/a observed in addition to 1 t/e e/a mentioned in Telephone Mission Report.

SPECIAL NARRATIVE REPORT

MISSION: 18 November 1944 - Florisdorf G/R, Vienna, Austria

I.. ENEMY RESISTANCE

A. Fighters: This group observed no enemy fighters on today's mission.

B. Flak: Over the target at a mean altitude of 26,000 feet, flak was reported as intense, fairly accurate and heavy, of both barrage and tracking type.

II. SIGNIFICANT OBSERVATIONS

Air: 1415 - 12,000', B-17 from Group behind spun in and exploded, 43/38N, 16/20N

1435 - 15,000', 43/52N, 16/16E, 1 B-17 in Group behind collided in mid-air with another plane and crashed to earth - no chutes seen - other a/c recovered and continued on.

III. CONCLUSION

A. total Losses: None

B. Damage: 16 a/c received minor flak damage.

C. Victories: None

D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 19 November 1944 - Furrera RR Bridge, Italy

I. ENEMY RESISTANCE

A. Fighters: While in the immediate target area 3 to 5 unidentified single engine aircraft were observed. Those a/c were seen at a distance and disappeared almost immediately, making no effort to reach the formation.

B. Flak: None

II. SIGNIFICANT OBSERVATIONS

Due to 10/10 undercast over enemy occupied territory, no observations were possible.

III. CONCLUSION:

A. Total Losses: None

B. Damage: None

C. Victories: None

D. Corrections to Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 19 November 1944 - Winterikifen ? Oil Storage Depot, Vienna, Austria

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were observed.B. Flak: Over the target at a mean altitude of 27,000 feet, this group encountered intense, inaccurate, heavy flak, of both barrage and tracking type. Slight, inaccurate flak from vicinity of Uyor.

II. SIGNIFICANT OBSERVATIONS

Air: None

III. CONCLUSION:

A. Total Losses: NoneB. Damage: 4 a/c received minor flak damage.C. Victories: NoneD. Corrections to Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 20 November 1944 - Brno M/Y, Czech

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were observed.B. Flak: No flak was encountered over the target. Mean altitude was 25,000 feet. Slight to moderate, inaccurate flak was encountered from Byor and from several other points along the route.

II. SIGNIFICANT OBSERVATIONS

Air: 1200 hours, 25,000 feet, 1 B-24 seen to explode in distance at 49/10, 17/00E, no chutes seen. 1215 hours to 1220 hours, 49/04N, 16/33E, B-17 2000 feet below formation with no insignia on right wing, red elevators with no markings and yellow spinners.

III. CONCLUSION

A. Total Losses: NoneB. Damage: 1 a/c received minor flak damageC. Victories: NoneD. Corrections to Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 22 November 1944 - Munich West M/Y, Germany

I. ENEMY RESISTANCE

A. Fighters: Group observed eight (8) E/ac on the mission but had no encounters. From 1148 to 1200 hours, six (6) jet propelled ME262s were seen in the Salsburg area between 47/00N, 12/30E and 47/35N, 12/34E. These E/ac attacked a B-24 formation at our right, each making a single pass from 12 o'clock high and breaking rapidly off to the right. Three (3) B-24s were seen to turn back immediately after these attacks. One of the jet propelled a/c continued under our formation emitting twin smoke trails and traveling at extremely high speed. In the area just south of the target, at 1310 hours, two (2) E/ac were observed, one an ME109 and the other an ME210. They were out of range and disappeared in the clouds.B. Flak: This Group encountered moderate, inaccurate, heavy flak at the target. Moderate, accurate, heavy flak holed some of our a/c at Oderso, 45/47N, 12/29E. Other flak was seen at different points along the route, as indicated in the flak observations.

II. SIGNIFICANT OBSERVATIONS

Air: 1456 - 7,000' - at 42/30N, 16/25E, 1 B-24 ditched.

1423 - 19,000', unidentified a/c ditched at 43/43N, 14/00N.

1143 - 21,000', 46/08N, 12/46E, B-24 attacked by E/Fighter - was hit and seen to leave formation and turn back - attacking e/a believed to be ME262.

1305 - 28,000' 42/18N, 15/02E - unidentified a/c ditched in Adriatic - one dingy seen in water and 1 B-17 was circling dingy.

III. CONCLUSION

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A. Total Losses: NoneB. Damage: 9 a/c received minor flak damage. One man wounded slightly from flying glass - result of flak.C. Victories: NoneD. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 26 November 1944 - Linz Benzol Plant, Austria

I. ENEMY RESISTANCE

A. Fighters: One of our a/c encountered a night fighter while flying at an altitude of 17,000 feet above an undercast at 0300 hours, just northeast of Zara, Yugoslavia. The first observation was of a red light blinking at a position of 11 o'clock. Just a few moments later a green light was seen from positions varying from 7 o'clock to 2 o'clock, low. Tracers were fired from the attacking a/c but were inaccurate and appeared to come from a position slightly to the left of the green light. This action was observed intermittently for about 10 minutes. Fire was not returned by our a/c and no evasive action was taken. The attacking a/c itself was never visible. Approximately 5 minutes after this encounter an unidentified a/c passed just over our a/c and at the same time the tail gunner called out a plane approaching from 6 o'clock low. The pilot of our a/c put his plane in a diving turn then reversed and climbed without again seeing the unidentified a/c.B. Flak: The a/c which bombed the alternate, Klagenfurt M/Y, reported slight, inaccurate, heavy flak while flying at 27,000 feet. The a/c which bombed the primary target, reported the flak as moderate to intense, inaccurate, heavy, while flying at altitudes of from 25,000 to 28,000 feet. There were no casualties and no a/c were damaged.

II. SIGNIFICANT OBSERVATIONS

Land: at 0415 hours, 17,000 feet many lights were seen moving south in a manner which indicated a probable motor convoy traveling on a highway at 45/20N, 15/18E. At 0416 hours, 28,300 feet, the glare of two searchlights were seen on the clouds below the a/c at a point directly over the target.

III. CONCLUSIONS:

A. Total Losses: One a/c (#164) and 9 crew members mission.B. Damage: NoneC. Victories: NoneD. Corrections on Telephone Mission Report: None.

3 November 44

BULLETIN FROM: Public Relations, 5 Wing (US)

TO: Commanding Officers, Gp & Sqdn Public Relations & Photo Sections

THE MONTHLY COMPARISON:

Unit	October		September		NINETY-NINTH LEADS 5TH WING IN PUBLIC RELATIONS RELEASES IN STORIES AND PICTURES FOR OCTOBER
	Stories	Pix	Stories	Pix	
5 WG Hq	30	19	2	13	
2 B Gp	436	46	518	115	
97	559	99	1,019	182	
99	747	182	488	259	
301	246	36	294	67	
463	173	44	85	96	
483	346	131	824	43	
	2,597	557	3,230	775	

BREAKING OCTOBER DOWN:
STORIES

	Feature 50 & News	Dec- Msn	Dec- ortn	Misc
5 Wg Hq	23		7	
2 B Gp	28	29	57	382
97	25	78	32	424
99	515	76	82	74
301	26	15	77	128
463	11	34	62	66
483	8	23	152	1763

PICTURES

Feature 50 & News	Dec- Msn	Dec- Misc	Bomb Strk	K-20 Oblq
14		5		
12	25	9		
34	45	1	9	10
68	73	8	5	28
29		7		
9	24	3	8	
9		122		

WHAT COOKS NOW? -- Okay, so MAAF PRU says that henceforth it will be looking for quality in hometown production rather than quantity. The downhold is on, but what does this mean to the individual writer in the field? Well, for one thing it doesn't mean that you swipe an air mattress somewhere and prepare for a long slumber, or take a three-day pass twice a week. This wing has never had TOO much production. Neither has it stumped all-out for super totals, nor imposed quotas on the groups. No, in the light of the new MAAF policy, all we ask is that you continue to give ADEQUATE coverage to the newsworthy events of your group or squadron, hometown or otherwise. Bear in mind the one definite MAAF restriction against Air Medal cluster yarns.

BUT HOLD ON! -- The emphasis is on quality. We want to see an honest effort on everyone's part to upgrade his copy both as to treatment and adherence to the rules and regulations. In the latter case, there is no excuse if you bungle, even for new writers. Take an afternoon off and review all the "poop" of the last six months. And group PROs should be checking that copy before it ever comes to us. We see evidence of superficial editing, but nothing like a careful scrutiny.

Upgrading the writing is something else. We don't expect a man with little background in news work to turn out a sparkling feature when one comes along. Nevertheless, it is a sad fact that many of our best stories are treated like a routine promotion story. If you get hold of something that's beyond your experience, turn it over to someone who can handle it. Group PROs can help in this by assigning an experienced mana to the job.

Generally speaking, our routine stuff isn't bad. Most groups have standard patterns for decorations, assignments, promotions, etc. We don't expect too much originality when you are dealing with hundreds of these stories, but they can at least conform to accepted newspaper style and simple English grammar.

ACCURACY! You are first of all a reporter, and a reporter isn't worthy of the name unless he is factual. We see people's names spelled several ways in the same story, names of cities misspelled or coupled with the wrong state, target names grossly misspelled or linked with the wrong date. Even worse are inaccuracies which we have no way of knowing about or checking, but must rely on the factualness of the writer. You can't be too careful in writing about combat men--their wounds or their actions in the air. remember, you are dealing with the powerful human emotions of their people back home.

HANDLING SPOT NEWS -- Not many groups seem to know what to do with top-notch operational stories; the kind that should make the MAAF handout to correspondents. Phone or teletype a story as soon as you get it, and by all means the same day as the mission. Concentrate on the action and not so much on the persons involved -- the hometown stuff can come later. But don't forget street addresses. If you have pix, get 'em in WITH CAPTIONS and negatives as soon as possible. If you have a number of pix of the same event, save some for the hometown stuff.

SHORT TAKES -- We absolutely insist that colleges and business firms when bucked on the distribution slip show the locations. Use common sense in bucking copies to business outlets. Only the larger firms have house organs. We doubt if "Joe's Cleaning and Pressing Parlor," or "Moe's Meat Market" have 'em. Joe and Moe can read about it in the papers. When in doubt, buck.

CRACK OF THE MONTH

Notation of a distribution data slip: "To all New York newspapers, and PM."

HEARTBREAK OF THE MONTH

Capt Walter Hicks, the West Virginia Winchell, continued his personal feud with Reichminister Goebbels, saw his latest diatribe slain by censor, featured by Stars and Stripes.

COMMENDATION NEWS

Norman J. Brown and his 463 starreporters build up 50 mission stories into sparkling features. Takes more time and ingenuity but pays off. Bob Kennedy, for one, is adept at this...The Hicksites in Old 97 are coming along nicely. They (and others) could make their copy more attractive by typing shorter lines and starting lower on the page, especially for 2 or 3 paragraph pieces. HLN, why don't you take a half-day and dream up a couple of variations on the stock paragraph on group's activities? Are you not fed up with the repetition?...Gene Sullivan, the Springfield Steichen, and his 99 associates turned out a timely, interesting series of photos on GI Casts Ballot...301, 99 and 2 are giving well deserved plugs to ground crewmen...JD Miller is upping pix production on 5th Wingmen...Pets still seem to land in print. 99 has the know-how on animals (for example, dog in nose with master) and 483 flashed with a composite shot of parachuting simian...483 sets record for decoration pix.

WELCOME

We greet Capt Charles W. Vogel, ex-NY Administrator, successor to Capt I Drake Binham, Oklahoma Baukhage, at 301.

Lieut Bill Brink
P R O



JURA' RAJNINEC

Sov. armády 41

911 01 Trenčín

CZECHOSLOVAKIA

29 July 1986

Dear Geo,

thank very much for sending the 99th BG plate as well as the two pens. All these items are great !/ and I tañnk you very much for your kindness.

Some time ago I've received the latest issue of the newsletter /Vol.6, No.4/ which was of particular interest to me because it contained a note relating to a 99th BG Fortress that crashed on the territory of Slovakia.

In the Special Narrative Report of Mission 13 October 1944 - target Florisdorf O/R, Vienna /page 17 in the newsletter/, I found a note that a 99th BG a/c in trouble was reported heading for Badin, Czechoslovakia.

This site /the correct name of that site was airfield Tri Duby - Three Oaks/, situated in the central Slovakia, was held by Slovak insurgent forces between 29 August 1944 - October 25, 1944 /during the Slovak national uprising/. So the crew of the crippled bomber had a real chance to land on that airfield and thus to escape to the German capture. BUT the unlucky Fortress /piloted by 2nd Lt Shafer / never reached the insurgent airfield Tri Duby. About 30 miles east of the airfield the crew was forced to abandon ship. The uncontrolled bomber continued in flight in a low altitude and bumped into the mountains near the town of NOVÁ BAŇA situated on the central Slovakian territory but occupied by German forces. The entire crew bailed out safely from the plane and was saved by the members of the Slovak underground. The men of the underground took the crew through the German occupied territory to the airfield Tri Duby. Their further fate is unknown.

It is all what I've searched on that event. Can you please tell me where I can obtain the Escape Statement relating to Lt Shafer's crew?

With best wishes

Juraj

WWII AVIATION HISTORIAN * 15th AIR FORCE RESEARCHER * SLOVAK AIR FORCE SPECIALIST

Dear Juraj;

We have not yet found Lt. Shafer's Escape Statement, but we will search the files for it when The Rush Is Over. That is the sort of story which we love to print. Thanks for sending your letter. geo.



79 Boght Road
Watervliet, NY 12189
June 30, 1986

Dear George;

Much to my delight, Dorchester Publications has reprinted my book TARGET: DAIMLER BENZ. You might recall that I sent you a copy of this book that dealt with the 15th Air Force raid on the Daimler Benz tank factory on Mar. 24, 1945, and featured the 99th BG along with other 15th AF units.

I have enclosed for you a copy of the reprint. You might want to make a note in your next newsletter that this book is now available through the DORCHESTER PUBLISHING CO., 6 EAST 39th STREET, SUITE 900, NEW YORK, NY 10016.

I wish you and your organization success.

yours cordially

Larry Cortesi

* * * * *

Dear Larry;

Thanks for the copy of TARGET: DAIMLER BENZ, which I reread with great enjoyment. I am glad that you found a publisher who does not believe that interest in World War II has ceased. I hope that the 97th, the 463rd, the 483rd, the 301st, the 2nd and the Little Friends all enjoy the book as much as we did and do. best, geo.

**RADOVSKY
ASSOCIATES**

10710 LOCKRIDGE DRIVE • SILVER SPRING, MARYLAND 20901 301-593-4428

Dear Mr. Coen:

July 18, 1986

As described below, I am gathering information for a book about the 15th Air Force's attack on Linz on July 25, 1944. Could you send me a list of the squadrons in your group? I would also appreciate having any copies of back issues of your newsletter you can send me.

Please include this notice in the next issue of your association newsletter:

"Please contact me if you participated in any capacity in the 15th Air Force attack on the Herman Goring Tank Works at Linz, Austria on July 25, 1944, or if you have any information at all about it. I am gathering information for a book about this mission and am interested in letters, mission orders, diaries, first-hand or even second-hand accounts about it from air crew, ground crew, mission planners, briefers, debriefers, etc, etc.

If you were shot down during this mission I would also like an account of what happened to you after you left your plane. I am also very much interested in ground crew - anyone and everyone - accounts of what happened at your base in preparing for the mission, what happened after the planes took off, and when they returned. In other words, anything at all pertaining to this mission.

Milton Radovsky



Mr. Joseph Chance
6250 Pepper Hill Drive
West Bloomfield, MI 48033

Dear Joe:

After recently reading about the upcoming reunion of the 99th Bomb Group, I immediately thought this may be my last chance to accomplish something I have not been able to do for 41 years. My entire mission depends solely on whether you can help me or not. I was a right waist gunner on a B-17 crew piloted by Lt John Dodderidge: 15th Air Force, 99th Bomb Group, 347th Bomb Squadron, Tortorella, Malaria Gulch, Italy.

During my entire stay there, I took between 200 and 300 pictures, many of them combat photos, other of our tent area, N.C.O. bar, mess hall and surroundings, operations, our insignia in front of operations, revetments, pictures of our ground crews, etc. To make a long story short, I had all the pictures developed when I got home only to find the camera I used had a light leak and NONE of the pictures came out. As a result, I have very few pics that I can show my family. One airman there was JOHN MCLAUGHLIN, a Tail Gunner--had a real good camera and he gave me the few pictures I have. Perhaps each squadron will have their own bulletin boards and maybe you could arrange to put my letter on the 347th's. ANYONE having pictures of our squadron area, combat missions, revetment shots of our planes (I flew in several different ships like #s 712, 554, 744, 196, 771, 660, 695, 636, 703, etc.), landing strip, outside toilet--hell, just any part of our lives spent in the area. I would be most happy to pay for the pics, postage, etc.

I would be deeply indebted if you could put me in touch with anyone that could help me with the above. I can send you a picture of myself taken back then if you think it would help. I'm really disabled and cannot get around too much.

Sincerely yours, Scotty

Scotty N. Neader
829 6th Ave N.
Onalaska, WI 54650
(608) 783-5804
March 16, 1986

DEAR GEORGE,

22

JULY 21, 1986

HERE'S A LITTLE BIT OF HISTORY: AT DAYTON BOB BRAUNGART, OUR PILOT, ASKED ME IF I REMEMBERED OUR GROUP SHOOTING DOWN A B-24. I SAID, "I SURELY DO. I JUST TALKED TO COURY (LOUIS COURY, OUR LEFT WAIST GUNNER) AND HE REMEMBERS IT WELL." I WAS R/O. WE BOTH HAD A CLEAR VIEW.

THE TIME WAS EARLY 1944 AND WE WERE, AS I REMEMBER, OVER THE ADRIATIC. TO THE LEFT OF OUR FORMATION WERE LARGE BROKEN CLOUDS AS FAR AS THE EYE COULD SEE. ABOVE THEM AT EIGHT O'CLOCK SIX NEW TYPE B-24's WITH NOSE TURRETS WERE EASING IN TOWARD US APPARENTLY TO JOIN OUR FORMATION AND RETURN TO THEIR BASE WITH US. WE WERE STILL ON WATCH AFTER OUR BOMB DROP BUT WERE FEELING FAIRLY SAFE NOW. BOB SAID WE WERE INSTRUCTED BY RADIO TO LET THEM COME IN.

SUDDENLY RED TRACERS STARTER POURING INTO THESE B-24's. THEY WERE COMING FROM ONE OF OUR SQUADRONS BELOW AND TO MY LEFT AS I FACED THE REAR. NUMBER 4 ENGINE OF THE B-24 NEAREST US CAUGHT FIRE. IT'S NOSE SLOWLY DROPPED AND CREWMEN STARTED BAILING OUT. SOME-ONE, PROBABLY COURY, COUNTED NINE PARACHUTES.

I'M SURE WE WOULD LIKE TO FORGET THIS BUT IT IS PART OF OUR HISTORY. THERE WAS A HEARING. NO ONE WAS PUNISHED. I DO NOT REMEMBER THE SQUADRON. OUR SQUADRON WAS THE 416th.

IT WOULD BE INTERESTING TO READ OTHER COMMENTS ON THIS INCIDENT.

BEST REGARDS

Wallace Bush
WALLACE BUSH
308 N. RED HILL RD.
MARTINSBURG, WV 25401

PS: I've enclosed two pictures you might like to have. The one in the tan shirt is Bob Braungart. I didn't know the man in the dress suit.

If you know the identity of the man facing the camera in the photo in the stamped envelope, would you write his address on the letter and drop it in the mail. If you don't know him but know the second man, send it to him. If you know neither man, put my stick on address on the envelope and mail it back to me. **** These pictures are not one only prints. I had several made.

The Beeing News is a copy of an original owned by Bob Braungart. We were Sweater Girl's third crew. Our crew was with Bob when he flew it on it's 99th mission. After that Sweater Girl was laid up and Bob finished his last two missions with another crew.

I had a great time in Dayton meeting my crew again for the first time in 42 years. We won the bottle of wine for having the largest number of crewmen present. I was sure this was our year. I'm already looking forward to Dallas.

Dear George,

I must confess to not ever knowing the 99th Bomb Group Historical Society existed. I don't know who to thank for getting me on your mailing list and receiving my first copy of the letter (March 1, 1985). Now that I know I will become a member and buy the copies of previous letters.

Was it providence that sent me this particular issue of your letter? I say this because in the Secret War Diary of the 99th Bombardment Group (H) Headquarters--month of April, 1944, the 16th of April (page 24) was the mission (my 50th) that I was shot down. I was in one of the charts seen, the other was S/Sgt Francis Presser, tail gunner. I was a 1st Lt, the bombardier.

It is true we were hit by flak over Belgrade, Yugoslavia to hit our secondary target, a small ball bearing factory. However, the primary target was an oil field in Brazor, Rumania. the weather was putrid, heavy front. We couldn't get over, or under the front. B-17s began scattering in wide formation. Seeing this, Lt Col Headrick ordered our navigator to give him a heading for the secondary target in Belgrade. (Lt Korth was the navigator.)

23

Approaching Belgrade, the sky was clear blue, about 1 P.M. The only problem was we were heading for the target into full head wind. We could see another formation of B-17s flying over the target. But our true speed was down to zilch. The flak gunners had a field day, the blue sky was cluttered with flak bursts as we were about 11 seconds to bombs away. Then it happened, we got hit.

The plane shuddered, and almost immediately went into a spin. I was pinned against Korth (he had not time to put on his chute). Then came the explosion. I blacked out.

I can only guess that the explosion threw me against the B-17 nose plexiglass. When I began to come around, I felt myself slipping off something (the plexiglass?) and began my free fall. Blood from a cut over my eyes clotted my eyes shut. It was seconds or minutes before I realized what was happening. It was quite an effort but managed to pull the rip cord opening my chute. Pieces of the B-17 (The El Diablo) were floating down all around me--and one chute (Sgt Presser).

I landed on one side of a hill, Sgt Presser on the other side. I ran to Sgt Presser and we both started to run for cover. No chance. The gunners had plenty of time, so they were upon us before we had a chance. We ended up in POW camp, Stalag Luft III. That was 16 April 1944, one day before my birthday, my 50th mission.

Lt Col Headrick was on hell of a guy. He had flown 25 missions in B-26s before joining the 99th BG as Deputy CO. He really didn't like the B-17 since it wasn't as hot a bird as the B-26. But he gave it his best shot. All the crew loved him. He loved his crew.

Lt Korth, the navigator, was my drinking buddy. What a great guy he was! He was a Texas A&M graduate as was (I believe) Lt Col Headrick. Sgt Presser and I became separated in POW camp and never heard of or from him since.

George, I have a photo showing Lt Col Headrick and the crew of the El Diablo. If you'd like me to have a copy made for you, let me know.

Sincerely,

Chuck Neri

Charles A. Neri
3949 DeSabra Road
Cameron Park
Shingle Springs, California 95682

5 April 1985

Dear Gen Uptheygrove,

Enjoyed your letter ever so much. The sketch of your career up and through WW II was most interesting. You certainly moved around the globe a lot--most general do, don't they? Along with all that, you have picked up (I bet) quite a bunch of memories--mostly good.

I knew Col Headrick for only a few months. He joined the 99th Bg just about the time I was selected to fly alternate group bombardier--his bombardier. As deputy CO, Col Headrick led the group (and sometimes the wing) every other 2nd or 3rd mission. As you know, those of us who knew him loved him --I liked his sense of humor. Let me share a couple of stories with you.

It was either March or early April 1944 when the auto pilot was hooked to the bomb sight and orders came through that the bombardier take control of the plane after turning on the bomb run. Well. . . Col Headrick and I tried to the new order on a practice mission. Having been a former hot B-26 pilot he couldn't stand going over the bomb run with his arms folded. So-o-o--before going on our regular missions he said "Chuck, we won't tell anyone but forget the auto pilot, I'll fly the PDI over the bomb run! Okay?" My being just a 1st Lt, I said "Yes sir!" We knew each other pretty well by this time.

Here's what's funny. On our very next mission, we're on the bomb run and I'm lining up the target and flack is everywhere and the plane (and the PDI) is swinging back and forth making my job difficult. So, over the intercom I yell "Goddammit, you S.O.B keep the plane level!"

I cursed him the whole time until bombs away. On our return home, it dawned on me that you just don't curse a superior officer. I just knew I'd be court martialed. I was doomed. After we landed and we were walking away from the plane, I made a feeble attempt to apologize. What does Col Headrick do? He slaps my shoulder and said, "Chuck, you did a good job today. You just keep swearing at me when I can't keep the plane level for you." We flew our missions that way until the very last.

This other story had to do with missions. Since Korth, our navigator, and I flew only when Col Headrick flew, we weren't able to accumulate our mission count as fast as our other buddies who were flying every mission. So, one night Korth and I went to Col Headrick's quarters to beg him to allow us to fly with other crews when he wasn't scheduled. I remember he was listening to music from his phonograph with a drink in his hand smiling and jovial as hell. He said, "No, I want you guys to stick with me." We begged, we argued, we cursed to no avail. He just kept joking and having fun with us. He told us he planned on taking us with him on a trip to the states and that he was putting us both in for a DFC. He smooth-talked us out of making any more fuss about the missions. Time ran out. We never made the trip to the states and the 99th never gave us the DFC. When we were shot down, Korth and I would have completed our 50th mission. If my memory serves me well, that mission was Col Headrick's 38th.

I didn't know Mrs. Headrick, but after I was liberated and returned to the states, I was on a 60-day sick leave. One day, June or July 1945, I received a call from Mrs. Headrick asking me for any information about Col Headrick. What could I say? I knew nothing. I told her my last words to Col Headrick were over the intercom toward the end of the bomb run. My switches were locked in the bomb sight and I was counting down. My last words to him were, "Five seconds." The phone was hit and exploded minutes (?) or seconds later. I pleaded with my German captors for information concerning any other survivors besides the tail gunner and me. They either didn't know or wouldn't tell me. Mrs. Headrick was very distraught and just couldn't seem to believe that I knew nothing more than the little I told her. I was so sorry for her.

Okay. As for the photo you want, I am mailing my copy to you. You may have resources available to you for making a copy for yourself. Just return my copy after you have yours made. The photo shop in my town quoted an exorbitant price to make a negative and a copy. I'm sure you will be able to have a copy made at a reasonable price where you are.

General, I hope you weren't too bored by my stories. I am just happy you shared your memory of Col Headrick with me. I merely shared mine with you.

Sincerely

Chuck Neri

Robert E. Blackman
30 E. Dawes Ave.
Somers Point NJ 08244
4 - 25 - 86

Dear George;

I'm a very interested and enthusiastic member of the Society. I was a first pilot with the 346th Squadron, and flew my fifty missions in "Achtung" between May and October 1944, out of good old Foggia.

After my 49th mission I was picked to go to Poltova and bring back one of the 8th Air Force B-17s that had been shot up. Out of about 65 planes they were able to patch together about 5 by cannibalizing and scrounging parts. If the other four were anything like the one I brought back - they should have left them all in Poltava.

I had engine trouble from Teheran to Cairo - crossed my fingers as we crossed the Suez Canal with a multitude of guns trained on us - and finally got to Cairo. Had to stay there for a week until replacement parts were flown in (probably from Karachi). Finally got off the ground - #4 engine failed shortly after leaving the traffic pattern. I was fed up with delays - wanted to get back to Foggia and fly my 50th. So I just flew her across the Mediterranean on 3 engines. The fun wasn't over, because the right tire blew out on landing (same side as the feathered prop), and I had a real problem keeping that baby from looping.

When the 8th Air Force boys came to pick up their planes later, I said "You can have it, and I hope you have more luck with it than I did."

Well, enough of that - I really don't know what prompted me to write about that incident - just popped into my head.

Actually, the purpose of this letter is to find out if anyone in the Society can help me to pin down the approximate location of the target on one of my missions. In a book titled "15th Air Force Story" by Kenn Rust, published in 1976, there is a map of Central Europe on page 8.

Some years ago I decided to chart all my missions with red lines running from Foggia. It's sort of a striking-looking map now - sort of like a red sunburst. My problem was that there were two targets which I couldn't enter, because I didn't know just where they were. One, my 50th - a milk run (thank goodness) - was to destroy the Pinzano RR bridge in Northern Italy. I finally found a reference to this, which was apparently somewhere in the vicinity of the Brenner Pass. That left me with one unlocated target - my 39 & 40th mission, a double on 8/22/44 - to the Odertal oil refinery in Germany.

By the way, what a week that was for me - 7 missions (6 doubles and one single) - total of 13 credits in a period of 12 days.

Thursday	8/17	Nis a/d, Yugoslavia
Friday	8/18	Ploesti, Rumania
* Sunday	8/20	Oswiecim o/w, Poland
Tuesday	8/22	Odertal o/r, Germany
Wednesday	8/23	Vienna e/f, Austria
Friday	8/25	Brno a/f, Czechoslovakia
Monday	8/28	Vienna o/r, Austria

* Didn't even get Sunday off that week.

That week stands out in my memory more than any other period of the war. When the week was over, I had 46 missions and was well on the way to the end of combat action.

But to get back to my question - is there anyone who can give me the approximate location of that target? I don't know whether Odertal was only the name of an industrial plant, or whether there was a city by that name. In any event, I can't find any reference to a place by that name on any maps I have of Germany.

If someone could let me know if it is near any town that I could spot on the map - or if you could get approximate lat. & long. readings I would be most grateful.

I can't tell you how much your newsletter means to me. I've saved every copy since I joined up.

I particularly enjoy the "War Diary" of the 99th Bombardment Group. The month of June 1944 was printed in the Mar 1986 issue, and I am anxiously waiting to read the War Diary accounts for the month of August 1944.

Best wishes from Achtung's Jockey
Bob Blackman

* * * * *
Dear Bob; 10Aug86

Thank you for your letter. I checked my current ONC charts of Germany without finding Odertal. Subsequently, neither our branch library nor our main library had a Gazette showing Odertal. We will research that mission when "The Rush Is Over". Ken Rust's book is a real winner.

We have just spent three days sorting out the War Diary files and find that many missions were overlooked, including almost the whole month of June. We have sent the missing reports away for typing and will begin publishing them in the November newsletter (the September issue goes to the printer tomorrow).

Meanwhile, we suspect that the 99th's bombing was so good that it not only blasted Odertal off the maps, it removed all memory of the place from the records. Fellows, that's bombing! Geo.

A REMINDER

Gents, when you send in items for publication, please single-space, observe half-inch margins, and get it in before the 5th of the month.

Your editor must have had a faulty compass at Dayton, because he ended up in interior Ontario, but was able to get turned around and get back to New Mexico.
best,geo

99th B G H S
STATEMENT OF INCOME AND EXPENDITURES
SECOND QUARTER YEAR 1986

BALANCE 31 MARCH 1986		\$4450.03	
INCOME:			
APRIL 1986	DUES, DONATIONS and INTEREST	785.42	
MAY 1986	DUES, DONATIONS AND INTEREST	543.46	
JUNE 1986	DUES, DONATIONS AND INTEREST	700.49	
TOTAL		<u>2029.37</u>	<u>2029.37</u>
BALANCE			6479.40
EXPENDITURES:			
APRIL 1986			
Petty Cash - Postage W. Butler		50.00	
Dataco - Printing News Letter		<u>933.34</u>	
TOTAL APRIL		983.34	
MAY 1986			
Dataco - Postage for News Letters		62.25	
Sallie Cardinell y Zomora Typing		47.65	
Super City Dept. Store File Cabinet		99.00	
Rem Steel File Cabinet		40.00	
Petty Cash - Postage W. Butler		<u>50.00</u>	
TOTAL MAY		298.90	
JUNE 1986			
George F. Coen - Misc. Expense		43.40	
Sallie Cardinell y Zomora - Typing		88.00	
Harvey Jennings - Sympathy Cards		<u>51.41</u>	
TOTAL JUNE		182.81	
TOTAL EXPENDITURES		1465.05	<u>1465.05</u>
BALANCE 30 JUNE 1986			5014.35

NEWS, DUES & VIEWS

We here in Headquarters are working on a deal. For only \$49.95 Jim Peters will wear your 99th BG cap while he works on the Sentimental Journey. The inevitable grease marks are well worth this trifling fee. Be the first kid on the block to have a genuine B-17 cap, stained, smeared, and dusty.

The Liberal KS B-24 orgy promises to be a real winner, with not only Big Iron Birds in the air, but also some experimental aircraft courtesy of the Experimental Aircraft Association.

Bernie Barr still has 99BG license plates for \$6 postpaid, with additional plates at \$5 each. Bernie also includes 99BG pens, with a crayon option for those of you who are just learning to read. Make your check out to Bernice Barr and mail to 7413 Vista del Arroyo, Albuquerque NM 87109.

Bernie is also investigating the Colorado Springs layout and is planning for 99BG participation in the September 1988 15AFA Reunion at Colorado Springs. We hope to coordinate future 99BG reunions with the 15th. We continue to recommend membership in 15th Air Force Association, P.O.Box 6325, March Air Force Base CA 92518, \$15 per year. For this you will receive the SORTIE, a fine newsletter. Join 15AFA and join us at Colorado Springs in 1988.

Your Historian is still interested in whether His Excellency Kurt Waldheim caused the death of any 99ers. There is a shortage of witnesses' accounts, perhaps because the Krauts used to shoot 100 hostages for each German death. One senses that they have not changed very much since '43.

APPLICATION FOR MEMBERSHIP 1987 DUES \$15

1981-1986 Newsletters, \$5 each per year. 81_82_83_84_85_86

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QUOTES

KGB - THE EYES OF RUSSIA Rositske, 1981

A bogus Allied plan to land in the Calais area was passed on to the Germans mainly through a variety of misleading reports from German agents in Great Britain who had been captured and "turned" by British intelligence. The measure of German gullibility in swallowing this false information came not only from their replies to the reports of these agents, but from the internal Abwehr counterintelligence. Ultra assured the Allies that Hitler and his generals had been gulled.

When D-day came, the Allies not only knew the exact disposition of the German forces that would confront them, but they also knew the Germans thought that the landings would take place in the Calais area. For days after the invasion the Germans considered the landings in Normandy a diversionary prelude to the main landings at Calais.

Hitler had been double-crossed by the XX committee in London playing back his own agents, and Ultra read his thoughts all the way. p. 5

WILLIAM F. ALDRICH PAN-A-VIEW (513) 434-9287

I would like ___ copy(ies) of the panoramic picture of the 99th Bombardment Group Historical Society

NAME _____ ADDRESS _____

Please designate desired package
PRINT ONLY _____ \$20.00

FRAMED PRINT AND SHIPPING _____ \$75.00
Please make checks payable to PAN-A-VIEW, 2501 E. Rahn Road,
Kettering Ohio 45410

* * * * *

REUNIONS

- 483rd BG, 10-14 Sep. 1986 Ray Rozycki, 5332 10th Ave. South, Minneapolis MN 55417
- Association of Former Prisoners of War in Romania, 17-21 Sep., 1986 Louisville. Ky. LeRoy Drane, 7209 Arrowwood Road, Louisville KY 40222
- 17th Bomb Group Reunion Association, Sep. 1986, Albuquerque NM Bill Baird, 6776 East Northwest Highway, Dallas TX 75231 214/348-9124
- 99th Bomb Group, April, 1987, Dallas TX Wilbur Dixon, 7831 Fallmeadow Lane, Dallas TX 75248 214/744-1005
- 99th Bomb Group, 1988, Fort Lauderdale FL Jules Horowitz, 545 Oaks Lane, #407, Pompano Beach FL 33060
- 459BG, Sep 27, 1986 Imperial House Motel, Dayton OH
- FIFTEENTH AIR FORCE, October 1987, Colorado Springs CO
- Liberal Army Air Field Reunion, Sep. 19, 1986, Liberal KS

99th Bomb Gp Historical Society
 Walter H. Butler - Treasurer
 8608 Bellehaven Pl. N.E.
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1986

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TAPS

ZIGLER, CLAY O. We have word from Connie Byrnes, 113 Lafferty Dr.,
 Vincennes, IN 47591 that Clay is deceased.

CHANGES OF ADDRESS

Michael J. Heffran	244 Esparto Ave.	Shell Beach	CA 93449
Thomas P. O'Reilly	4749 Birdsong Lane, #103	Virginia Beach, VA	23455
Erich Kwek	316 N. Michigan, #150	Clinton MI	49236
George B. Meehan, Jr.	4229 Stacey Road	Jacksonville Beach FL	32250
Rex A. Carnes	908 Kelley Place	Longmont CO	80501
Richard D. Miller	1229 Rawlinsville Road	New Providence PA	17560

FOUND

721 Jack M. Buckner	4925 North Church Lane	Smyrna	GA 30080	347
722 Bill Cantwell	10518 E. Sinto	Spokane	WA 99206	347
723 John J. Jeffers	35 Evans Heights	Gallipolis	OH 45631	346
724 James E. Meiners	7127 Juniper View Lane	Cincinnati	OH 45243	416
725 Robert C. Klotz	4229 Oakview Court	Rocklin	CA 95677	416
726 John King	2896 El Paso Ave.	Simi Valley	CA 93063	
727 Stanford P. Herron	1920 Cardinal Lake Dr.	Cherry Hill	NJ 08003	347
728 Richard Suschena	1255 Wonder Court	Gardnerville	NV 89410	
729 Fred Freundt	163 Fellows Court	Elmhurst	IL 60126	346
730 Leon Estes	407 Green Meadow	San Antonio	TX 78213	346
731 Laurel E. Gibson	1570 S. Main	Clyde	OH 43410	348