



THE 99th Bomb Group Historical Society Newsletter

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July 1 1987

SOCIETY OFFICERS 1987-1988

PRESIDENT - JOE KENNEY
TREASURER - WALTER BUTLER
CHAPLAIN - HARVEY JENNINGS

VICE-PRESIDENT - AL SCHROEDER
HISTORIAN - GEORGE F. COEN
SECRETARY - DICK DEMPSEY

EDITOR - GEORGE F. COEN

THE PRESIDENT'S MESSAGE

May 16, 1987.

From our new President - Joe Kenney

As we remember Memorial Day those men who gave their lives to the causes of Peace, let us also remember those who gave of themselves so diligently in the supportive fields as well as those who went into combat.

We again salute Wilbur Dixon and his fine crew for the splendid reception we received there in Dallas plus the smoothly, well organized programming. This was a very fine Reunion.

We are now looking forward to our 1988 Reunion at Ft. Lauderdale, Florida with Julius Horowitz at the helm. He has Al Schroeder and Charlie Bilhartz along with others to help get this one under way. This should be another great Reunion.

We are participating in the 15th Air Force Reunion at Colorado Springs, Colorado October 14th through 18th of this year. There are nine other Societies participating in this Reunion where there will be three plaques dedicated, one for the 99th Bomb Group. This should be a most interesting time for us and you should be making your arrangements now. You should join the 15th AFA at an annual cost of \$15.00 and this sent to P.O. Box 6325, March Air Force Base, CA 92518. Then make your reservations with the Antlers Hotel in Colorado Springs. It's real easy, you simply call 303-473-5600 and a delightful feminine voice takes care of your every need painlessly.

At our early Board of Directors meeting we had a very fine presentation favoring Huntsville, Alabama as the site for a Reunion. This was well covered and has a great deal to offer. We do favor a location in the North east and have received a viable presentation for a Reunion in 1989 near Boston. Bill Smallwood is gathering the information for this possibility. We had another feeler for one to be held at Philadelphia but have not as yet any information we might work on.

In the 15th Air Force Association's Bulletin Vol. IV, No.III on page 7 under the caption of "DINAH MIGHT", (I flew a couple of missions on this B-17), I read a mighty interesting article which gave a good account of Master Sgt. Howard E. Brown and his crew who had worked together to keep this plane flying. This article gave an excellant account of that fine ground crew and how they kept "Dinah Might" in the air. We hope others of you who fought the battle of keeping those planes flying will write in and give something of your experiences to share with all of us. Again, if you don't have a typewriter, please write your experiences and we will see to it that these are transcribed into type and they will be published. I can only think of how truly frustrating it must have been to send your plane out in perfect condition, only to have it come back with an engine shot out and a significant amount of other damage, all of which must be repaired with the utmost speed to get that plane back into the air, possibly the next day. Let's hear from those of you who were faced with those problems. Be sure to send these to George Coen, 2908 Aliso Dr., N.E., Albuquerque, NM 87110.

Sincerely;

Joe C. Kenney
Joe C. Kenney

We have persuaded Past President Lew Boatwright to continue his story

This is a continuation of my report on 99th Bomb Group activities during the latter part of 1942 and most of 1943. In the May Newsletter, I described how we altered the B-17 formation when undergoing fighter attacks. The success of the mission over Gerbini Airdrome, Sicily confirmed our tactics were effective. A bomber aircraft was not a match against aggressive fighter attacks and we always welcomed friendly fighter escort. However, a formation of thirty B-17's carried more than 300 fifty caliber machine guns and these could throw lots of lead. On some missions, I observed enemy fighters approaching our formation and before getting within range of the fifty calibers, breaking off and proceeding to another target.

Although I was not privy to higher level planning, it appeared the overall objective was to bomb strategic targets for three weeks and then do counter-airforce missions one week. The main targets were railroad marshalling yards, harbors, ships, oil refineries and airfields. The types of bombs dropped were 250 lb. GP (general purpose), 500 lb. GP, 1000 lb, 2000 lb, 500 lb. clusters containing 20 lb. fragmentation bombs, incendiary napon and phosphorous. The fusing was adjustable time delay activated by impact on the target area. I was not aware if any proximity fuses were used. Only the 500 lb. GP bomb was in plentiful supply and was used for a majority of our missions. This was unfortunate because the 1000 pounder was 4 to 5 times more effective. The frag bombs were used primarily against aircraft parked on airfields. The other bombs were used for specific missions which I may describe in a future article.

Normally mission orders were received from wing headquarters containing all necessary details, ie. target, alternate target(s), route, altitude, rendezvous points for participating units, communication frequencies, IFF (identification friend-or-foe) etc. Incidentally, the design concept for the IFF radio allowed development of a transponder currently used on all passenger and most general aviation aircraft.

Since most of our targets were on the Mediterranean islands or Italian mainland, the first part of our flight was overwater at the lowest practical altitude to avoid early detection by enemy radar. About an hour before our estimated time over target, we would start climbing to the assigned altitude - usually around thirty thousand feet. The lead bombardier would record temperature, wind direction and velocity at various levels for input into the bombsight. This was the famous Norton bombsight, an electro-mechanical analogue computer coupled to a telescope. After the bombardier entered all required information, he kept the scope crosshairs on the target. This enabled the computer to determine wind drift and ground speed at the assigned altitude. Output from the Norton could be coupled to the aircraft auto pilot and to the bomb release circuit. Or the output could be sent to a left-right indicator on the pilots instrument panel for manual corrections and the bombardier could flip the bomb release switch. After all this and a few things I have not mentioned, we occasionally missed the target. (to be continued)

Lew Boatwright
Lew Boatwright

FIFTEENTH AIR FORCE ASSOCIATION MEMBERSHIP APPLICATION

New Member _____ Renewal _____ Date _____

Name _____ Rank _____

Mailing Address _____
Number/Street City/State Zip Code

- Annual Membership (\$15) Check Enclosed (Tax Deductible)
- Life Membership (\$150) Check Enclosed (Tax Deductible)
- Life Membership Installment Payment \$ _____ Enclosed

99BGHS

Active Retired Separated Friend of Fifteenth

15th AF Unit _____ Date _____ 15th AF Unit _____ Date _____

Mail Check and Application to:

Fifteenth Air Force Association • P.O. Box 6325 • March Air Force Base, CA 92518

We herewith furnish a copy of the Society By-Laws to each member. Every new member will henceforth receive a copy upon joining.

The 99th BGHS has become Big Business, which makes us subject to an increasing number of rules, so we have reviewed all of our procedures for compliance with the rules for Non-Profit Organizations. geo.

BYLAWS OF THE 99TH BOMBARDMENT GROUP HISTORICAL SOCIETY
(As Ammended April 24, 1982)

ARTICLE I--ORGANIZATION

The name of this organization shall be: The 99th Bombardment Group Historical Society (BGHS). The organization may at its pleasure, by a majority vote of the membership present at the annual Membership meeting, change its name.

ARTICLE II--PURPOSES

To perpetuate the history of the 99th Bombardment Group and the memory of lost comrades.

To arrange for reunions and periodic tours to provide social and recreational activities for the members.

ARTICLE III--MEMBERSHIP

Membership in this organization shall be open to all who were members of, or attached to, the US 99th Bombardment Group during wartime. Spouses, widows, or widowers of those who served in the 99th Bombardment Group are also eligible for membership.

Members may become Life Members upon payment of Life Membership dues as established by the Board of Directors.

Air Historians and others interested in the goals of this organization may become associates. Associates may attend meetings and other 99 BGHS activities and will receive the bimonthly journal and other publications. Associates may not vote.

ARTICLE IV--MEETINGS

A Membership Meeting of this organization shall be held during the regular annual reunion each Spring. A notice shall be mailed to every member-in-good-standing at his address as it appears in the membership list of this organization. Such notices shall be placed in the 99 BGHS Newsletter telling the time and place of the Members Meeting.

Not less than a majority of members in good standing present at a Members Meeting shall constitute a quorum and shall be necessary to conduct the business of this organization. Members who have not paid dues for the current year may not vote. Special meetings may be called by the Board of Directors, providing members in good standing are notified two weeks in advance of the date.

ARTICLE V--VOTING

At all meetings, all votes shall be viva voce.

At any Membership Meeting, if a majority so requires, any question may be voted. Only the question(s) stated in the call may be voted in Special Meetings.

ARTICLE VI--ORDER OF BUSINESS

- 1 - Call to order
- 2 - Reading of the minutes of the preceeding meeting
- 3 - Report of officers
- 4 - Committee reports
- 5 - Unfinished business
- 6 - New business
- 7 - Adjournment

ARTICLE VII--BOARD OF DIRECTORS

The business of this organization shall be managed by a Board of Directors consisting of at least three (3) members, plus the elected officers of this organization. At least one of the Directors elected shall be a resident of the state of New Mexico and a citizen of the United States.

To be eligible for office, nominees for the Board of Directors must have been members of the 99 BGHS for at least one year before the election.

The Directors to be chosen for the ensuing years shall be chosen at the annual Membership Meeting of this organization, and they shall serve for a term of four years. Directors elected for the first time must be present at the Membership Meeting.

The Board of Directors shall have control and management of the affairs of this organization. The Board of Directors shall commission an independent audit to be conducted each year.

A majority of the members of the Board of Directors who are present shall constitute a quorum. Each Director shall have one vote and such voting may be done by proxie. The President may call for a vote by mail, providing each Director is polled.

The Board of Directors may make such rules and regulations covering its meetings as it may, in its discretion, determine necessary.

ARTICLE VIII--OFFICERS

The officers of the organization shall be: President, Vice President, Secretary and Treasurer. Any one officer may serve in more than one office at the discretion of the Board of Directors.

These officers shall be members of the Board of Directors, and shall be elected by new Board of Directors after the annual Membership Meeting.

An officer shall preside at all Membership Meetings.

The **President** shall be the titular head of the organization and, subject to the control of the Board of Directors, exercise general supervision over the affairs of the organization.

The **Vice President** shall exercise the office of the President, in his absence or upon the inability of the President to act, with rights and responsibilities as if he had been duly elected President.

The **Secretary** shall keep the minutes and records, file certificates required by law, federal or state, and will give and serve all notices to members of this organization. The **Secretary** will be the official custodian of the records and seal of this organization. The **Secretary** will also attend to regular correspondence of the organization and will execute duties incident to the office of Secretary.

The Treasurer shall have the care and custody of all monies belonging to the organization and shall be solely responsible for such monies or securities of the organization; shall render at stated periods, as the Board of Directors shall determine, a written account of the finances of the organization and such report shall be physically affixed to the minutes of the Board of Directors meeting; and shall exercise all duties incidental to the office of The Treasurer.

The Vice President for Newsletter shall be elected to the Board by the Board of Directors for an indeterminate length of time at the pleasure of the Board.

This nonvoting member of the Board shall normally be the Editor of the 99 BGHS News. This officer will also be responsible for promotion of 99 BGHS activities, and will provide advice and counsel to the Board.

No officer shall for reason of the office be entitled to receive any salary or compensation, but nothing herein shall be construed to prevent an officer or Director from receiving compensation from the organization for services other than as Director or officer.

ARTICLE IX--SALARIES

The Board of Directors shall hire and fix compensation of any and all employees which they, in their discretion, may determine to be necessary in the conduct of the business of the organization.

ARTICLE X--COMMITTEES

Regular committees of this organization shall be established by the President. Committee members shall be appointed by the President for terms of office for a period of one (1) year or less if sooner terminated.

Standing committees shall be established by the Board of Directors as required. The President shall appoint members to standing committees for indefinite terms.

ARTICLE XI--DUES

The dues of this organization shall be \$10.00 per annum and shall be payable on the first day of January of each year. Dues may be changed by a majority vote of the members in good standing at the annual Members Meeting.

*Dues raised to \$15.00 per annum beginning with 1986 dues.

ARTICLE XII--CHAPTERS

99 BGHS members may form chapters (state or local area) for social purposes provided: (1) A prerequisite for Chapter Membership is current membership in the 99 BGHS and (2) Program and activities are not in conflict with the 99 BGHS spirit and purpose.

Local committees formed for the purpose of creating 99 BGHS Chapters must draft proposed Charter or Articles of Incorporation and proposed bylaws. These drafts must be submitted to the 99 BGHS Board of Directors for approval before further organization actions are undertaken.

Upon inactivation, the residual effects of a chapter (funds, property, historical documents and artifacts, etc.) must become the property of the 99 BGHS.

ARTICLE XIII--AMENDMENTS

These bylaws may be altered, amended, repealed or added to by an affirmative vote of not less than two thirds of members in good standing present at an annual Members Meeting or at a called Special Meeting.

ARTICLE XIV--DISOLUTION

The 99 BGHS shall make no distribution of gains or profits upon dissolution, but shall upon dissolution distribute such gains or profits, together with all Society pictures, diaries, orders, letters, and files to the Albert Simpson Historical Research Center, Maxwell AFB, Alabama.

HEADQUARTERS FIFTEENTH AIR FORCE
APO 520, US Army

9 January 1945

ESCAPE STATEMENT

1. Bell, Donald McVaney., 2nd Lt., 346th B. Sq., 99th B. Gp.
Born - 5 Oct 1924
Home Address - 1520 Oregon Ave., Steubenville, Ohio
Peacetime Profession - Student
MIA - 7 Nov 1944
RTD - 8 Jan 1945
Enlisted - 4 Dec 1942
Missions - 24
1. Negra, John M., S/Sgt., 346th B. Sq., 99th B. Gp.
Born - 11 Feb 1918
Home Address - 18 Newark Ave., Nutley, NJ
Peacetime Profession - Leather Buffer
MIA - 7 Nov 1944
RTD - 8 Jan 1945
Enlisted - 12 Aug 1941
Missions - 39
1. Babin, Daniel M., S/Sgt., 346th B. Sq., 99th B. Gp.
Born - April 2, 1924
Home Address - Destrehan, La.
Peacetime Profession - Welder
MIA - 7 Nov 1944
RTD - 6 Jan 1945
Enlisted - 2 Nov 1942
Missions - 36
1. Mullins, James B. Jr., T/Sgt., 346th B. Sq., 99th B. Gp.
Born - 20 Nov 1924
Home Address - Gen Del., Borger, Texas
Peacetime Profession - Student
MIA - 7 Nov 1944
RTD - 6 Jan 1945
Enlisted - 9 April 1943
Missions - 36
2. Sources (1) Lt Bell, (2) S/Sgt Babin, (3) T/Sgt Mullins, (4) S/Sgt Negra. Sources were crew of a "B-17G". Their mission for the day 7 November 1944 was Maribor, Yugoslavia. After bombs were dropped on target ship was hit by flak. No. 3, main gas tank was set fire and pilot ordered crew to bail out.
3. Never in enemy hands.
4. Sources had no trouble leaving the ship, and made a normal landing within several miles of Maribor. (46° 35'N - 15° 35'E). Source 2 and 4 were taken in by peasants almost immediately. Sources 1 and 3 stayed in the woods over night and made contact with partisan civilians next day.

On the fourth day sources were brought together and started their evasion southward being guided by partisan soldiers.

The escape route taken is as follows. On foot from Maribor via Gorni Grad (46° 18'N - 18° 22'E), Metlike (), Jastrebarake, (45° 40'N - 15° 50'E), Pimarevina, (45° 35'N - 15° 52'E), Pokupsko, (45° 25'N - 16° 00'E) to an Allied Mission.

At this Allied Mission sources were given passage via truck to Split. During their trip several halts had to be made due to enemy action cutting the roads. Twenty days were spent in Kladuska (45° 11'N - 15° 48'E) waiting for mines and debris to be cleared from the highway.

A 15th A.F. weapons carrier with a Partisan driver picked sources up at Kladuska and drove them to a point 5 miles north of Kerencea (44° 45'N - 15° 43'E). A heavy snow storm blocked the road here, and they were forced to remain in farm houses for several days.

After the storm, sources 1 and 3 returned to the truck and found it with a flat tire. The driver had also built a fire underneath the engine to warm it up. This damaged the fuel line and sources spent almost a day repairing it.

While sources 1 and 3 were out working on the truck, sources 2 and 4 were picked up by a partisan convoy and taken on to Split ;(43° 3'N - 16° 27'E) via Udlna (44° 32'N - 15° 46'E), Gracec (44° 8'N - 15° 51'E), Kaia (44° 03'N - 16° 12'E) arriving Split Jan 5, 1945.

Sources 1 and 3 after getting the truck in running order continued on to Split via Udlna (see above), Lovinach (not charted), Obrobac (not charted), Sibenik (43° 52'N - 15° 52'E) arriving Split just five hours after sources 2 and 4.

They remained in Split for two days and the steam ship "Ljubljana" brought them to Bari arriving Jan 7, 1945.

(Note)

Before reaching Glina, sources endured many hardships. They were found to travel with large numbers of Austrian, Yugoslav refugees.

The food situation was very critical and due to the large numbers of people, sources had very little to eat.

While sleeping in haystacks and barns many personal items were stolen from them. Several times they had to trade clothes for food.

Sources state that while spending four days on the outskirts of Maribor, they received the best treatment during their whole stay in Yugoslavia.

The partisans in most cases had a very cold attitude toward them and were always speaking of how great the Russian people were. This was noticed especially in the northern part of Yugoslavia.

APPENDIX B

Stanko Fide HQ Yugoslav Split	At one time chief officer of S.S. Zamzan. Gave food and shelter.
Capt Sagers Eng. Mission Predgrad	Gave excellent care to sources. Also gave them clothing.
Col McFarland Capt Blatnik Glina, Eng. Mission	Gave rations and clothing.
Lt Fiffer US Mission Split.	Arranged for evacuation.

APPENDIX C

COMMENTS

1. The money was useful
2. Other items were of little value
3. Should always keep parachute

SUGGESTIONS

1. Hob nails for G.I. shoes
2. Individual should make up personal escape kit
3. Money should be in smaller denominations
4. A phrase book would be useful

APPENDIX D

While in Maribor sources saw M/Y and state that rolling stock was scattered. Also many rail sections were broken. This caused traffic to be held up for about two days.

Nov 7, air raid caused 2000 civilian casualties.

APPENDIX F

No news of the rest of crew.



HERE TIS

WE HIT BERLIN

LONGEST HEAVY BOMBER RAID EVER MADE FROM ITALY

The 99th made the trip from Italy to Berlin in one not so easy lesson yesterday. Encountering flak a plenty and fighters of various descriptions, mostly jet-propelled jobs like the 262s, the 99th, led by Lt. Col. Schroeder proved to the skeptics that the 775 mile journey to bomb Germany's capital city could be done...done successfully.. The bombs were dropped midst constant attack by the German fighters while under the protective covering of our own P-38s and P51s.

The Kraut jobs attacked at the IP and stayed with the formation through the flak and over the target run. Dogfights took place in and out of the formation, with at least one enemy aircraft seen to blow up in mid air. First Lt. Herbert Holsanbeck of the 347th, flying copilot for Col. Schroeder saw this plane blow up and said, "It looked mighty pretty."

Major Henry Howell, Group Bombardier, reported, "We put a swell concentration of bombs on the target. Preceding planes had scored hits and the smoke from the fires they started made it easy to identify."

Lead Navigator, First Lt. Bernard Obrentz, said, "Enroute we had a chance to see the damage we have done on previous missions. The aluminum factory at Laute, near Ruhland, was done for. Amstottin was finite and the railroad yards at Wels were blasted beyond further use. My wish was to see a pathway of wreckage from Italy to Berlin...today I saw it." He also reported seeing American P-51s strafing trains at Klagenfurt, adding that several entire trains were in flames as a result of the fighter action there.

Consens of opinion from the combat personnel seems to be that all of them were glad now to say that they had been to Berlin...BUT...most of the boys are not too eager to go there many times more...Good work boys, you did a swell job..take a five week vacation!

---Allen W. Schroeder files---

SPECIAL ACCOUNT: "Africa's Ace Gunner Goes Home"
HQ. XII BOMBER COMMAND
DATE: Oct. 15, 1943

AN ADVANCED NORTH AFRICAN AIR BASE (99th Bomb Group), Oct. 15, 1943--North Africa's ace aerial gunner has pumped his last .50 caliber shell at an enemy fighter from the waist of a Flying Fortress. He finished his required 50 combat missions with a record of 10 enemy planes destroyed, seven of them in 1 day.

This one man air force is S/Sgt. Benjamin F. Warmer, much decorated 29 year old San Franciscan who is North Africa's biggest gunner. He is 6 feet, 275 pounds, one time University of California football and boxing star, and personal bodyguard to Treasury Secretary Henry Morgenthau, Jr.

"It's a long grind," Warmer said after his 50th mission. He is being sent back to the States and has been recommended for commission as an officer.

The gunner, an expert marksman with any type of firearm, gave promise of deadly accuracy against enemy pursuit when he blasted down two Messerschmitt 109s over Naples on May 30. Then on July 25 he made headlines by shooting down seven when his Fortress group raided the Gerbini airdrome, Sicily, and was attacked by more than 100 German and Italian pursuit. He added his 10th victory Oct. 1st on the first raid by North African based Fortresses on a German target.

For his work over Gerbini, Warmer was awarded the Distinguished Service Cross, had it pinned on his broad chest by Lt. Gen. Speats. He has also been decorated with the Air Medal and 20 Oak Leaf Clusters.

Warmer's aerial career was spectacular from the word go. On his first mission, May 3, he had to bail out over North Africa when his Fortress group got lost in ceiling zero weather. The gunner's chute hung on a cliff and when he cut himself loose he dropped more than 30 feet, breaking five ribs.

Later on, after his success with Fortress machine guns, Warmer was found too valuable for continuous combat. He flew infrequently, in between conducting ground courses in gunnery for fledglings.

Warmer was at his waist gun while his Fortress group was blasting targets in North Africa, Pantallaria, Sicily, Sardinia, France and Italy. In his closing days he saw the big Forts turn their attention from Italy to Germany and Greece.

He flew his last mission to Larissa airdrome, Greece, an uneventful one for Warmer because no enemy pursuit was encountered.

NEWS, DUES & VIEWS

When Reynolds Boggio (416th) was hospitalized at Riverside CA, the nurse attempted to remove his dogtags. Boge' objected "Don't take my jujus," whereupon the patient in the next bed jumped up and introduced himself as a Ghanian.

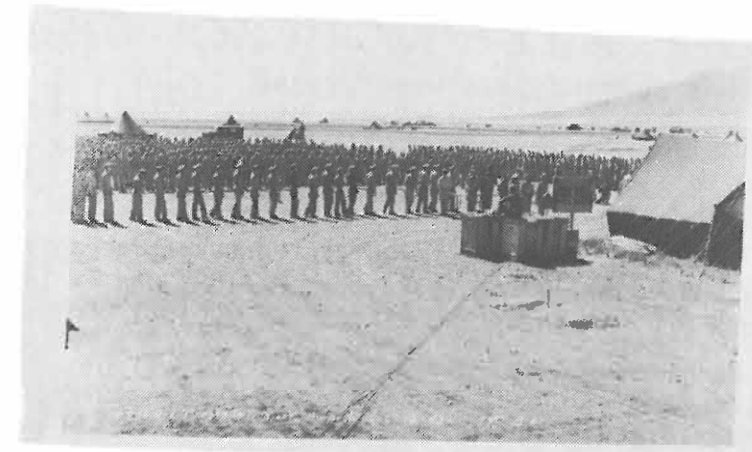
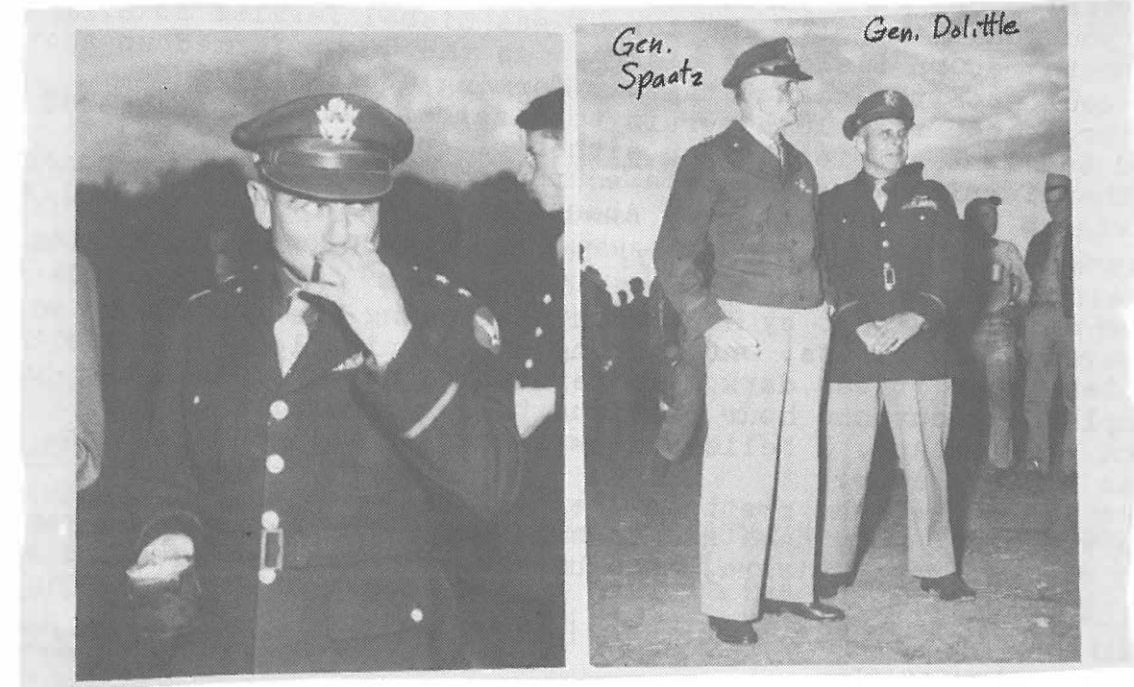
This office has furnished to our resident journeyman juju expert the names of all of you who are not yet members of the 15th Air Force Association. Beware lest you be transported back to The Gambia. JOIN!

Remember how the P-40 boys used to visit the Straits of Bonifacio on Graduation Day for the OTU field nearby? One Squadron would come in high from the south, causing the newly graduated pilots to scramble in their unarmed planes to the north, where the other three squadrons would be coming in low, too low for parachutes.

Remember when bad weather over an Italian target, probably Foggia, caused our formation to get split up? And I found myself the lead navigator of a six-plane formation at 8000 feet altitude? We could see a string of explosions in the Appennines forty miles away where the rest of the Group was apparently under attack, so I set course for Salerno Bay and we looked for a target so as to unload those damned bombs. When the hamlet of Andretta came into our view, Bombardier Bulkeley set up for a 6-plane massage of a bridge, after which we continued on, expecting light flak to chew us up any second.

We got home safely, and the S-2 spent half an hour trying to talk me into an admission that I had led the planes into Montello to bomb the marshalling yards there. He finally gave up on me, but he must have reported the target as Montello anyway, in spite of photographs that showed no railroad at all. Anyhow, the Intelligence Digest gave us credit for Montello.

And then there's the story of the Photographer whose first raid was the first mission to Rome. He removed the tail hatch, secured himself with a stout strap around his waist, and was able, they say, to lean out with his camera. The fellows in the adjacent plane saw him leaning out until the flak began bursting. After that only one eye, they say, was visible.



Here are my memories of May 3rd, 1943.

I recall that Murphy, the meteorologist said "If I were making the decision you wouldn't go." The target was Siebel ferries at Bizerte. Our alternate return field was Biskra. As the Group formed up above the field we could see the clouds rapidly forming at low altitude.

We proceeded with 18 aircraft to Bizerte. Through scattered clouds we failed to sight any ferries on either of our two bomb runs.

I then furnished Henderson a course to Biskra and began conscientiously to navigate us to that place. About ten minutes before dark I was rudely interrupted by P.G. Bulkeley, the Bearded Bombardier, saying "There's an airfield down there." I went on checking our course to Biskra, an operation made difficult by Henderson's standing the BTO on one wing, diving through the clouds, and landing on the nice long wide field. Ten minutes later it was dark. We were told that the field had just been completed about one hour previous to our arrival.

One other plane, I believe it was Goad's, followed us down. The field was at Levasseur.

The whole deal was pretty close. If Pete Bulkeley had not intervened we would probably have had to bale out into the sandstorm which was then raging around Biskra, and this story might not have had a happy ending. Thanks, P.G.!

geo

SPECIAL NARRATIVE REPORT:
MISSION: 5 May 1944 - PLOESTI

War Diary

I. ENEMY RESISTANCE

A. Fighters: A total of 7 enemy fighters consisting of 5 Me 1109s and 2 Me 110s were seen at a distance in the target area at 1435. Their altitude was 23,000 - 24,000'.

These E/A stayed well out and there were no encounters with our group.

B. Flak: Over the target, the 99th Bomb Group experienced intense, accurate, heavy flak of the tracking type, severely damaging 1 A/C and inflicting minor damage on 20 others.

Flak was also encountered on the way in and en route from the target.

II. SIGNIFICANT OBSERVATIONS

Air: 1440 - 23,500' - 1 B-17 of Group following burst into flames over target, hit ground and exploded.

1445 - 23,500' - 2 B-17s down - One exploded in air - one crashed in flames - no chutes observed.

1457 - 23,500' 1 B-17 going down over target on fire and exploded, 3 chutes seen - one man bailed out without chute from group behind 99th.

1503 - 10,000' - 1 Me 109 shot down by 4 B-17s flying alone.

14,300' - A/D - 20 S/E on ground 44°18'N - 25°40'E - Kraljevovs

MISSION REPORT

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Hits were seen in the target area but dense smoke and some clouds prevented accurate observation. Escort as briefed.

SPECIAL NARRATIVE REPORT

MISSION: 6 May 1944 - BRASOV A/D

I. ENEMY RESISTANCE

A. Fighters: Six to eight enemy fighters were observed at the target area from 1200-1205 hrs. at altitudes ranging from 19,500 to 21,000'. These were Me 109s and Fw 190s and made a total of 3 passes at the 99th Bomb Group. These were from 12 o'clock high, 6 o'clock level, and 8 o'clock level.

These attacks were not aggressive. The enemy fighters had yellow spinners, noses and wing tips. Zig-zag yellow stripes were observed behind the cockpits and 2 yellow stripes on the rudder. The swastika cross was outlined in yellow.

B. Flak: Over the target, at a mean altitude of ;20,100' moderate, inaccurate and heavy flak was experienced. This was of the barrage type and 2 A/C incurred minor flak holes.

On target chart #11-1A-NA, flak batteries were pinpointed at B-17, D-16, K-17, L-21, and M-13 and 14

Other flak positions were at the following points:

Bors, 44°06'N - 22°06'E, moderate, inaccurate, heavy
Kraljevo, 43°40'N - 20°40'E, moderate, inaccurate, heavy
Zagubica, 44°12'N - 21°48'E, slight, inaccurate, heavy
Zajecar, 43°45'N - 22°12'E, intense, accurate, heavy

II. SIGNIFICANT OBSERVATIONS

Air: 1101 - B-17 in flames 44°10'N - 22° 16'E.

1351 - Hear on radio A/C gave coordinates 43°52'N - 20°06'E - heading 231° G.S. 152 MPH alt. 1160' reported ready to bail out.

1315 - 10,000' - B-17 losing alt. at 13°40'N - 21°25'E.

1151 - 1 B-17 of group ahead went down over target from flak, crashed into ground, burst into flames, no chutes seen.

1109 - 17,000' 5 seaplanes - Danube 43°30'N - 22° 45'E.

MISSION REPORT

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: A/D appeared to be well covered with heaviest concentration on the southern (2/3) two-thirds of the field. At 1351, radio message picked up saying pilot bailing out of plane at 43°53'N, 20°06'E while heading 231 degrees. At 1151, B-17 down over target - hit by flak - no chutes. CRA-705 - 40 packages dropped over target. Escort as briefed.

SPECIAL NARRATIVE REPORT:

MISSION: 7 May 1944 - BUCHAREST M/Y, RUMANIA

I. ENEMY RESISTANCE

A. Fighters: Fighters were encountered between 1050 and 1105 just after our formation had turned off the target.

Between 20 and 25 E/AC, mostly Fw 190s and Me 109s and JU 88s were seen. There were 15 to attacks mostly from 4 to 8 o'clock, low, level and high. The attacks were for the most part unaggressive and were made by aircraft singly, in pairs, and a few of three abreast. Two frontal attacks by 3 a/c were made from 2 o'clock high, the a/c breaking right and left. In one case, an Fw 190 pressed very aggressively entirely through the formation. This Group's gunners claim eight enemy aircraft destroyed, one probably destroyed, and one damaged. There were no losses.

Some of the a/c were seen to have yellow noses, yellow wing tips and yellow stripes around the fuselage. One red-nosed silver Fw 190 was observed.

B. Flak: Heavy, moderate, barrage and tracking type. Fair as to altitude and deflection.

II. SIGNIFICANT OBSERVATIONS

Air: 1255 - 10,000', P-38 going down, 1 chute seen at 42°37'N, 19°03'E.

MISSION REPORT

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: The target area was very well hit with direct hits observed on tracks, buildings and roundhouse in the assigned area. Fires and explosions observed. Escort-P51 at 1105 hrs at 44° 05'N, 25° 10'E. P-38 joined at 1158 hrs at 43°40'N, 22°16'E.

SPECIAL NARRATIVE REPORT:
MISSION: 10 May 1944 - WIENER NEUSTADT

I. ENEMY RESISTANCE

A. Fighters: From 3 minutes before the target and lasting until 20 minutes after target, 20 to 30 enemy aircraft were encountered consisting of Me 109s, 110-s, 210, and 190s. Their attacks were very aggressive. Some came in from 9 to 1 o'clock high, also low and level. Some attacks were encountered from 5 to 7 o'clock high and low. The attacks were made singly as well as by 3s and 4s. One of our bombers was lost due to fighter attacks. At 1112, near the target area a T/E A/C dropped a bomb suspended on a red chute which drifted left away from our formation and was not seen to explode. Markings on the ships were as follows: One with red spinner, some silver, some black with white crosses, yellow noses and yellow stripes on tail.

B. Flak: Over the target, this group experienced heavy, intense, barrage and tracking type, which was accurate as to altitude and deflection. Red and white flak preceded fighter attacks. The lead ship was hit and the aileron cable was out just before bomb release.

II. CONCLUSIONS

Damage: From Flak 15 (2 heavy damage)
From Fighters 0
Other Reasons 0
(Edward P. Martin, S/Sgt 39590096 left foot shot off, 1 inch above ankle, by flak. Ball Turret Gunner

MISSION REPORT

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: The target appeared to be well hit. Some bursts were long and a few wide. The lead AC was hit by flak and thrown out of position just before dropping bombs. Nickels were not dropped - all in early returns. Escort: P-38s joined at 1005 at 45°N, 15°40'E and remained until 10 minutes after target.

MISSION REPORT - 12 May 1944

UNITE: Notary
35 OFF TO: Tarquina and Ladispoli A/D or Furbara

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Some a/c dropped on A/D at 42°13'N, 11°43'E with hits on runway and among TE/AC on the field. Other A/C dropped on A/D at 41°58'N, 12°0E with hits on runway and field and probable hits on apparent administration building.

SPECIAL NARRATIVE REPORT:
MISSION: 12 May 1944 - GERMAN ARMY HEADQUARTERS

I. ENEMY RESISTANCE

A. Fighters: None
B. Flak: None

II. SIGNIFICANT OBSERVATIONS

A. Land: 1700 hours - 8,000', several U shaped buildings with white and yellow roofs. Considerable activity in the vicinity. Pracciano (42°04'N, 12°04'E.)
1545 - heavy artillery seen between Cassino and Venafro from 16,000 feet.
1546 - 10,000' 5 or 6 smoke puffs seen 8 miles apart in vicinity of Furbara.
1640 - 22-truck convoy in wooded area at 42°02'N, 11°51'E - 20,000'.
1725 - Large fire observed 10 miles NE of Anzio, 13,000'.

B. Air: 1601 - 16,000', 41°24'N, 13°43'E, 1 B-25 went down, smoking badly, no chutes seen.

C. Flak Positions: At 41°15'N, 13°26'E, light, slight flak observed.

III. CONCLUSION

A. Total Losses: From Flak - 0
From Fighters - 0
Other Reasons - 0
- 15 -
B. Damage: From Flak - 0
From Fighters - 0
Other Reasons - 0
C. Victories: None
C. Corrections on Telephone Mission Report: None.

MISSION REPORT

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: The area around all tunnel entrances appeared to be well hit. Some hits were seen at entrance to NE tunnels and extending northward up the mountain.

SPECIAL NARRATIVE REPORT:
MISSION: 13 May 1944 - TRENTO M/Y

I. ENEMY RESISTANCE

A. Fighters: A total of six Me109s were seen just at the target. Two of these E/AC made a single pass on this Group's second wave, attacking from 5 and 6 o'clock slightly high. Each E/AC broke away at about 600 yards and did not repeat the attack. No claims and no damage to our AC.

B. Flak: This Group experienced a varying degree of flak, both as to intensity and accuracy, over the target. The first wave encountered only slight, inaccurate, heavy flak. The second wave however, encountered moderate, heavy flak that was fairly accurate as to deflection and altitude. A few of this group's A/C suffered minor to fairly heavy flak damage.

II. SIGNIFICANT OBSERVATIONS

Flak Positions: Heavy flak - Brescia

III. CONCLUSIONS

A. Losses: From Flak - 0
From Fighters - 0
Other Reasons - 0
B. Damage: From Flak - 7 (5 minor - 2 major)
From Fighters - 0
Other Reasons - 0
C. Victories: None
D. Corrections on Telephone Mission Report: None.

MISSION REPORT - 13 May 1944

3 OTHERS returned bombs to base because forced out of position at IP. 2 others dropped as follows: 1 on road intersection at 44°52'N, 12°18'E; 1 dropped on RR bridge at 45°06'N, 11°47'E, results undetermined.

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: The M/Y appeared well hit altho a number of bombs were over and a few were short. Escort as briefed. 60 packages NICKELS dropped over target "Stampa Libera #7".

SPECIAL NARRATIVE REPORT:
MISSION: 14 May 1944 - PIACENZA A/D

I. ENEMY RESISTANCE

A. Fighters: None
B. Flak: No flak was experienced at the target today, but en route to the target flak was encountered.

MISSION REPORT - 14 May 1944

0 FLAK AT TARGET: INTense, heavy, accurate flak at pola.

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: The hangars and barracks appeared to be well hit. Scattered hits were seen on A/D NW of hangars and a few just east and west of hangar line. Escort: P-38s were seen at 1204 45°15'N, 13°23'E and on to target. Nickels: 52 packages of nickels were dropped from IP to target.

MISSION REPORT - 16 May 1944

UNIT: Notary

0 FLAK AT TARGET: Heavy, moderate, accurate flak encountered by part of formation at Mostar at 43°20'N, 17°50'E.

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Turned back at 1004 hours at 44°40'N, 21°40'E due to weather front. no alternates were bombed due to separation of formation in weather. Bombs returned to base. Escort joined at 0950 hours at 44°48'N, 21°55'E. No Nickels dropped.

SPECIAL NARRATIVE REPORT:

MISSION: 19 May 1944 - PORTO MARGHERA, ITALY

I. ENEMY RESISTANCE

A. Fighters: No enemy aircraft were visible today.

B. Flak: From a mean altitude of ;19,000' a few bursts of slight, heavy and inaccurate flak were observed in the target area.

MISSION REPORT - 19 May 1944

UNIT: Notary

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: On target chat #4-120B-NA, hits at J & K - 18 to 21; G - 20 and 21; H&I - 19 to 23. Smoke rising to 12,000', visible for 30 miles after target. NICKELS: 59 packages dropped on target. Escort as briefed.

SPECIAL NARRATIVE REPORT:

MISSION: 19 May, 1944 - Porto Marghera, Italy [sic] I think it was Bucharest.

I. ENEMY RESISTANCE

A. Fighters: Six to eight enemy fighters were observed at the target area from 1200-1205 hrs. at altitudes ranging from 19,500 to 21,000'. These were ME109s and FW190s and made a total of 3 passes at the 99th Bomb Group. These were from 12 o'clock high, 6 o'clock level and 8 o'clock level.

These attacks were not aggressive. The enemy fighters had yellow spinners, noses and wing tips. Zig-zag yellow stripes were observed behind the cockpits and 2 yellow stripes on the rudder. The swastika cross was outlined in yellow.

B. Flak: Over the target, at a mean altitude of 20,100' moderate, inaccurate and heavy flak was experienced. This was of the barrage type and 2 A/C incurred minor flak holes.

On target chart #11-4A-NA, flak batteries were pinpointed at B-17, D-16, K-17, L-21 and M-13 and 14.

Other flak positions were at the following points:

Bors, moderate, inaccurate, heavy
Kraljevo, moderate, inaccurate, heavy
Zagubica, slight, inaccurate, heavy
Zajecar, intense, accurate, heavy

II. SIGNIFICANT OBSERVATIONS

A. Land: Factory (large)

50-75 RR cars on siding
20 sheds lined up in 2 rows at 45°24'N, 25°10'E; smoke to 200' over Ploesti
30 cars in M/Y at Uzicie
70 cars in M/Y
Podgorica A/D
25 cars in M/Y
M/Y-20 cars, no activity in yards; 75 E/A on Brazor A/D mostly S/E and few

T/E.

M/Y Rucar 8 trains medium
M/Y Loresti-160 RR cars
Factory at Slubik
M/Y-50 RR cars, Jayodina; heavy concentration of RR cars and trains in SW Roumania and NE Yugoslavia. All train movement to north.
Flak from Bor
No E/A on A/F
M/Y Corbunesti 30-40 cars in yards
M/Y Trstinik 30-50 cars in yards
M/Y 40 RR cars in yards
M/Y Lapoos 60 cars in yards
Bridge blown out at 43°42'N, 19°51'E
A/C vacant, Vzice
M/Y at 43°44'N, 20°37'E, 50 cars
active factory
M/Y 100 cars in yards

B. Water: 9 seaplanes on water
100 barges on river
18 barges and one tug on Danube at Turnu Severin
50 barges in Danube
6 balloons on West side of river

C. Air: B-17 in flames
Heard on radio A/C gave coordinates 43°52'N, 20°06'E, heading 231° G.S. 152 MPH alt. 1160' reported ready to bail out.
B-17 losing alt. at 13°40'N, 21°25'E
B-17 of group ahead went down over target from flak, crashed into ground, burst into flames, no chutes seen.
5 seaplanes, Danube

MISSION REPORT

- Unit: Notary Group Time: Date: 20 May, 1944
- 28 off to Wollersdorf A/D
- 0 Early 28 Sorties
- 28 over target at 0951 hours, at 23,500' - 25,000'
- 28 dropped on target, 83 tons; 500 lb.; bombs; .1/.01 tuses
- 1 other: jettisoned 4 x 500 lb. bombs at 47/13N, 14/35E on way up as engines were pulling too much.
- 0 e/a seen
- 0 e/a encountered
- 0 claims
- _____ flak at target, heavy, intense and accurate, both barrage and tracking type
- 0 lost 0 missing 0 at friendly fields
- 0 casualties
- 5 planes attempting photos
- Results. Escort give time and place of rendezvous and departure from bombers: Assigned area appeared to be well covered.
0852 - 19,500', B-17 out of control, crashed into mountains and exploded, 5 chutes at 46/22N, 14/35E
0918 - 19,000', B-17 crashed to ground at 47/30N, 14/59E, 6 chutes
1010 - 20,000', B-17 on fire near Radkersburg, 46/42n, 16/00E, 8 chutes, all on fire.
Escort as briefed.
60 packages, GB-8A dropped in target area.

UNIT: Notary
37 OFF TO: Avezzano town, Italy

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: The target was well covered starting at the M/Y and running southward thru 3/4 of the center of the town included in the area F to J 14 to 19 on TC#3-220-NA. P-51s seen at target. Escort: At 1150 - 42°06'N, 13°48'E and back - P-38s. 61 Packages Nickels - Stampa Libera #7 dropped in target area.

Flak from Frosinone, Isola and Veroli was heavy, intense, and accurate, barrage and tracking.

II. SIGNIFICANT OBSERVATIONS

A. Land: A convoy of 20 trucks was seen at 1020 hours at 41°28'N, 13°33'E, heading SE, 8,500'.

B. Flak Positions:

Along RR from 41°33'N, 13°30'E to 13°30'E. Unknown number of batteries at the following:

41°30'N, 13°30'E	41°27'N, 1340'E
41°30'N, 13°00'E	41°35'N, 1340'E
41°30'N, 13°41'E	41°40'N, 1330'E
41°32'N, 13°41'E	41°43'N, 1337'E

III. CONCLUSION

Corrections on Telephone Mission Report: The a/c reported missing landed at Pomigliano A/D, Naples, with 3 engines out - no report as to casualties. Line 12 - 7 wounded instead of 6.

MISSION REPORT

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Group got off course and went over enemy lines at 8-10,000'. Was hit by intense, accurate flak and the formation split up in the Frosinone area, tried to reform over the coast, but because of difficulty in this and the heavy flak damage sustained, returned to base.

Escort: penetration, at target and withdrawal as briefed. 1005 - P-47s and 51 JP-38s at 43°00N, 07°00E. Rendezvous at 0818 hrs. P-38s at 41°00N, 12°40E at 12,000'. Left at 1140 hrs. at 42°25N, 08°25E Alt. 14,900.

SPECIAL NARRATIVE REPORT:

MISSION: 24 May 1944 - ATZGERDORF AC FCTY- AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: At 1010 hrs., when at approx 17,000 ft at (46°15N, 15°00'E) this group encountered 4 Me 109s. They were not aggressive, making one frontal attack each before breaking away. This group was the 3rd of 4 groups over the target.

At the target, there were four or five individual attacks by JU 88s, Me 109s, 110s, and 210s. These were also unaggressive, and made only one pass. Attacks were mostly frontal with one coming from 6 o'clock level. The fighters were dark gray or black, with white cross on wings.

B. Flak: Over the target, at a mean altitude of 22,500' this group experienced heavy, intense flak of both barrage and tracking types. This varied from accurate to inaccurate. Flak positions were pinpointed as follows:

On target chart #14-36-NA:

A-20
B-8

Other flak positions noted were at:

47°20', 15°10' - heavy, mod., inac.
43°45', 15°43' - light, slight, inac.
43°40', 15°50' - light, slight, inac.
47°30', 14°50' - heavy, mod., accur.
47°11', 14°45' - heavy, inten, inac.

II. SIGNIFICANT OBSERVATIONS

A. Air: 1005 hrs 16,000' - A P-51 going down at 46°00, 14°55', no chute.
1006 hrs. 16,000' - 4 chutes seen at 46°03, 14°50 but no A/C.
1010 hrs. 17,000' - at 46°15, 15°00 a B-17 went down apparently from fighter attack. 4-5 chutes.
1011 hrs. 17,000' - One unidentified S/E A/C spinning to ground at 46°05, 15°00.
1013 hrs. 17,000' - 4 chutes seen at 46°40, 14°30 but no A/C.
1013 hrs. 18,000' - Me 109 shot down by escort at 4640, 1413, pilot bailed out.
1030 hrs. 21,000' - A B-17 exploded at 46°40, 1550, 4 chutes.
1115 hrs. 23,000' - B-17 exploded in target area, 1-3 chutes.
1117 hrs. 23,000' - A B-17 blew up at 47°50, 16°15, 5 chutes.

MISSION REPORT

UNIT: Notary
34 OFF TO: Atsgerdorf A/C Fcty., Austria

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Bombs were dropped by PFF thru 8/10 to 10/10 clouds. Mostly results were unobserved altho some crews reported sighting bursts on and adjacent to target on the north, east, and south. Escort of P-38s and P-51s made rendezvous at 1000 at 4550N, 14°56'E and stayed to target and back. 60 packages of Nickels, GB-8A were dropped over target.

SPECIAL NARRATIVE REPORT:

MISSION: 25 May 1044 - LYONS, FRANCE

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were encountered.

B. Flak: This Group did not reach their target. The Group got off course ending up over enemy lines in the vicinity of Frosinone at 8 to 10 thousand feet, where they were hit by intense flak. In taking evasive action, the Group became separated, tried to reform again over the coast but because of difficulty in doing so, and heavy flak damage suffered by a number of the a/c, they returned to base. Twenty-four (24) a/c jettisoned and ten (10) a/c returned bombs to base.

SPECIAL NARRATIVE REPORT:

MISSION: 26 May 1944 - BIHAC, YUGOSLAVIA

I. ENEMY RESISTANCE

A. Fighters: None.

B. Flak: None.

II. SIGNIFICANT OBSERVATIONS

A. Land: 0958 - 19,000', highway bridge at 44°45'N, 15°23'E, being rebuilt.
1015 - 18,000' 10 s/e at 4455'N, 15°50'E.
1016 - 18,000', 25 cars in M/Y at 44°58'N, 16°10'E.
1021 - 18,000, A/D at 44°47'N, 1550'E. Appeared to be vacant.

B. Water: 0941 - 13,000', Medium M/V anchored at 44°07'N, 15°15'E.
0943 - 16,000', one DD anchored at 44°21'N, 14°48'E.
0945 - 15,000', 2 medium M/Vs anchored at 44°15'N, 14°45'E.
1037 - 13,000', large M/V anchored at 43°52'N, 1532'E.

MISSION REPORT

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: City area appeared well hit. Many fires and much smoke. Escorts as briefed.

SPECIAL NARRATIVE REPORT:

MISSION: 27 May 1944 - AVIGNON M/Y, FRANCE

I. ENEMY RESISTANCE

Fighters: There were several reports of 4-8 Me 109s and FW 190s being seen at 1046 just after bombs away. These were at an altitude of 18,000', were dark in color and passed under our formation from the rear. They stayed far out from us but appeared to be after the group behind us.

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Good pattern bomb strikes covered assigned area - 11-12. Hits at 13-14-15, J-K-L. Some short, some long. Roundhouse at 16-J hit. 3 large fires and explosions at 15-J.

SPECIAL NARRATIVE REPORT:

MISSION: 29 May 1944 - VOLLEPSDORF A/D

I. ENEMY RESISTANCE

A. Fighters: There were no fighters encountered either en route, at target, or in target vicinity.

B. Flak: Heavy, intense, accurate flak over target. Both barrage and tracking types.

II. SIGNIFICANT OBSERVATIONS:

Air: 0851 - B-17, of another Group crashed at 46°13'N, 114°35'E, 20,000', 7 chutes were seen.

1005 - 22,000', B-17 of another Group blew up near Radkersburg 46°42'N, 16°00'E. 8 chutes observed on fire.

III. CONCLUSIONS

Damage: From Flak - 14 a/c holed, damage slight.

From Fighters - 0

Other Reasons - 0

SPECIAL NARRATIVE REPORT:

MISSION: 11 June 1944 - FOCZANI A/D, ROUMANIA

I. ENEMY RESISTANCE

A. Fighters: Fighters were observed by the group immediately to 10 minutes after target. The fighters, 15 to 20, were for most part Me109s with a few FW190s, and Me210s.

Attacks were made from 11 to 2 o'clock, from low. General pattern of attack was as follows: Approaching from rear and side, E/A flew along parallel with us for short time, then turned sharply in pairs, making single passes at our A/C.

There was one report of 1 frontal attack each by 2 Me210s

There also were reports of rockets being fired at other formations, none directed at this group, however.

Markings: Some E/A were mottled brown and yellow, camouflaged design. In all, there were six encounters.

B. Flak: Over the target, this group encountered heavy, moderate and accurate flak, both barrage and tracking type. Flak heavy and light of varying intensity was encountered en route to target and after leaving target.

II. SIGNIFICANT OBSERVATIONS

Water: 1105 - 18,000', 60 barges at 43°52'N, 25°56'E

1105 - 18,000', 5 M/Vs and 11 barges tied up at 43°37'N, 25°12'E

1154 - 12,000', a medium M/V anchored at 42°03'N, 24°50'E

1156 - 11,000', oil slick and one chute seen in Adriatic at 42°08'N,

16°40'E, P-36s were circling and a B-17 was dropping a life raft.

III. CONCLUSION

Damage: From Flak: 6 a/c suffered minor flak damage (Sgt G.A. Dulac ASN 33501880 W/Gunner suffered slight facial wound from flak)

From Fighters: 0

Other Reasons: 0

MISSION REPORT - 11 June 1944

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Good pattern on assigned target area. Escort: P51s from Russian base to home base. P-58s met formation at 44°04'N, 26°56'E at 1052 and brought them in.

SPECIAL NARRATIVE REPORT:

MISSION: 13 June 1944 - OBERPFAPPEMHOFEN A/D

I. ENEMY RESISTANCE

A. Fighters: As this group approached the IP, 8 to 10 Me109s, FW190s, and Ma202s were seen circling from 12 to 6 o'clock 3000 feet below the formation. These disappeared as the target was neared but just after the target approximately the same number of E/AC appeared and made single unaggressive passes at the last squadron in the group formation. With the exception of one Me109, which pressed its attack to within 200 yards, all attacking AC were very unaggressive to close. The attacks were made from 3, 6, and 9 p'clock. There are no claims and no losses. The E/AC were dark in color, some being reported as olive drab other as black.

B. Flak: On the way to the target this group observed heavy, intense flak from Aviano at 46°04'N, 12°35'E. Over the target, moderate to intense, accurate, heavy flak of both barrage and tracking types was encountered. Twenty-four out of 27 A/C in this group suffered minor flak damage while two personnel were wounded, one slightly and one more serious.

On the return route, flak was seen bursting from the vicinity of Villaorba A/D and Roveredo A/D in Italy.

II. SIGNIFICANT OBSERVATIONS

Air: _____ - at target--approximately 60 P-51s on withdrawal - P-38s to coast of Italy.

0845 - 17,000', 46°00'N, 12°40'E - P-47s picked up

1120 - One B-24 seen going down at 44°50'N, 13°22'E.

III. CONCLUSION

Corrections on Telephone Mission Report: Item 12 - 2 men wounded. S/Sgt Harlan L. Hill ASN 16054490.

PHILIP M. PHILIPS

Captain, Air corps

S-2, 99th Bomb Gp (H)

SPECIAL NARRATIVE REPORT

MISSION: 14 June 1944 - BUDAPEST SHELL OIL REFINERY, HUNGARY

I. ENEMY RESISTANCE

A. Fighters: A total of 4 Me109s was observed in the Budapest area at 1105 hours. They stayed out and made no passes at our formation.

B. Flak: From a mean altitude of 23,000' the 99th Bomb Group encountered heavy, moderate to intense, and accurate flak over the target. This was both barrage and tracking type.

II. SIGNIFICANT OBSERVATIONS

Air: 0955 - Escort rendezvous, 17,300' approximately 40 P-51s, 44°46'N, 17°11'E.

1210 - 11,000', B-17 down in flames at 44°18'N, 17°05'E, 8-10 chutes seen.

1300 - 7,500', 2 B-17s collided at 43°16'N, 16°36'E, three chutes.

1306 - P-51 went down at 4314'N, 15°53'E, one chute seen.

MISSION REPORT - 14 June 1944

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Results believed to be excellent. Good and complete coverage target area. Many fires - explosions and much smoke from bombing of other groups ahead. Hits observed at (12-14, I-K) (R, 15). A very large fire at (14, I). 69 packages Nickels dropped. Escort: 0955 - 44 46'N, 17 11'E - approximately 40 P-51s - 20 minutes before - at target and back to coast Italy.

SPECIAL NARRATIVE REPORT

MISSION: 16 June 1944 - VIENNA/KAGRAN VACUUM OIL CO., AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: While still eighty minutes from the target and flying at 23,000', a formation of 9 Me109s was seen in the area of 45°08'N, 17°23'E. These a/c were being engaged by our escort and stayed far out.

At the target area, 12-15 a/c consisting of Me109s, FW190s, JU88s, and Me410s were seen at 23,000'. They did not come in but were engaged in dog fights with our escort. These lasted from 1035 to 1042.

B. Flak: Over the target, the 99th Bomb Group flying at a mean altitude of 23,100', experienced heavy, intense and accurate flak, that was both precise as to altitude and deflection. This damaged 3 of our aircraft.

II. SIGNIFICANT OBSERVATIONS

Air: 0955 - 23,500', 47°12'N, 17°52'E, unidentified a/c exploded 10 miles ahead of formation.
1025 - 23,000', above Bratislava - one B-24 exploded. Escort: Rendezvous -0900, 20,000', 44°45'N, 17°10'E, P-51, rendezvous and took to IP.
0935 - 23,500', 46°32'N, 17°49'E, P-47 to IP. P-38 over target and covered withdrawal.

MISSION REPORT - 16 June 1944

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: There were hits short of the target and some over but the target was apparently well hit. Fires and smoke were visible for 100 miles on the route back. Escort: P-51 joined at 0900 at 44°45'N, 17°10'E. P-47 joined at 0930 at 46°32'N, 17°49'E. Stayed until the IP. P-38s joined over target and covered withdrawal. 66 packages of NA2 nickels dropped.

SPECIAL NARRATIVE REPORT:

MISSION: 22 June 1944 - MODENA M/Y, ITALY

I. ENEMY RESISTANCE

A. Fighters: This group had no encounters with E/AC. At 1150 hours three Me109s with yellow noses were seen at an altitude of 22,000 feet at 44°36'N, 11°40'E. Escort was seen to engage these a/c.

B. Flak: Two exceedingly large bursts were seen somewhat below and in rear of the formation while over the target. These bursts were reported to be considerably larger than any hitherto observed. On the route out this group encountered moderate, heavy, accurate flak apparently coming from the mountains along a railroad and in the vicinity of RR tunnels. The area was reported as being some distance south of Bologna on an east west line. Five of this group's a/c suffered minor flak damage.

II. SIGNIFICANT OBSERVATIONS

Air: 1229 - 21,200', an unidentified bomber behind 99th Bomb Group broke into flames and crashed at 44°12'N, 11°25'E. Too far away to observe any chutes.

III. CONCLUSION

Corrections on Telephone Mission Report: Five (5) bombs hung up and jettisoned after target - were not previously reported as jettisoned.

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

SPECIAL NARRATIVE REPORT:

MISSION: 23 June 1944 - ROMANO AMERICANO OIL REFINERY-PLOESTI

I. ENEMY RESISTANCE

A. Fighters: Just before reaching the target 30 to 40 enemy Me109s and FW100s were observed coming up to altitude from different directions. As the target was approached a few of these a/c made very aggressive frontal attacks singly, passing thru the formation in an evident attempt to disrupt the bombing formation. Just after leaving the flak, additional fighters attacked from front and rear, principally level. A total of 20 to 30 attacks were made before, during, and after the target, for approximately 20 minutes. This group has preliminary claims for 2 Me109s destroyed without any losses to our a/c. It was reported that several of the enemy fighters fired a shell which exploded with a rather large silver-colored flash.

B. Flak: This group encountered moderate to intense, heavy, accurate flak over the target. The group was in the flak area for about 4 minutes and seventeen (17) of its a/c suffered minor flak damage. Seven crew members were wounded by flak and one of our a/c is missing.

II. SIGNIFICANT OBSERVATIONS

Air: 0945 - 24,000', a B-17 of another group hit by flak and going down. No chutes seen.
1027 - 22,000', a B-17 going down at 44°52'N, 26°00'E, was lost sight of at 1,000'.
1037 - 20,000', #995 of 348th Squadron, had 2 engines out and losing altitude at 44°25'N, 24°25'E, 6 chutes.
1120 - 14,000', a B-17 going down but apparently under control at 43°25'N, 22°38'E.

III. CONCLUSION

A. Total Losses: From Flak - 0
From Fighters - 0
Other Reasons - 1 (#995, 348th Squadron-cause unknown)

B. Damage: From Flak - 17 (minor)
From Fighters - 1 (minor damage)
Other Reasons - 0

MISSION REPORT - 23 June 1944

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Bombs were dropped in immediate target area but effective smoke screen prevented observation of results. Escort at 42°N, 29°E at 0820 hours, P-328s to target and back, some 51s were seen over target. 58 packages of CRA - 701 nickels were dropped over target.

MISSION REPORT - 24 June 1944

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Difficult to observe because of smoke - smoke 8 to 10,000 feet.

SPECIAL NARRATIVE REPORT:

MISSION: 25 June 1944 - SETE, FRANCE

I. ENEMY RESISTANCE

A. Fighters: No enemy fighters were observed by the 99th Bomb Group on today's mission.

B. Flak: From a mean altitude of 21,800', two bursts of slight, heavy and inaccurate flak were observed in the target area. These bursts came up to 12,000' behind our Group and were fired from a boat anchored at _____ on target chart #6-111-NA.

SPECIAL NARRATIVE REPORT

MISSION: 26 June 1944 - VIENNA/WINTERHAFEN OIL DEPOT

I. ENEMY RESISTANCE

A. Fighters: This Group met with very little fighter resistance. The highest number of E/A observed was 10, principally in the vicinity of the target, and consisting of Me109s, FW190s, Me410s, and JU88s. They were not aggressive, only one direct attack being reported. This particular attack was made by one of 3 Me109s which came up from the vicinity of Zalaegerszeg at approximately 46°49'N, 16°56'E. The attacking Me109 was black and made one diving pass from the rear.

Just off the target at 1000, 2 Me109s attacked 2 straggling B-24s that were trying to join our formation. One (1) B-24 was shot down.

B. Flak: Over the target, this Group encountered heavy, intense, accurate flak as predicted. Flak was of barrage and tracking type.

II. SIGNIFICANT OBSERVATIONS

Air: 0957 - 22,000', B-24 down from flak in target area, 9 chutes.
0958 - 22,000', B-17 down from flak at target, 8 chutes.
0959 - 22,000', B-17 down from flak at target, no chutes.
1018 - 20,000', B-24 going down after attack by E/A, at 46°49'N, 16°56'E.

MISSION REPORT - 26 June 1944

2 E/A ENCOUNTERED, TACTICS, ETC. These were attacking 2 B-24s who were attempting to take cover under our group.

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Hits observed at 13-14-15 T and J on chart #14-15-NA. Several fires and explosions in assigned target area. Escort: at 0823 - P-38s and P-51s met us at 14,000' at 44°00'N, 15°40'E. Took up into target and back. Nickels: 70 packages of DFJ-8 dropped at target area.

SPECIAL NARRATIVE REPORT:

MISSION: 27 June 1944 - BROD M/Y YUGOSLAVIA

I. ENEMY RESISTANCE

A. Fighters: This Group observed 6 to 10 Me109s and FW190s, one small group at 1030 hours at 46°30'N, 46°30'E which were only seen for a few moments off in the distance. Another formation of six Me109s were seen at 47°10'N, 19°20'E. Two of these E/AC attacked the last plane in our formation, making a single pass each from 7 o'clock high and inflicting some damage to the a/c before being driven off by P-38s of the escort. There are no claims.

B. Flak: Scant, heavy, inaccurate flak was encountered by this Group over Brod. Flak was of the tracking type and damage to our a/c was negligible.

MISSION REPORT - 27 June 1944

2 E/A ENCOUNTERED, TACTICS, ETC.: Me109s attacked one of our A/C at 47°10'N, 19°20'E each making a single pass from 7 o'clock high, were driven off by P-38s after doing some damage.

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Hits in western and central portion of M/Y. Some hits to N and S of Yards. Fires observed in target area. Escort 0910: all escort joined at 44°50'N, 16°45'E and stayed until return to coast of Yugoslavia.

MISSION REPORT - 28 June 1944

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Target area was well hit with explosions, fire, and smoke visible. Some bombs fell into water. Escort: P-38s joined at 0845 hrs at 42°30'N, 07°55'E and stayed to target and return.

SPECIAL NARRATIVE REPORT:

MISSION: 30 June 1944 - BUDAPEST, HUNGARY

I. ENEMY RESISTANCE

A. Fighters: No enemy a/c were observed or encountered by the 99th Bomb Group.

B. Flak: From a mean altitude of 24,500', heavy, slight to moderate and inaccurate flak of the tracking type was experienced at the target area.

MISSION REPORT - 30 June 1944

RESULTS. ESCORT GIVE TIME AND PLACE OF RENDEZVOUS AND DEPARTURE FROM BOMBERS: Dropped thru overcast - by PFF. No observations. Weather: Overcast front moving in about Lake Balaton. Escort: Rendezvous P-47 - 38s - 51s at Lake Balaton. Were at target - left 10 minutes after.

SPECIAL NARRATIVE REPORT:

MISSION: 2 July 1944 - VINKOVIC M/Y, YUGOSLAVIA

I. ENEMY RESISTANCE

A. Fighters: 10-15 Me109s and FW190s were seen between Budapest and Brod, between 1200 and 1226 hours at an altitude of 21,000 to 22,000'. These stayed out at a distance and were engaged by the fighter escort.

B. Flak: While flying at a mean altitude of 21,000' over Brod, the 99th Bomb Gp (H) experienced no flak of any sort at the target area.

II. SIGNIFICANT OBSERVATIONS

Air: 1100 - 24,000', 2 a/c down in flames over Budapest. One chute opened.
1140 - 10,000', 47/36N, 17/36E, B-17 last seen, one engine on fire.
1200 - 20,000', B-17 losing altitude, attacked by E/A, believed covered by P38s.
1215 - 46/00N, 19/30E, a/c #041 going down vicinity primary target, just west Subetieia.
1248 - 14,000', 44/00N, 18/15E, B-17 dropped below formation into clouds. 1257 - 12,000', 43/48N, 18/13E, B-17, a/c #998 slowly dropping from formation and two (2) superchargers out. Last seen dropping through clouds.
1320 - 42/28N, 17/40E, off Yugoslavia coast - 5 P-38s, 2 B-17s circling around unidentified a/c, ditched.
1325 - 10,000', 42/22N, 17/25E, Squadron B-17s circling over water.

SPECIAL NARRATIVE REPORT:

MISSION: 4 July 1944 - BRASOV, ROUMANIA

I. ENEMY RESISTANCE

A. Fighters: There were no E/A observed by this Group at any time during mission.

B. Flak: At the Primary Target, flak was heavy, moderate, accurate as to altitude. Deflection was off. There was no other flak seen en route to or coming from target.

II. SIGNIFICANT OBSERVATIONS

Air: 1014 - 24,000', at I.P., 45/50N, 25/08E, 1 B-17 #651, 99th Bomb Group, feathered #1 engine - peeled off to right, lost sight of at 1038 hours, 22,000', heading 250 degrees, 10 chutes seen when #651 was at approximately 8,000'.
0950 - 24,000', 45/10N, 22/20E, 1 B-17 salvoed bombs, feathered engine but stayed in formation.
1031 - 1 B-17 going down, 45/30N, 24/20E.
1035 - 1 B-17 losing altitude fast, 45/20N, 24/50E, 21,000'.
1039 - 1 B-17 crashed - 45/10N, 24/42E, 10 chutes, 21,000'.

Communications: Considerable rail traffic was observed in western Roumania and Yugoslavia. 2 long and 1 short moving trains were seen in Yugoslavia and RR wagons in M/Y varied in number from 20 to 300.

SPECIAL NARRATIVE REPORT:

MISSION: 5 July 1944 -- MONTELLIER, FRANCE

I. ENEMY RESISTANCE

A. Fighters: 3-5 Me109s were observed at 1345 hours immediately after the target and for a period of 20 minutes. These enemy a/c were at altitudes of 20-25,000'. They made no effort to attack the B-17s. The escort of P-51s engaged the enemy fighters - one Me109 was seen to go down.

B. Flak: Over the target area, while flying at a mean altitude of 21,700', the 99th Group experienced heavy, moderate flak. This was accurate both as to altitude and deflection. Barrage as well as tracking type was experienced.

II. SIGNIFICANT OBSERVATIONS

A. Air: 1235 - 22,000', 42/43N, 06/42E, 1 B-17 turning back #3 engine feathered. 1245 - 1 B-17 went down over Toulon.
1342 - 21,000', 2 unidentified fighters down in water just south of target.
1457 - 12,700', Corsica, 42/14N, 08/47E, 1 B-17 crashed into mountain.

B. Communications: A small amount of shipping was observed in harbors of Marseilles, Toulon, Sete and Lake Barry. Also approximately 10 to 12 mod., M/Vs were plying coast in same general vicinity.

SPECIAL NARRATIVE REPORT

MISSION: 6 July 1944 - BERGANO STEEL MILL, ITALY

I. ENEMY RESISTANCE

A. Fighters: This Group did not observe a single enemy fighter en route to target, at the target, or on return route to base.

B. Flak: Over the primary target, this Group experienced heavy, slight, fairly accurate flak of the tracking variety. No flak was encountered en route to and from the target.

II. SIGNIFICANT OBSERVATIONS

Communications: A moderate amount of activity was observed in M/Y of most target cities passed over in Po Valley. Number of RR wagons in M/Y varied from 100 to 300.

SPECIAL NARRATIVE REPORT:

MISSION: 7 July 1944 - BLECHHAMMER SYNTHETIC OIL PLANT, GERMANY

I. ENEMY RESISTANCE

A. Fighters: Enemy fighters were encountered from 1000 hours to 1130 hours, on the way to the target and part of the way back. At 0957 at 48/28N, 17/33E, about 50-60 Me109s, 110s, 210s, 410s, MU88s and FW190s were observed.

These made some 8-10 unaggressive passes at our group. Me109s attacked 6 abreast from the rear and also from 7 o'clock level. 24 Me210s, attacking 12 high and 12 low, were observing attacking groups behind us and going after all stragglers.

JU88s and Me210s were observed firing rockets from 6 o'clock level.

The enemy aircraft were observed to be entirely silver colored.

B. Flak: At target area, while flying at a mean altitude of 22,000', the 99th encountered heavy, moderate to intense and accurate flak. This was both barrage and tracking. It was impossible to pinpoint any of these batteries as smoke pots blacked out the entire area.

II. SIGNIFICANT OBSERVATIONS

Air: 0950 - 21,200', B-17 going down in flames 47/46N, 17/59E, no chutes observed.

0957 - 22,000', B-17, 42/31N, 17/31E, down by fighters - 8 chutes.

1011 - 22,000', B-17 down by fighters, 48/46N, 17/30E, 7 chutes.

1017 - 21,000', B-17 down at 47/46N, 17/56E, no chutes observed.

1335 - 21,500', near Kromerig, 49/20N, 17/23E, exploded, saw 10 chutes.

1336 - B-17 crashed near Manfredonia 41/38N, 15/35E, tail cut off in crash with other a/c in same formation. Nosed straight down - no chutes.

Dear George:

You do not remember me--I was not an "original."

A couple of days ago I received my back copies of the Newsletter. Vol 5 No. 2 certainly caught my attention.

Under War Diary, pg 24, April 23 is "A routine day." Well it may have been for some--but for me--I had a new bombardier--we went to good old Wiener-Neustadt--lost an engine and bombardier over target--got jumped by 2 EAs when I could not keep us with 17s-or 24s--saved by 2 P38s after Jerries' first pass didn't get us. Lost 2nd engine over Adriatic--lost 3rd before reaching Foggia, and 4th quit on runway. I didn't think it routine and since it gave me 51--I headed home.

I have now located two more of my original crew--working on the rest--certainly enjoy your publication--keep them coming! You are doing a fine job.

See you in Dayton in June '86.

Charles D. Boggs
416th

#2 Terni--21 Oct 43
50-51 W.N.--24 Apr 44

5325 Jessamine Ln
Orlando, Fl 32809

Dear George:

Just to keep the record straight, the top item on page 10 of the Sep 85 Newsletter was not quite accurate. The "Cub" which located the 348th Sq B-17 that went in on Milk-Run mountains north of Foggia, had 4 motors, each of 1200HP, a ball turret--yep--it was a B-17. I know 'cause I was flying the thing.

The B-17 that went up the morning after the crash found the wrong craft--there were a lot of wrecks up there from both sides, and very rugged terrain. We tried to locate a light plane to use in the search, to get low and slow. Found the British had a Fairchild 24 at a field near Foggia, but they wouldn't lend it--so much for lend-lease!

I was hanging around, trying to get a plane to fly home (as I was allergic to cruise ships that only served 2 meals a day). So I took a B-17 and crew up the 2nd day, made a pretty positive I.D. of the wreck, guided the ground party to the site. It was our B-17, but unfortunately everyone was dead. At least we knew survivors weren't up there waiting for help.

The ground party was led by the 3348th Flight Surgeon, a real fine guy.

So much for the "Cub"

Keep up the good work,
Joe Upchurch

D.J. SOPP
2418 East Rahn Road
Kettering, Ohio 45440

June 25, 1984

Dear George,

When we were at the reunion in Houston, you asked me if I had a picture of the B-17 that showed the name "Battlin' Bobby." I'm enclosing a copy of that picture. This was taken late in September, 1944 after I had finished my fifty missions.

"Battlin' Bobby" was a late Model F, B-17. Her Serial Number was XXX182. She was painted the olive drab colors, and she was very obvious among the shiney new Model Gs that were on the 346th Flight Line during the summer of '44.

Major Al Schroeder was our Squadron C.O. during this period, and he assigned "Battlin' Bobby" to our crew. We flew most of our missions in this plane and both our Pilot (Marvin A. Smith) and Co-pilot (Harold Corbin) preferred Bobby to the Gs. Even to this day, Harold calls "Battlin' Bobby" the "perfect B-17."

I don't know who painted "Battlin' Bobby," but I always liked his work. Her name was on the nose section on the pilot's side. A picture of Bobby was on the co-pilot's side. Bobby was about 5/8', a very lovely lady with an "Ipana" smile, and her hair was long and wavy. Her only clothing was a very brief bikini and boxing gloves. Her left hand rested easily on her left hip and her right hand was raised triumphantly. Lastly, the initials "SIB" were painted under the co-pilot's side window.

"Battlin' Bobby" survived combat and was retired on Thanksgiving Day, 1944. Harold Corbin became a First Pilot after the rest of us finished our missions. After Harold's last mission on that day, Col Lauer officially grounded "Battlin' Bobby." He didn't want to see that old Model "F" in formation any longer with all those new Model Gs.

I have a picture of our crew working under the wing of Bobby on one of those rare nonflying days during the summer of '44. This photo includes Al Wertz of Trenton, Michigan, who was one of many who helped take care of "Battlin' Bobby." Because of their dedication and sincere efforts, goes much of the credit for the "Perfect B-17s" that we flew in combat.

Best regards,

Jim Sopp



Dear George,

2639-C Sunrise Village Drive
Orange Park, FL 32073

Since the notice regarding my late husband appeared in the March issue of the D.A.V. Magazine I have heard from a number of DAV members across the country as well as from Harry Strash who served with Slavy. Harry belongs to the American Legion and heard about it from a friend. I have many letters to answer.

In the meantime I have been going thru Slavy's wartime papers, etc. and family keepsakes. Enclosed are some mementoes that your organization may keep. The secret and restricted papers (yellowed with age) are extra copies from among those sent to Slavy shortly after his medical discharge in 1945. On the Avon Park, Florida Special Orders of 3 May 1944 Slavy was the tailgunner with Crew 21. The list of Capt. Robert A. Carter's fifty-two (52) crews there will give you many more names to check. The only and last known addresses I have are of some of Slavy's crew members.

The B17-Gs they flew on their missions were "Mighty Mike", "Patches", and "Vicious Vixen". I'm not positive, but I think it was "Mighty Mike" that went down over Ploesti. Two were killed on that last mission--LT John Flynn, the bombardier and only married member, and SGT Louis Ahr, ball turret gunner who was his parents only son. Harry knows the Ahr family. In his letter he mentioned that Bob Glenn (navigator) was in South America.

Two snapshots I am enclosing were taken in 1944. These close-ups might help jog someone's memory. (I hope!) I have photos taken in Avon Park and Miami as well as crew members aboard their B17 in Florida. The largest (8x10) photo I have is from the U.S. Army Air Corps when Slavy and SGT John Domoracki were the first medical evacuees flown stateside. They landed in Mitchell Field where a broadcast recording was made for radio station WOR in New York City during September 1944.

George, I am also enclosing a copy of General Orders 52 dated 31 Oct. 1944 from the Mediterranean Theater of Operations. Slavy received this April 5, 1945, the month after his discharge from Lawson Army General Hospital in Georgia. When I asked him what he was going to do about receiving the Distinguished Service Cross, he simply shrugged it off saying it was just a job and the Army would catch up with him eventually. Well, he never got to see it. Thanks to a family friend, Steve Furimsky, COL, USMC (Ret.) our family received it in April 1977. The only media that carried the story was the "Windsock" published for the base at the USMC Air Station, Cherry Point, North Carolina.

Shortly after Slavy's death on January 23, 1966 a letter came to him from Princess Catherine Coradja who had befriended Americans in Roumania. I have a partial list of ex-POWs from there. Slavy would have wanted to meet her again after all those years. A name not on that list is that of LT Fred Hastings, a fighter pilot with the 15th Air Force. Fred, Slavy and I had gone to high school together in Lodi, New Jersey. They met in the Bucharest prison compound in August 1944. If you don't have that list I'll be glad to make a copy for you.

George, I have an 8x10 paperback titled "The 15th Over Italy" that Slavy bought in 1947. It is a little shopworn from years ago while our children were growing up, but the Society is welcome to it if you don't have it. Please let me know and I will send it along.

I am still looking for anything more I can find of interest in some moving storage boxes. Since Slavy's death we have moved from Oakland, New Jersey to New Bern, North Carolina; from there to Port Richey, Florida and recently to Orange Park just across Jacksonville's southern border. Three of our children live in North Carolina and one is in Massachusetts.

George, I have enjoyed reading the newsletter and am looking forward to the next one.

Sincerely,

Dear Helen;

Thank you for your letter and for the copy of THE 15TH OVER ITALY. We will keep the booklet in our files unless the 15th Air Force Museum should want it for their files. We hope to see you at Fort Lauderdale if not sooner.
George

More on the "Milk Run."



On November 7, 1944 on a mission to Maribor, Yugoslavia, our aircraft encountered flak from the enemy. We had one direct hit on No. 3 engine and bomb bay which was followed by fire. Also, a partial hit in the tail area. The pilot, Lt. Delph, rang the bail out bell. I was the tail gunner, so proceeded to the escape hatch, only to find it jammed and couldn't get out. I then headed for the waist, but took the short way around the tail wheel and got myself hung up. The ball turret gunner reached out to give me a hand, but I waved him on out. I gave one lunge and was free. That is where I lost my shoes. After a fall of a few thousand feet, I pulled the rip cord and my chute blossomed out. What a feeling! No sound other than the wind. Looking around to see where I might land, something went by me with a zing. I looked up and found a hole in my chute, then a few seconds later the same sound, another hole. In a few more seconds the same thing. Now I have three holes in my chute. That's when I decided to play dead, or I might be. As soon as I faked being hit, the shooting stopped. That's when I threw away my 45. I hit the ground with a thud as I was falling faster than normal and was immediately captured by three Germans. All they wanted to know was "pistol." I said no pistol, so they lowered their rifles. I was marched to a school house, where the ball turret gunner was all ready there. The upper turret gunner's knee cap was blown apart by gun fire and when he hit the ground he broke his hip. The Germans just threw it over his shoulder and put him on a flat bed rail car. Our co-pilot was hit between the eyes with the butt of a gun breaking his nose and giving him two black eyes almost swollen shut. The engineer gunner was given a blood transfusion by the bombardier, but I learned later he had died. Six of us were captured and I don't know what happened to the rest of the crew. I spent the remainder of the war in various prison camps.

As I was a fill-in for that crew, I never saw any of them again until after the war was over. I met Lt. Delph in Miami Beach when we were there for R&R.

So what turned out to be Lt. Col. Barr's Milk Run, turned out to be a nightmare for me.

684 East Main St
Bradford Penna 16701
19 February 1987

Capt Charak;

I received your letter and the Micro film copies of the Augsburg Raid on 19 Oct '43 and read them with great interest and in the reading I learned much of what happened on that mission that I didn't know and have been all these years trying to find out. All we knew was we lost two planes that didn't come home and later found that they were badly crippled in the battle with the fighters and landed in Switzerland. Cantwell and English airplanes and for years didn't find out any details until after the 99th Historical Society was formed a few years back and the search began by Coen and others to locate the crews. And began the quarterly newsletters. After my 50th mission I was sent to the States on R & R and in Jan went to Washington and picked up a new plane, 17G to fly back. They only had a green Navigator and Engineer for it and I picked up one officer from the Panama bunch who had been with me in the 9th Bomb Group at Mitchell and had been in Panama flying Sub Patrol and who was being transferred to New England. He was roaming the halls of the Pentagon trying to get orders changed to the combat zone. I took him to a friend who was in the personnel dept and he changed Pete Remington's orders to the African theater and I took him and checked him off on the 17 enroute. We took the same route almost that I flew the first time. Only stopped overnight at Trinidad and while picking up a little liquor was asked if I could take 10 crew members of a B-24 delayed by trouble, so we went on with a full complement and landed at Dakar and then Foggia Italy and delivered Pete and the B-24 crew. Pete went to a 12AF group on Corsica and the B-24 to one of the new groups just arriving. I only got to spend one night with the 99th when a call from Hq 15th AF Hq at Bari, told me to get down to Cherignola and welcome the first of four B-24 groups arriving next day. This was the 304th BWing and I spent the rest of the ETO war with them. Three officers of the 99th who had started home, and I saw at Algiers, Harry Burrell, George Doyle, and FL ex Jim a Navy aviator. I could use them in my Hq if I got one, and I said sure and they got a ride over with one of the B-24 groups and helped me get the new groups ready for war. They were a bombardier, pilot and Navigator who were worth their weight in gold in helping the training of the new units and stayed in Wing Hq until the war ended the following May. Both Geo Doyle and Harry Burrell are now deceased and Jim Flex lives at Dickens Texas near Houston and will be at Dallas ramrodding this year's Reunion. I'm a poor pick and touch typist and would write a lot more if I could touch type. The only advantage is I'm a worse penman now at 82. If you make Dallas I hope to make it and would like to have a good talk with you about 1 Oct 43 and things since. Please write me whether you can make the Reunion or not and I'd be glad to hear from you any time you care to write. We found that one of my wingmen from the 346th, Aspergren's Navigator/Lives in Troy, Pa about 70 miles away, Billingsley. We went to see them and spent a day after they got back from Seattle. They have a lovely place on top of the mountain, with a 2 acre pond full of trout and bear and deer nearby. His wife Pat brought pictures and news of the reunion and we had a lovely visit. Aspergren died about 10 years ago. Each time I reread the news letters for 43 I get more facts about the 99th. I hope we can meet and talk. I can cover a lot more ground by talking than I can write about. Thank you again for sending me the Maxwell files. Like you I don't know many details of events of 44 & 45. a goodly bunch of 43 tho, attend, enough to make us feel at home and welcome.

AT DALLAS. I just had a letter from FRANK ENGLISH + HE has been to arrange transp. to Dallas already.

able

Sincerely,

Upthegrove

General and Mrs. Upthegrove were present at the Dallas Reunion.

In grateful appreciation of the close formation flying training which Our Colonel Upthegrove gave us, I have preserved the following letter for thirty years, and now I share it.

Sincerely

George Coen

PILOT TO NAVIGATOR;

SUBJECT: REPORT ON OPERATION SIOUX CITY;

1307 West Moreno Street
Pensacola, Florida
25 June 1987

NOW HEAR THIS: things are just about back to normal here on the flight deck -- at least the pilot is now fully recovered from the "combat fatigue" he so joyfully suffered as the result of the historic mission to Sioux City. The Co-Pilot will have to get on the interphone and speak for himself.

It wasn't as big a mission as could have been hoped for, but it was "cozy" by virtue of its modest size, and the quality was high. For example, just a sample of the 416ers who got credit for this mission:

RALPH GOODALE of Connecticut, who nurtured ole 502 through its 200th mission; he says one of the factory engines was still chopping air when she went to her final resting place in the blue Mediterranean. (It must have been no. 3 or no. 4, because the ones on my side invariably sounded bilious to me after the sortie line, even when they were functioning perfectly, which was practically always); and there was Bob Imrie, (and family), who drove 1700 miles to insist that he hasn't the slightest idea when, where, or why he happened to pick up such a nickname as "Shack". He says the name would seem to be more appropriate for a Bombardier. (Maybe "Sack" would fit both of them better, at that); Carl Keith ("Hubbins") Windrum was on hand, prosperous bay window and all; and Jack "Monkey Murderer" Feigenbaum, who has proved irrevocably that opposites do indeed attract -- his wife is beautiful. I hereby nominate her for Miss Fightin' 99th forever. Very appropriately, she is a native flower of Sioux City; so it appears that Jack was doing some very accurate extracurricular navigating about town back in the winter of '42. The good Doc Beal was on hand to greet all -- not with an ordinary layman's handshake, but with the professional type which involves the firm grasping of the flesh of the upper arm to stop the quivers and make it an easy target for one of those rusty saw blades the AAF used for needles. He didn't really have his jabber with him though -- I think Anderson frisked him when he signed in; the good gray Steve Amundsen was there too, looking and deporting for all the world like an ambassador; and so was Sgt Dinan, who gets the title for the most incurably gay bird in the whole flock, and who insisted on "remembering" and reminiscing about mythical characters from the 416th of whom nobody else had any recollection -- for instance "good ole Lt. Bob Plank" -- remember him? -----

-----and others, whom you'll recognize when you receive the Reunion Roster Don Hemmingsen promised to prepare and disseminate among the faithful. Incidentally, I saved Don for now because he, and his good wife, deserve special mention. They were the co-authors of this reunion and it took a lot of hard work, just how much was evidenced by the enormous stacks of mail they had on hand for our inspection. Unfortunately the greater bulk of the mail consisted of returned notices they sent to non-current addresses. This, plus the fact that there was no master list to work from, accounts for the fact that our reunion numbered only about 40 or 45 high quality folks. There was a good sized stack -- more than I could read -- from guys saying they couldn't come, including a short note from Albert N.M.I. Orance, and a 3 or 4 page manuscript from Smiling Jack Stassberg, haberdasher. (He couldn't come because he was having his annual "going out of business" Sale.

Out of gratitude for a job well done (that's a euphemistic expression meaning to pass the buck) Don was unanimously elected President of the 99th Assoc. so he can get started on the next reunion.

As some of your more dependable correspondents may have already told you, the meeting was adjourned until June 20-ish, 1959, Chicago, Ill.-- the precise target depending on results of future recon. activities to discover which of the Windy City's hostilities will assume the risk. Which reminds me --- when I first joined the reunion assembled, one of my first questions to Don was why the affair hadn't been called for the West Hotel. Don replied that the West had burned to the ground, whereupon some guilty conscience asked "Do they know we did it?"

Don said he had made an attempt to contact fat Emma of West Hotel Fame. She had been in Sioux City recently but he lost track of her.

"Swiftly MacDonaid", now a regular bird Col., had said he would come, but his plans changed at the last minute. I guess he's keeping his eyes on the manifold pressure gauges. The commander of the Sioux City Base, a Col. Moore, is a close buddy of Swifties', only he calls him Dan. Col Moore attended the functions and made a very good welcoming address at the Saturday night banquet.

What really made the Reunion click and gave it the necessary spark of enthusiasm to project it into the future was the presence and active participation of the genial General Uppie. He is the same easy going character you will remember, and he has a memory for names and assignments-- right down to KPs-- that is truly remarkable. He didn't, however, recall Dinan's mythological warriors, which is proof enough for me that they never existed in the flesh. The reunion was two days old by the time the General arrived and I gather from talking to Don that the spirit of reunion was threatening to flag somewhat when Uppie flew in and functioned, by his mere presence and bothering to be there, as a rallying point. Not that he did any pep talking -- that would have been out of character for him (Leroy Rainey would have exhorted us to "remember the Alamo" I'm sure). One of the reasons he decided to attend was to dodge the Shrimp Festival in Biloxi, Mississippi, where he would have been expected to make a speech. We ratted on him and demanded a speech on Saturday night at the banquet. He obliged, if reluctantly, and in his conversational style, said just the right things. He's a sentimental guy, but I doubt that he would admit it.

I could never have made the reunion but for this easy going general. I called him and asked for a free ride up. I think it was my call and the additional incentive of having Hugh Fleet stationed right on his base and reminding him periodically of the reunion that made him decide to go. Also, he is retiring after July and I think this has brought his sentiment to the surface.

So, I put on my reserve uniform and drove over to Gate #2 at Keesler and got the guard to call the general and tell him I was there. He insisted on ~~xxxx~~ coming to the gate to meet me; and he led me to V.I.P. Cottage No.1, no less, and told me that was to be my quarters for the night and that he would call for me at 8:30 next morning. He stayed for a three hour chat in my air conditioned quarters (T.V., all kinds of liquor, beer, twin beds, etc --). I told him that was pretty high living for a weekend soldier and that I didn't recall that he treated me so handsomely in N. Africa or Sioux City. On the return trip he insisted that I stay the night at his home, which I did and thereby had the totally unexpected experience of being awakened on Monday morning by a fully uniformed Major General leaning over me and saying in a tone of paternal gentleness "Bill, do you feel like getting up" !! Needless to say, this startled me and I snapped to in a stiff brace in my yellow pajamas and hit the deck with such alacrity that

for two days I had aches in my "revielle muscles", which had softened considerably since I last answered the awful horn at Kelly Field, a decade and 1/2 ago. Then he proceeded to another room and made the most raucous racket I ever heard, getting his own daughter out of the sack! It was at this point that I decided that he really meant what he said sometime during the reunion to the effect that somebody you got shot at with is somebody special to you and always will be. I shouldn't have needed convincing on that point, however, because from the moment he met me at Gate #2 until the moment I drove away from his home on Monday, he really treated me like somebody special -- even to the point of carrying my luggage at each embarking and debarking from plane or car -- while the Sgt carried his, and looked on the proceedings with puzzlement. I have decided that he was treating me as a symbol of all the guys who flew with him, and he was treating me as he would like to have treated them all, but for the artificial restraints imposed by the rank system and the much touted "customs & courtesies of the service".

I have made a resolution to attend the 59 reunion, but I haven't the slightest idea how I'll do it, unless I save my cigarette money. 59 is a long way off, anyhow, and so is Chicago; but I'd like to meet the whole crew there. Maybe if we start planning now we can all make it. I'll bet Bob Imrie will be there. That boy gets around -- he even came to Pensacola a couple of years ago.

by Major W.W. Henderson, pilot of the BTO



QUOTES

Over & out

deub

From DUEL OF EAGLES By Townsend
Our casualty rate was about 100% a month,
referring to flying in France in July, 1916

p. 4,

Within three months of their arrival, there were only six survivors from 43rd Squadron's original strength of thirty-two officers. p. 5.

Though a pack-type parachute was in use in the United States as early as 1912, the airmen of 1917 fought without parachutes. The subject of parachutes was mentioned among the members of the Advisory Committee on Aeronautics in 1917. Mr. J.L. Nayler, then Assistant Secretary, well recalls that one of the members (it was possibly O'Gorman of the Royal Aircraft Factory) said that General Trenchard would not have pilots equipped with parachutes as he did not want them to desert their aircraft, just as a naval captain was expected not to abandon his ship. "Bloody murder" was Sholto Douglas' comment on hearing this.

p. 6.

from A MAN CALLED LUCY

In fact, at the end of May and the beginning of June, 1944, the Swiss government was in a state of terror. German troops were massing in Alsace, accompanied by transport planes. It was said that about twenty divisions had been observed within an area of 120 miles around the Swiss frontier. Herr Jaeger, the Swiss minister in Hungary, reported a rumor that had been circulating in Budapest: Switzerland was about to be invaded, as Hungary had been three months before. . . . The next day, June 6, 1944, all Switzerland's fears disappeared. The Allies had landed in Normandy.

p. 175

For Switzerland, the war was already over. It had ended on September 5, 1944, when General Jean de Lattre de Tassigny's Moroccan troops marched along its frontiers on their way to Germany. On that date the Confederation lifted its blackout regulations. It was already making preparations for its peace celebrations.

p. 177

Eventually fifteen thousand Mennonites came to Kansas, and their knowledge of dryland farming, which they had acquired on the Russian steppes, enabled them to survive the droughts of 1879 and 1880, which drove hundreds of other recent land buyers to abandon their farms. Wherever they went, these industrious emigres from Russia planted not only wheat but orchards, shade trees and hedges. They also planted groves of mulberry trees, imported silkworms, and attempted to establish a silk culture. But it was their wheat-growing that started the conversion of the dry grasslands of Kansas into a granary. Almost every emigrating family had brought along a sealed earthen jar filled with "Turkey Red" wheat seed, and when they sowed the seed in the Kansas soil the plants not only thrived in the dry weather but proved to be impervious to rust and other diseases that were destroying the crops of their less fortunate neighbors. (It should be noted as an ironic footnote that the Mennonites who remained in Russia were persecuted for years by the czars and then by their Soviet successors, who shipped large numbers of them to Siberia, where they could grow no wheat. The descendants of those who came from Russia to the Great Plains in the 1870s were growing wheat in the 1970s for export to Russia, shipping millions of bushels to ports on the rail roads that brought them to America.)

from HEAR THAT LONESOME WHISTLE BLOW by Dee Brown



The following sentences were taken from actual letters received from wives, mothers, etc. of men who are in the service, and who were either making or correcting application for allotment:

1. When will I get relief? You say you sent them where we are.
2. My husband has worked one shift for about two months, and now he left me and I aint had no pay since he has gone, or before either.
3. Please sent my elopment, as I have a four months old baby he is my only support and I need all I can get every day to buy food and keep him in close.
4. Please send me a letter and tell me if my husband made application for a wife and child.
5. Both sides of my parents is good and I can't expect nothing from them as my mother has been in bed for one year with the same doctor and won't change.
6. Please send me my wife's form to fill out.
7. I have already wrote the president and don't hear from you. I will write to Uncle Sam and tell him about you both.
8. I have no clothing for a year, and have been regularly visited by the clergy.
9. This is my 8th child; what are you going to do about it?
10. I can't get sick pay. I got six children; can you tell me why this is?
11. Sir, I am forwarding my marriage certificate and my two children. One is a mistake as you can see.
12. Please find out for certain if my husband is dead as the man I am living with won't eat or do anything until he knows for sure.
13. I am writing to say that my boy was born two years ago and is two years old. When do I get my relief?
14. I am annoyed to find out that you branded my child illiterate. Oh, the shame! It is a shame and a dirty lie as I married his father a week before he was born.
15. You have changed my little girl to a boy. Does this make any difference?
16. I have no children as my husband is a truck driver and works day and night.
17. In accordance with your instructions, I have given birth to twins in the enclosed envelope.

From Lew Boatwright's Files

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Clarence Hammes, 15 Avilla Heights South, Alexander Arkansas, 72002
- 9 Sep. 1987 98th Bomb Group, Colorado Springs, Colorado
- 1 Oct. 1987 461st Bomb Group, Suffern NY
137 Via la Soledad, Redondo Beach, CA 90277
- 14 Oct. 1987 99th Bomb Group at FIFTEENTH AIR FORCE ASSOCIATION REUNION
Colorado Springs, CO
15AFA, P.O.Box 6325, March Air Force Base, 92518
- Oct. 1987 8AFHS, Pittsburg PA
- 11 Sep, 1987 Swedish Internees, Hasslo Airfield, Sweden
- 9 Sep. 1987 483rd Bomb Group, Boston MA
John Vechiola Ph. 617/773-5703
- SPRING 1988 99TH BOMB GROUP, FORT LAUDERDALE, FLORIDA
Jules Horowitz, 3507 Oaks Lane, #911, Pompano Beach FL 33069
- 11 May 1989 Bombardiers, Inc., Dayton Ohio
E.C.Humphries, Star Rt. 1, Box 254, Eagle Harbor MI, PH.906/289-4440

TAPS

HANNA, RICHARD E. Died of a heart attack in January 1987.
info from Fred Livermore

ANDERSON, JOHN M. It is with sadness that I write this letter.
Another of the "ORIGINALS" is gone!
This evening I had a long talk with the widow (Marjorie) of John M. Anderson. She and her husband had all reservations made for Dayton last summer, but John suffered a massive brain hemorrhage and died.
John was bombardier on Don Anderson's crew . . .from C.D.Boggs

CHANGES OF ADDRESS

Louis J. Bruno	1900 Wilmington Ave.	Richmond	VA 23227
Al Schroeder	550 So. Ocean Blvd., #8A,	Boca Raton, FL	33432
Robert K. Braungart	1409 Gulf Coast Dr.	Naples	FL 33963
John J. Morris	25 Rexhill Dr.	Carmel	IN 46032-1845
Ivan Escott	37 Brookside Terr.	N. Caldwell	N.J. 07 006-4135
Walter A. Satterwhite	14733 E. Evans Pl.	Aurora	CO 80014-1541
Max L. Dunn	P.O.Box 71476	Las Vegas	NV 89170-1476
Abel A. Braswell	P.O.Box 602	Moultrie	GA 31776
Mike Whittaker	760 Juan Tabo # A-1	Albuquerque	NM 87123
Richard A. Stack	17 Lawrence Court	Appleton	WI 54911-5848
Nelson F. Kennard	P.O.Box 90234	Long Beach	CA 90809-0234

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