

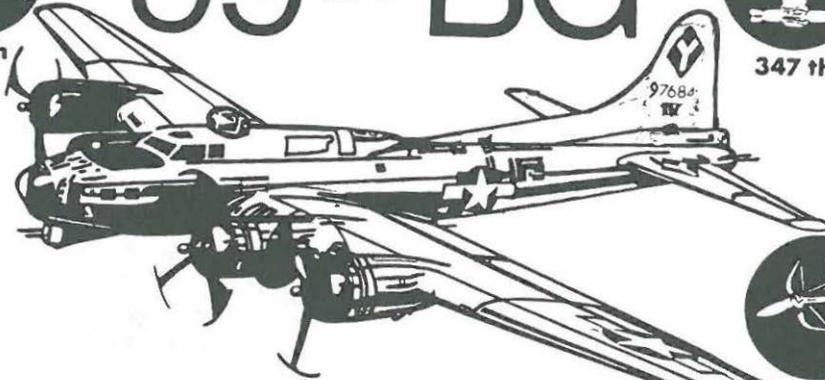


346 th

99th BG



347 th



348 th



416 th

B-17 FLYING FORTRESS THE

99th Bomb Group Historical Society

Vol. 9, No. 3

Newsletter

May 1 1988

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

SOCIETY OFFICERS 1987 - 1988
VICE-PRESIDENT - AL SCHROEDER
HISTORIAN - GEORGE F. COEN
SECRETARY - DICK DEMPSEY
EDITOR - GEORGE F. COEN

THE PRESIDENT'S MESSAGE

GREETINGS AGAIN!

Another two months have past and it is time again to bring us up to date with the upcoming Reunion at Ft. Lauderdale, Florida. If you have not made your reservations as yet, the time is now running a little short and we urge you to make those reservations now. We hope to see every one of you there. Julius Horowitz, Reunion Chairman, Al Schroeder and now Les Parsons are spearheading this reunion and all have worked diligently to get all of the ground work completed and they are still putting forth that great effort necessary to put this over as it should be. This Reunion is very well organized and I'm certain all will go without a hitch.

Historically the 12th and then later the 15th Air Forces became a formidable and effective force. This force was proved by such targets as Gerbini, Sicily, targets in Austria such as Steyr where we lost 34 heavies in two days and at Regensberg where the 15th Air Force lost 39 heavy bombers on February 25th, and the total loss in 19 missions over Ploesti, Rumania of 223 heavy bombers and then there are many, many more of those rough ones where we went, we hit our objectives and some of us made it and some of us did not. What tremendous men those forces were made up of. I cannot forget that dedication and this goes for those men who kept our airplanes flying with their total dedication. We are, indeed, a most elite group of men.

Compare this with placards being displayed by students proclaiming that "Nothing is worth dying for." Carry that along with what is happening today with much of this type of attitude prevailing maybe these people should consider the reverse statement, if "Nothing is worth dying for," maybe the degenerating freedoms we have had might get bad enough that, "Nothing is worth living for."

We again urge those of you who haven't made your reservations for the Reunion at Ft. Lauderdale to do so very soon and we'll see you all in Ft. Lauderdale!

Best Regards;

Joe C. Kenney
Joe C. Kenney

NOTICE: 99TH MEMBERS WHO ORDERED GROUP OR SQUADRON PINS and THOSE WHO CONTEMPLATE ORDERING.

I made a mistake on a whole bunch of them, if you wish, in describing the original and redesigned pins. See the following and drop me a line confirming or correcting your order.

Original Group: is the "sight with might" motto. The re-designed group pin has the white shield, diamond and Y and logo, "Diamondbacks".

346th Squadron: Original, blue disk, snake, bomb with white and blue fins. The redesigned pin has yellow lines on fin.

347th Squadron: OK as it is.

348th Squadron: OK as it is.

416th Squadron: original design has white devil; new design has red devil.

If you have already ordered, please confirm as to which pin, original or redesigned. No order will be shipped with out your confirmation.

Also please be advised that domestic postage and packing will be requested, at cost, Please remit when you get your order, as this item was not figured in the charges for the pins. As you know, they had to be ordered from Honolulu, then repacked and mailed. Sorry for the delay and mixup.

Charles E. Miller
11 Cass Avenue
Atlantic, Iowa 50022



Ole Bill Baird of the 17th Bomb says:

I ain't ever figured out who ought to get credit for a plane with the most missions. Do we give it to the crew chief, or the crews what flew it, or the guy in Operations who assigned it to milk runs?

Please note that this office uses the Bill Baird system of using extra punctuation whenever we have extra space to do so.

99TH BGHS - REGISTRATION FORM:

Member's Name _____

Address _____

City _____ State _____ Zip _____

Telephone Number _____

Name of Spouse or Guest _____

Member Registration Fee _____

Spouse or Guest Registration Fee **\$20.00**

\$10.00

After Before
May 1 May 1

Friday June 3- Luncheon (optional)

Members & Guests (each) \$15.00 \$13.50 \$

Friday June 3- Jungle Queen (optional)

Members & Guests (each) \$20.00 \$18.00 \$

Saturday June 4- Banquet (optional)

Members & Guests (each) \$25.00 \$22.50 \$

Meal prices include gratuities. TOTAL \$

Please indicate whether you will have an automobile during your stay. YES NO

Make checks payable to 99th Bomb Group Historical Society. Please send registration and appropriate fees to:

Jules Horowitz
3507 Oaks Way, Apt 911
Pompano Beach, Fl. 33069
Tel # (305) 973-1677



99 BOMB GROUP
SUN & FUN IN FT. LAUDERDALE
THURSDAY JUNE 2 - SUNDAY JUNE 5, 1988

RESERVATIONS: Airlines/Hotel SPECIAL AIRFARES
EASTERN AIRLINES call 1-800-468-7022 ask for file
EZ6P56 99BG Valid dates May 31-June 10.
CONTINENTAL AIRLINES call 1-800-468-7022 ask for file
EZ6P56 99BG Valid dates May 31 June 10.
AMERICAN AIRLINES call 1-800-433-1790 ask for Star
file 82305 99BG Valid dates May 31 June 10



STRANGERS IN A STRANGE LAND: by Hans-Heiri Stapfer. The story of US aircraft in the hands of the Germans during WWII. Some were repaired and used by the Luftwaffe to train their pilots how to fight US fighters and bombers while others were salvaged for metal to build German aircraft. The pictures of the scrapyards will pop your eyeballs. 41 color side-views, 160 photos, 80 pgs., 11" x 8 1/2", s/bd. \$8.95
ADVANCED FIGHTER TECHNOLOGY, Sweetman. The future of fighter technology and...

Published at \$129.50. . . Now \$39.95

TARGET PLOESTI: VIEW FROM A BOMBSIGHT. Leroy W Newby. The goal of the 15th Air Force in WWII was to destroy the oil at Ploesti, and destroy the other Nazi targets assigned it. The goal of the crewmen of the B-24 "Hangar Queen," including Ted Newby, was to survive 50 missions. Newby skillfully, sometimes humorously, interweaves the "little picture" of his crew with the "big picture" of 15th AF. Illustrated. 253 pgs., 6 1/4" x 9 1/4", hardbound. 4426D



PIER 66 HOTEL & MARINA

Room Reservation Form
(Please complete and mail with your deposit)

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Arrival Date _____ Departure Date _____

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Phone _____ Credit Card # _____

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Room Rate: \$60.00 per room
Plus applicable taxes

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For arrival after 6:00pm, a deposit or guarantee is required.

Call toll-free: 1-800-327-3796 (U.S.) 1-800-432-1956 (Florida)
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Reservations must be made by May 1, 1988. All reservations
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Ft. Lauderdale, Florida 33316

WRITE FOR FT. LAUDERDALE VISITOR INFORMATION TO ENHANCE
YOUR REUNION VISIT!!

Our budget simply does not permit us to reproduce and
mail to you a lot of interesting information about
Ft.Lauderdale that will add to the fun you can have while
attending the 99th BGHS Reunion. Keep in mind that
Ft.Lauderdale is an all year resort area. To resolve this,
when you complete and mail your Registration Form, either
write or call: Greater Ft. Lauderdale Convention & Visitors
Bureau, 210 S.E. 8th Avenue, Ft Lauderdale, Fl. 33301 Tel.
(305)765-5508 and ask for a package of welcoming information.
If you have specific interests, tell them and I am sure they
will fulfill your need for information.

If you are interested in any of the following
activities: golf, fishing (party boat or charter), please call
PAT (conciierge) at PIER 66 HOTEL 1-800-327-3796 or 1-800-432-
1956 (Fla). She will try to make the necessary arrangements.

ARRIVING BY AUTO? I-95 South to Davie Blvd, East to Federal
Highway, South to S.E.17th St. East to Pier 66 Hotel.

FLYING IN? You are 10 minutes from the Ft.Lauderdale Airport
and 30 minutes from Miami Airport.

LIMO SERVICE- FTL- Yellow Limo \$6.00pp. Tel 527-8690.
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Your Editor jumped from the frying pan into the tepid water when
he published only the small portion of the plane list for which we have
names but not numbers. Herewith is the list of planes for which we do
have numbers, most of which presently lack names. The purpose of all this
is to smoke out more information to fill the blanks. And remember, lads,
this goes to several museums and to several knowledgeable authors who can
use the information. geo.

Table with columns for identification numbers, status (e.g., 'went down', 'picture'), dates, and names of individuals or crews associated with the aircraft.

25762	--	2-2-43 orders; WD 25, 28 Jun 43 Turned over to Service Squadron at Bone	346 BS	Don Anderson's crew; Lippman
25765	Shanker Ali	2-2-43 orders	--	John Thistlewood crew; Amundson, Mazu Covert
25769	--	WD 5, 18 May, 25 Jun	347 BS	--
25786	--	WD 5 May 43	--	--
25832	--	downed 19 Dec 43 at Augsburg	--	Perry, Shank, Albert, Withrow, Huckabee E. Davis, Ewoldt, Fleming, Esposito (KIA)
25842	--	WD 3 Jun 43	--	--
25856	--	downed 10 Oct 43 WD 1 Aug 43	347 BS	Mills (KIA), Logan (KIA)
25856	--	WD 25 May 43	348 BS	Cantwell
25946	--	WD 11 Sep 43	348 BS	--
25948	Thunderbolt	WD 9 Aug 43	348 BS	Cy Stidd
29483	--	downed 5 Jul 43	--	--
29492	--	picture in Rust, p. 48	--	Edwards (KIA), Lloyd, Finnegan
30396	--	downed 2 Sep 43, Bologna	--	Bunn, Evans, Cox, Laybe, Sykes, Bass, Caraberis, Fassoulis, Dean, Hooper Walter E. Bricker (KIA) 25 Aug 43, Foggia
30446	--	--	--	Jenkins D.R. Black
46282	--	photo, letter	--	--
46376	--	picture in file	--	--
46385	--	--	--	Grantham, Shafran
46400	--	--	--	Jenkins
46430	--	picture in Rust, p. 48	--	Ciovacco, Grahon, Garner, (KIA), Dobmeyer, Schnellbacher, Jenkins
46492	--	WD 18 May 43	--	D.R. Black
46660	--	picture in flight; picture in Rust, p. 48	--	Black
46683	Queenie	--	--	Mizek
46721	--	picture of tail	--	D.R. Black
46726	--	picture in file	--	D.R. Black
46789	--	picture in file	--	D.R. Black
46866	--	picture in Rust, p. 48	--	--
46868	--	Picture in B-17	--	Freeman
48187	Bugs Bunny Bubba Doc	Shot down 27 Feb 45, Switzerland	--	Stapfer, Fabiniak
48388	--	picture	--	D.R. Black
48431	--	picture in file	--	D.R. Black
48718	--	picture of plane in air	347th	D.R. Black
48726	--	picture in file	416	D.R. Black
124366	--	WD 3, 11 Apr, 5 Jul 43	--	--
223018	--	--	--	Cantwell
223189	--	WD 6 Jun 43	--	--
225419	Whizzer	WD 3 May 43; crash landed in Sebkret	--	Burrell, Moseley

229147	--	--	--	Williams (KIA) 9 Sep 43 over Foggia
229388	Never Satisfied	WD 11 May, 5 Jul 43	--	Stanley H. Samuelson, Horowitz, Heeydon, Camberig, Driscoll, Downs, Sells, McCracker, mathews, Boardman, Lippman
229393	Lucky Lady	2-2-43 orders	416 BS	Horowitz, Sidney B ck, crew
229396	--	downed 2 Sep 43 at Bologna	--	Carrabiris
229413	Ramblin Raider	downed 25 Aug 43 at Foggia 2-2-43 orders (showing 42-25-413 in error)	--	John P. Norris crew; Eldon Dahl, Carl Miciak
229467	Flak Dodger	2-2-43 orders; bombardier KIA 7 Sep 43 at Bologna	--	Edward H. Roberts crew;
229468	Vicki	2-2-43 orders; WD 25 Jul 43; total loss; picture of plane dis- integrating	346 BS	Donald L. McCullough crew; Hunter, Lou Walker
229469	--	2-2-43 orders; WD 3, 4 May 43; crashed; washout	--	Edward P. McLaughlin crew
229472	Sweater Girl	2-2-43 orders; WD 14 Apr, 16 Jul 43	--	Carl K. Windrum crew, Breitbach, Feigenbaum, West, Klukas, Kundent, Hemmingsen, Williams, Meier
229473	Yankee Doodle	2-2-43 orders; WD 25 May 43 2 pictures of nose and crew; 1 picture in flight off Greece	348 BS	Irvin Herrmann, Dean W. Shields, Flex; Fighting Colors, p. 11
229474	Warrior	2-2-43 orders	--	William A. Clark crew; Cepparulo, Holmes, Commons, Buckner, Murphy, Mesner, Manship, Capestro, Gooselin, Gaertner
229478	--	2-2-43 orders; WD 3, 4 May 43; crashed; washout	--	William C. Davis crew; Diary: Max Davis Crew
229480	--	2-2-43 orders; WD 14 Apr, 4 May named changed to Robert E. Lee	--	Charles B. Covert crew
229482	Balsanal	WD 24 Jul 43	--	Collins, R.ELL. Goad
229482	Robert E. Lee	downed 5 Jul 43 at Gerbini;	--	Collins
229483	--	2-2-43 orders; WD 3 Jul 43	--	Albert E. Davis crew; Mills, Logan, Withrow, Huckabee, Fleming, Esposito
229484	--	2-2-43 orders; WD 3 May 84	--	Howard E. Ebbers crew
229485	Miss Fury	2-2-43 orders; WD 11 May 43 picture of tail	416 BS	Frederick C. Zitkowski crew; Sam Dunn, Smart; Fighting Colors, p. 29
229486	--	downed 5 Jul 43 at Gerbini; 2-2-43 orders; WD 18 May 43	--	Martin J. Devane, Smitkin, Craton, Penoyer, Curley, Harold, Freeburg, Yorton Drueding, Lavine

229488	Lady Luck	2-2-43 orders; WD 3, 4, 5 May 43; Blew up after 3 May 43 belly landing; crew saved	416 BS	Sidney E. Buck crew; Barker, Fitzpatrick, Lutkus
229489	Persuader	2-2-43 orders; picture of plane in formation; WD 21, 25 May, 20 Jun 43	347 BS	Bruno, Joe Boyle Herbert B. Bankhead crew
229490	Axis Ass-Ache	2-2-43 orders; WD 18, 256 May, 14 Oct 43	347 BS	Norman R. Kaufman crew; T.G. Gault, Wilburn, Dahl, Meisel, Apple, Klemetson, W.H. Holt, W.S. Haddock, Dodge, Sherwin, McCain, Malinski, Laroche, Bowen, Kirk, Amory, Andrews, Wardwell
229492	--	2-2-43 orders; downed 5 Jul 43 at Gerbini	--	Charles M. Graham crew; Edwards, Lloyd, Finnegan Grantham, Shaffran, Ciovacco, Graham, Garner, Dobmeyer, Schnellbacher
229494	--	2-2-43 orders; plane lost 7 Sep 43. Entire crew bailed out over the field at Oudna; WD 7 Sep 43	--	Arch J. Dewey crew; Whitmore
229496	--	2-2-43 orders; WD 3 May 43; ditched	--	Preston E. Richardson crew
229502	B.T.O. (Big Time Operator)	2-2-43 orders; downed 24 November 43 over France; picture of tail art; WD 4, 14 Apr, 27 Jul, 17 Aug 43	416 BS	W.W. Henderson crew; R.G. Imrie, Geo. F. Coen, P. G. Bulkeley, Richard W. Bradfute, Oswald W. Shelnut, Theron Buxton, Robert Swanson, Edward Litwalk, MacDonald, Book, Blackburn
229507	--	2-2-43 orders; Boggio	416 BS	Frank Was crew, Reynolds
229509	Bad Penny	91 missions 2-2-43 orders; 12 missions with 483 B.G.	416 BS	Scheu, Carl D. Mitchell crew, Steve Birdsall, Kotowski, Gutz Fighting Colors, P. 11
229512	--	2-2-43 orders	--	Charles R. Bliss crew
229513	El Diablo	2-2-43 orders	346 BS	Warren H. Vernon crew; Fighting Colors, p. 25
229485	Miss Fury	--	--	Zitkowski, Smart, Sam Dunn, Chevalier, Geo. W. Jacobi
229526	Bugs	2-2-43 orders; WD 11, 25 May 43	346 BS	Blum; Cleo I. Aspergren crew
229527	--	WD 6, 12, 16 Aug 43	--	--
229527	Jig-Jig	--	--	Steffens
229606	Rambling Raider	picture of plane on fire downed 25 August 43 over Foggi picture of nose	--	John Norris, Eldon Dahl, Carl Miciak

229612	--	WD 16 Jul 43; Forced landing in Sicily	--	D.R. Black
229627	--	WD 5 Jun 43	--	--
229790	Queenie	WD 6 Jun 43	--	Julius Horowitz, Bob Elliot
229842	--	2 men wounded 7 Sep 43	--	--
229918	--	WD 16 Aug 43	--	--
230095	--	WD 1, 24 Jun 43	--	--
230119	--	downed at Foggia 22 Jul 43; WD 22 Jul 43	--	Hunter
230126	Sugarfoot	downed 1 Oct 43, Switzerland <i>picture of tail</i>	416 BS	Stapfer, English, Prentice, Finseth, Patten, Malchiodi, Carroll, Pratt, Bargett, King
230306	--	WD 8 Jul 16 Aug 43	--	--
230339	--	WD 29 Jun 43	416 BS	--
230343	--	WD 30 Jul 43	346 BS	--
230384	--	WD 29 Jun 43	347 BS	--
230393	--	WD 11 Jul 43	348 BS	--
230396	--	downed at Bologna 2 Sep 43; WD 11 Jul 43	348 BS	Cox, Laybe, Sykes, Clayton Dean, Hooper, Bass, Caraberis, Fassonlis
230416	--	WD 30 Jul 43	346 BS	--
230446	--	downed 10 Oct 43 at Athens; WD 29 Jul 43	348 BS	R.O. Brieker (KIA 25 Sep 43 over Foggia)
230459	--	WD 7 Aug 43	416 BS	--
230462	--	WD 7 Aug 43	347 BS	--
230471	--	WD 6 Sep 43	416 BS	--
230474	Bumb's Rush	downed at Mestre 6 Oct 43; missing air crew report in file; WD 1 Aug 43	346 BS	Kramer, Lee, Alderson, Menschl, Carver, Dickerson, Willis Jones, Ritter, Cunningham, Farley, Robin Warmer, crew
230491	--	WD 8 Aug, 1, 2 Oct 43	346 BS	Crooks, Charak
230504	--	went down 3 Sep 43	348 BS	--
230689	--	WD 28 Aug 43	416 BS	--
231522	Spoofers	lost Feb 22, 44, Regensburg	--	Schmaltz, Briggs, Bigley, Lorber, Kyrouac, Andrzejewski, Perry, Henkeletter
231998	--	MIA 2 Jul 44	483 BG	--
232013	Old Man Mose	--	483 BG	Frame, Mo Mott
232014	--	--	483 BG	--
232015	--	--	483 BG	--
232016	--	picture in file MIA 16 Dec 44	347	D.R. Black
232023	Flak Happy	94 missions; nose photo, Lt. Kuhn	--	Scheu, Heller Fighting Colors, p. 15
232028	--	--	483 BG	--
232033	--	Cartoon, MIA 13 Oct 44	483 BG	Gamm, Ed Moore, Jake Grin
232035	--	24 Apr 44	483 BG	--
232041	--	MIA 2 Jul 44	483 BG	--
232044	--	--	--	Gardner
232055	Dinah Might	Went down 03/43	--	--

232056	---	MIA Apr 44	483 BG	---
232057	---	MIA 8 Jul 44	483 BG	---
232061	---			D.R. Black
232062	---	MIA 2 Apr 44	483 BG	---
232063	---	picture		Jesse Hobbs
232068	Heaven Can Wait	Whyte album	483 BG	Janisch, Pilot; Rickerson, Copilot; Betcher, Engineer; Kenney, Radio; Schell, Waist; Schaffer, Waist; Montalbano, Ball; Mullins, Tail; Sopp, Winstad, Woodward, L.B. Warner
232071	---	MIA 8 Feb 43	483 BG	---
232092	---		483 BG	---
232097	---	MIA 18 Dec 44	483 BG	---
232101	Kaufmann's Coffin	2 photos of model in file		David G. Steffens
232733	---	Radar Ship		Kenny
234091	Hot for the Body	downed at Augsburg 1 Oct 43		Charak
237744	---	crash-landed in Sardinia		
238201	Patches 2nd	Picture in file		D.R. Black
		Time-Life photo picture, p. 48, Rust; Belly-landed plane	483 BG	John A. Plummer, Helen Nepil
		Whyte's album		
238207	---	MIA 5 Apr 44	483 BG	---
238210	---	MIA 12 Apr 44	483 BG	---
239449	---	WD 17 Aug 43	416 BS	---
297349	Silver Meteor			Birdsall, Mitchell
297570	---	MIA WD 27 Aug 44	483 BG	---
297734	---			---
297744	---	picture		---
425143	Dirty Gertie			Jesse Hobbs
425439	---	Downed 18 Mar 44		---
446282	---	Villaorba		Jenkins
446400	---	photo		Jenkins
446868	---	Whyte's album		James Cellars, Jim Peters
2106984	Glittering Gal		348	Gardner, Gentit, Edward C.
			483 Bg	Gaumer, Louis P. DeSaulnier, Joe F. Bruce, Sol Kulansky, Charles Butch; Fighting Colors, p. 31
2106988	---	MIA 10 May 44	483 BG	---
2106991	---	MIA 18 May 44	483 BG	---
2106955	---	MIA 23 Jun 44	483 BG	---
2107016	---	MIA 24 Jul 44	483 BG	---



The chief tragedy of the 1914-1918 war consisted, as a cynic not innaccurately remarked, in the number of people who weren't killed in it: and when you look round the lounge of any fashionable hotel, you'll see that that goes for the 1939-1945 war as well.

The White Rabbitt, by Bruce Marshall, Bantam Books

Dear Bernie;

Last May when I came to the Dallas reunion, I was wearing my flight jacket which had the custom B-17 painted on the back.

Well, we now have made it a business; AVIATORS' CHOICE.

Jackets are full-grain hide, A-2, G-2, etc. Prices, \$325.00 with Squadron logo, our choice or your design. (Custom or your design will cost more.)

We may also be doing handpainted chest insignia. Approximately 5" circle like the one on the front of my jacket of the 416th if you remember.

Remember, show your colors. Show them who the Aces still are.

sincerely Jonathan Kosharek

Aviators' Choice, P.O.Box 23958, Suite 136, Milwaukee WI 53223,
Phone 414/964-5785

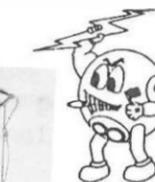
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If you are interested in designing your own Jacket Art, or have a particular design in mind, we would be happy to look at it and give you a price quote on how much it would cost to produce. Our staff artist can handle almost anything you think of. Also, if you would like your name or nickname painted on your flight jacket, we offer that service for a small additional fee. Call us or write to us at:

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Sam Dunn sends this picture of Zitkowski painting a few more bombs on Miss Fury.



ATTENTION: New Haven, Conn., Evening Register; Branford, Conn., Review

FROM A 15TH AIR FORCE BOMBER BASE, JAN 7--Technical Sergeant Morton G. (Fibber) MaGee, 22-year-old AAF Flying Fortress radio-operator gunner of 20 Eades St., Branford, Conn., has completed 50 bombing missions with the 15th U.S. Air Force.

MaGee began combat flying May 30, 1943, with a raid on Naples, Italy, and flew his 50th mission December 28 to Rimini, Italy. He wears the Purple Heart and Air Medal.

The gunner recalled best his 47th mission to Innsbruck, Austria, December 19, when enemy fighter fire knocked out one engine and punctured the gas tank of a second engine.

"The propeller of the disabled engine was vibrating so badly that the plane felt like it would fall apart," MaGee said. "The cowling and parts of the engine were flying in every direction. When I tried to send a message on the radio, I found that all the tubes had vibrated out of their sockets and were lying on the bottom of the set. But we got back safely."

Born in Centerbrook, Conn., the gunner was graduated from Branford High School in 1941 and was employed as an electrical repairman in New Haven until entering the army June 18, 1942. He is unmarried.

ATTENTION: New Bedford, Mass., Standard; Fall River, Mass., Herald

FROM A 15th AIR FORCE BOMBER BASE, JAN 7--Technical Sergeant Russell S. Manchester, 23-year-old AAF Flying Fortress engineer-gunner from Westport Point, Mass., has completed 50 bombing missions with the 15th U.S. Air Force.

Manchester began combat flying May 30, 1943, with a raid on Naples, Italy, and flew his 50th mission December 28 to Rimini, Italy. He wears the Air Medal.

"My 47th mission was a tough one," Manchester recalled. "It was the December 19th raid on Innsbruck in Austria, and the trip to the target was routine except for the appearance of one enemy fighter which skirted the tops of low-lying clouds.

"The bomb run was completed and it was not until the bomb bay doors were closed that the fighters hit us. They attacked from all points of the compass, concentrating mostly on frontals.

"During one of these head-on attacks, 20mm cannon shells penetrated our No. 1 gas tank, draining all but about 40 gallons. Others hammered into our No. 4 engine, piercing the oil cooler so that it was impossible to feather the propeller.

"The dead engine vibrated so badly from the churning prop that the pilot couldn't read his instruments. Orders were given to bail out, but soon the engine shook itself to pieces, throwing off its cowling, and the prop settled down to a smooth windmilling on its shaft. When we landed at home base, the prop flew off and rolled to a stop on the landing mat."

A native of Westport, Manchester was graduated from Westport High School in 1938. He enlisted in the army July 9, 1940, and spent two years in Hawaii. In 1942, he returned to the States and entered Air Forces gunnery school, graduating in October at Las Vegas, Nev. He is married to Bertha J. Manchester of Westport and is the father of one child.

ATTENTION: Broken Bow, Neb., Custer County Chief; Omaha, Neb., World Herald

FROM A 15th AIR FORCE BOMBER BASE, JAN 7--1st Lt Robert A. Copsey, 24-year-old AAF Flying Fortress pilot of 620 S. 7th Ave., Broken Bow, Neb., has completed 50 bombing missions with the 15th U.S. Air Force.

Copsey began combat flying June 5, 1943, with a raid on Pantelleria. He wears the Purple Heart with one Cluster and the Air Medal with nine Clusters.

Born in Ansley, Neb., the pilot was graduated from Broken Bow High School in 1936 and was employed as an electrical lineman in that town until entering the Air Forces as a cadet March 25, 1942. Unmarried, he won his wings at Roswell, NM, Jan 4, 1943.

ATTENTION: Reading, Pa., Eagle; Times

FROM A 15TH AIR FORCE BOMBER BASE, JAN 7--Veteran of the historic bombing of Rome, Technical Sergeant Claude M. Herrington, 21-year-old AAF Flying Fortress radio operator-gunner of Bethel, Pa., has completed 50 bombing missions with the 15th U.S. Air Force.

Herrington began combat flying June 28, 1943, with a raid on Leghorn, Italy. He came through 50 missions unscathed and now wears the Air Medal with nine Oak Leaf Clusters.

The gunner was a mechanics helper in his home town until entering the army Oct 3, 1942. He is unmarried.

ATTENTION: Buckley, W. Va., Post Herald; Charleston, W. Va., Gazette

FROM A 15TH AIR FORCE BOMBER BASE, JAN 7--Decorated with the Silver Star and Purple Heart for shooting down an enemy plane although seriously wounded, Staff Sergeant Eugene L. Cantley, 20-year-old AAF Flying Fortress waist gunner of Dry Creek, W. Va., has completed 50 bombing missions with the 15th U.S. Air Force.

Cantley was cited for heroism in the skies over Messina, Sicily, June 23, 1943, when his Fortress formation ran into a hail of flak and aggressive enemy pursuit. Wounded along with five others of his crew, he rallied from unconsciousness to blast down an enemy pursuit while his mates added seven more.

"We also had two engines shot out over the target," Cantley recalled, "and couldn't stay in formation. We headed home and when we got over Trepani in Sicily, 16 fighters hit us again. We had a terrible fight for a while and the plane was shot almost to pieces. We finally managed to hit land and crack up on the coast of Africa. Six of us were taken to the hospital, but we all recovered."

The gunner received his decoration from Maj. Gen. James H. Doolittle in special ceremonies at the bomber base. He is unmarried and is a former West Virginia coal miner.

ATTENTION: Grand Rapids, Mich., Herald; Press

FROM A 15TH AIR FORCE BOMBER BASE, JAN 7--Veteran of the historic bombing of Rome, Staff Sergeant Jacob Verstraete, 23-year-old AAF Flying Fortress tail gunner of 707 Alexander St., S.R., Grand Rapids, Mich., has completed 50 missions with the 15th U.S. Air Force.

The gunner, a native of Kampon, Netherlands, who became a U.S. citizen after he entered the army, began combat flying June 26, 1943, with a raid on Leghorn, Italy. He wears the Air Medal with nine Oak Leaf Clusters.

Verstraete attended South High School in Grand Rapids from 1934 to 1936 and was employed as a tool and die apprentice with the Alefa Mfg. Co. until he came into the army May 22, 1942. He is unmarried.

ATTENTION: Cleveland, O., Press; Plan Dealer; News

FROM A 15TH AIR FORCE BOMBER BASE--Veteran of both historic Fortress raids on Rome, Technical Sergeant George Vaitkus, 29-year-old AAF Flying Fortress engineer-gunner of 1652 N. 47th St., Cleveland, O., has completed 50 bombing missions with the 15th U.S. Air Force.

Beginning combat flying June 28, 1943, Vaitkus flew 50 dangerous, high-altitude missions without a scratch and wears the Air Medal with nine Oak Leaf Clusters.

A native of Dubois, Pa., the gunner was graduated from Wilson Jr. High School in Cleveland in 1930, and was employed with the Steel Improvement and Forge Co. of Cleveland until entering the army April 23, 1942. He is unmarried.

ATTENTION: Cedar Rapids, Ia., Gazette

FROM A 15TH AIR FORCE BOMBER BASE--Once wounded by flak which put him in the hospital for three weeks, Staff Sergeant Richard W. Dunlap, 24-year-old AAF Flying Fortress waist gunner of 1906 E Ave., NW, Cedar Rapids, Ia., came back to complete 50 bombing missions with the 15th U.S. Air Force.

Dunlap was grounded during the knockout of Pantelleria by Fortresses in June, 1943. On one mission to the tiny isle, his ship was attacked by 15 enemy fighters, but managed to drop its bombs despite the air opposition and an intense flak barrage. Three of the crew were wounded, including Dunlap. He was awarded the Purple Heart and also wears the Air Medal.

A native Iowan, the gunner was graduated from Ottumwa High School in 1937 and was employed as a salesman for the Wallace Paint Co. of Ottawa, Ill., until entering the army June 11, 1942. Unmarried, he came overseas April 10, 1943, and flew his first bombing mission May 19.

ATTENTION: Shawnee, Okla., News; Pasadena, Cal., Post; Star News

FROM A 15TH AIR FORCE BOMBER BASE--Veteran of the historic raid on Rome and many a battle in the skies, Technical Sergeant Herbert K. Williams, 33-year-old engineer-gunner of an AAF Flying Fortress, who hails from Tecumseh, Okla., has completed 50 bombing missions with the 15th U.S. Air Force.

Williams, who wears the Air Medal, recalled best a mission to Piza, Italy, oct 4, 1943.

"We had two engines shot out over the target and had difficulty maintaining altitude. We finally made it back to an airfield in Sicily, but only after jettisoning all guns, ammunition, and equipment we could spare. Luckily for us, Sicily was in our hands and, although the airfield was not intended for heavy bomber use, the pilot set our ship down with no trouble at all."

A native of Tecumseh, the gunner was graduated from Hammis High School at Wilson, Okla., in 1929, and was employed as a bus driver in Pasadena, Cal., until entering the army April 1, 1942. He is married to Polly Williams of 9613 Normandie Ave., Los Angeles, Cal.

FROM A 15TH AIR FORCE BOMBER BASE, JAN 6--Sergeant Robert J. Calkins, 23, of 329 Canterbury Rd., Westfield, NJ, ground member of an AAF Flying Fortress bombardment squadron, has been awarded the Soldier's Medal for heroism displayed July 5, 1943, when a freight train loaded with gasoline and serial bombs burned and exploded near a Fortress base.

Presentation of the award was made in special ceremonies by Maj Gen Nathan f. Twining, commanding general of the 15th U.S. Air Force.

"The gasoline," said Calkins' citation, "was being transferred to the trailers when it suddenly ignited causing a tremendous explosion. Rushing to the fire, he helped combat the flames in an effort to check the possibilities of further explosions and damage.

"He then assisted in uncoupling the eighth and ninth cars and using the cab of the gasoline trailer as a locomotive, eight freight cars were pulled to safety. While ettempting to repeat the process with respect to other cars near the burning gasoline, some of the bombs exploded, the concussion knocking him to the ground.

Suffering shock and abrasions, he arose and continued his attempts to halt the spreading flames which had now reached the nearby dry fields. Soon after, he was removed from the scene by superior command and given medical treatment. By his unfailing devotion to duty and outstanding courage he was greatly responsible for saving from complete destruction vast quantities of military equipment."

FROM A 15TH AIR FORCE BOMBER BASE, JAN 8--Sergeant Charles R. Barnes, 20, of 601 9th St., Watertown, Wis., ground member of an AAF Flying Fortress bombardment squadron, has been awarded the Soldier's Medal for heroism displayed July 6, 1943, when a freight train loaded with gasoline and serial bombs burned and exploded near a Fortress base.

Presentation of the award was made in special ceremonies by Maj Gen Nathan F. Twining, commanding general of the 15th U.S. Air Force.

"The gasoline," said Barnes' citation, "was being transferred to the trailers when it suddenly ignited causing a tremendous explosion. Rushing to the fire, he helped combat the flames in an effort to check the possibilities of further explosions and damage.

"He then assisted in uncoupling the eighth and ninth cars and using the cab of the gasoline trailer as a locomotive, eight freight cars were pulled to safety. While attempting to repeat the process with respect to other cars near the burning gasoline, some of the bombs exploded, the concussion knocking him to the ground.

"Suffering shock and abrasions, he arose and continued his attempts to halt the spreading flames which had now reached the nearby dry fields. Soon after, he was removed from the scene by superior command and given medical treatment. By his unfailing devotion to duty and outstanding courage he was greatly responsible for saving from complete destruction vast quantities of military equipment."

Saga of The Bad Penny

Jan 29, 1944
Kelly Field Paper

Every time this Bad Penny turned up it meant plenty of woe for the Axis.

For the Bad Penny is a B-17 and her pilot was 1st Lt. Carl D. Mitchell, veteran of 50 bombing raids in the Mediterranean Theatre, a flier who describes life as a Flying Fortress pilot as "routine, like catching the 8 o'clock Commuter's Special." He is now stationed at Kelly Field.

Close Shave Over Rome

Lt. Mitchell served with the 12th Air Force in Africa, Sicily, and Italy. His first raid was over Sardinia and his last over the beachhead at Salerno.

Bizerte, Messina, Foggia, Naples--tough assignments those last two--and innumerable other historic missions fell to the Bad Penny and its crew.

Their closest shave was over Rome. The ship was damaged and Mitchell was obliged to fall out of formation. Nevertheless they laid their eggs on the railroad yards--the rest of the formation was already on the way home--and as they turned to return to base they were attacked by three or four ME 109s.

Tail Controls Jammed

The top turret gunner hammered away at Jerry so fiercely that the life raft was knocked loose by the concussion and, unmindful of its true purpose, proceeded to wrap itself around the tail controls of the ship. The immediate impression was that the entire tail had been shot off, and Mitchell called up his crew to stand by the jump.

However, the navigator discovered what had happened in time, and was able to hack a hole in the side of the ship. Even while he was at work cutting the life raft free with his hunting knife, the 109s turned away, apparently unaware that the Bad Penny was out of control.

Lt. Mitchell is 22 years old and a native of Decatur, Ill.

San Antonio' - Apr '43
The World at War Today

BEST NEWS OF THE DAY--American Flying Fortresses lay waste Italy's Sardinian port of Cagliari in the heaviest raid of the North African campaign.

MORE GOOD NEWS--Sec. of War Stimson says there is reason to hope that the Germans will be unable to repeat their summer offensives of the last two years.

TUNISIA--British 8th Army in the south advances another 12 miles north of Oudref and is in contact with Rommel's rear guard at a point 58 miles below Sfax. American tanks and infantry move closer to a junction with the 8th Army. The British 1st Army in the north moves steadily forward toward Bizerte and Tunis, Axis strongholds. Page 1.

ITALY--The greatest concentration of Flying Fortresses ever loosed against a single target leaves Cagliari, in Sardinia, a sheet of flames. Seventy-one Axis fighter planes are destroyed, the Americans lose none. Five merchant ships and 21 small craft are hit. Page 1.

RUSSIA--A sea of mud immobilizes the 1,600-mile front. The Russians report they are inching forward in the Smolensk sector. Page 2.

WESTERN EUROPE--The R.A.F. plasters targets in Germany, Belgium and France in wirespread raids marking its 25th anniversary. Page 1.

PACIFIC--Bombs pepper the Japs from the Aleutians to the Solomons. American planes assault Kiska twice and Attu once, losing one bomber. New raids on Mubo, Finschhafen and Saumlaki reported by General Douglas MacArthur. Two Jap fighter planes shot down. Page 1.

BURMA--U.S. and British aircraft bomb oil installations, railways and warehouses widely in Burma.

from Margaret Boatwright's files

LETTERS

In my opinion DOORKNOB FIVE TWO is the best of the many war books which I have read!

George

Recommended reading by the United States Air Force Academy. It has a varacity and intensity that convinces.

Jack Shuttleworth, Colonel, USAF
United States Air Force Academy

DOORKNOB FIVE TWO is the best book written by a combat fighter pilot since Antone de Saint-Exupery.

Thomas Lanphier - (The man who shot down Admiral Yamamoto.)

FREDRIC
ARNOLD

3901
VALLEY
MEADOW
ROAD

ENCINO
CALIFORNIA
91436

818-788-3051

February 22, 1988

Mr. George F. Coen
99th Bomb Group Historical Society
2908 Aliso Dr., N.E.
Albuquerque, NM 87110

Doorknob Five Two is a book for posterity - a lesson in ethics.

Jack Ilfrey, America's First Ace
In North Africa

Dear Mr. Coen:

Thank you for your letter and kind comments about DOORKNOB FIVE TWO. I don't suppose I'll ever get used to, or cease to be amazed, at the wonderful letters that come in from all over the world. I have even heard from the family and former fighter pilot comrades of Karl Muenster (the German fighter pilot who shot me down and who I met in the camp); nor has the response been limited to those who served in WW II - I receive letters from a cross-section of youngsters and men and women of our current generation. And "Elkhorn" survived! His real name is Hagenbach. I hadn't seen him since my last mission and a couple years ago we had an extraordinary reunion.

Yes, it was May 3, 1943 when I crash landed near Biskra! From the enclosed copy of one page of my log you can see how often we went out with you big fellows. This kind of coincidence is like the man who phoned in when I was a guest on a Phoenix TV interview and talk show - he was an infantryman who, with thousands of other soldiers, had lined the shore of Algeria and watched my engagement and destruction of an Italian bomber - he told me three men parachuted from the plane before it crashed in the sea and were picked up!

The U.S. Air Force Academy has the book on their recommended reading list for future fighter pilots. The publisher is sold out but I have a reserve number of books (2nd printing) that I would personally autograph (\$15.00 + 1.00 postage for your members only).

Kindest personal regards -



PAUL W. SHANK

3853 NARRAGANSETT AVE
SAN DIEGO, CALIFORNIA 92107
1-619-222-3992

NAVIGATOR TO CREW:

It was great to hear from people I knew during the big war. This is the first time that I have heard from anybody that I knew in the war. It was quite a thrill. I was sorry to hear about Walter Mucek. I am wondering about the enlisted men who were on our original crew.

It would be great to obtain a summary of what everybody has been doing since our stay in Switzerland. As for me here is my story:

As you recall when we left Switzerland we made a quick trip through the French Alps, a quick flight to Naples, another quick flight to Foggia and back, and then a quick flight to Casablanca

In Casablanca I met a captain from the CBI theatre. He was getting up a crew to fly a war weary B 17 to Wright Patterson field in Ohio. I signed on as navigator. The experience took me to Mariketch, Dakar, Natal, Belem, Georgetown, San Juan, Fort Lauderdale, Washington National, and at last to Dayton. I then took the train to Columbus for a one month leave.

After the leave I reported to Santa Monica, California reclassification center. I was assigned to Victorville Air field where by I became a radar flight line instructor training crews for B 29s. While I was messing around the Victorfield airbase the war ended.

After the war I returned to Ohio State University to complete the education that was interrupted when I went on active duty. Before I graduated I started teaching science at Columbus Central High school. (where they filmed the movie "teachers") I taught high school science and math at Chillicothe, Ohio; Kingsport, Tennessee; and Oak Ridge, Tennessee before moving to San Diego. I have been teaching chemistry at Point Loma High school since 1957. I retired last June after teaching 40 years.

Since retiring, I have been working my way into the travel industry. I would like to get involved in leading tours. At the present time I am paging at the San Diego International airport.

I would like very much to get away and attend the convention next year in Florida. I have enjoyed reading the literature that I have received. However, I would very much like to hear what the other members of the crew have been doing since 1945

Your navigator (mickey man)



WE CONTINUE THE WAR DIARY.

HEADQUARTERS
 NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES
 Office of the Group Commander

20 May 1944

SUBJECT: Roster of Personnel

TO: Commanding General, Fifteenth Air Force APO 520

1. Roster of Officers, members of this command 5 July 1943

NAME	RANK	ASN
Abbott, George P.	2nd Lt	0562228
Abrams, Jack B.	1st Lt	0725833
Ahalt, Louis F.	2nd Lt	0854576
Amundson, Veryl A.	2nd Lt	0729789
Anderson, Don H.L.	12st Lt	0421734
Anderson, John M.	2nd Lt	0728444
Antonik, John C.	2nd Lt	0663223
Archambault, Joseph A.	2nd Lt	0733255
Aspergren, Cleo I.	Capt	01699508
Auchterlonie, Roy H.	2nd Lt	0791548
Ayers, Langdon F.	2nd Lt	0855709
Baldwin, Ernest F. Jr.,	1st Lt	0564736
Banasiak, Chester F.	2nd Lt	0791549
Bankhead, Heber B.	1st Lt	0434064
Bankston, Ingram W.	1st Lt	0791550
Banning, Derrick C.	2nd Lt	0567185
Barker, Caleb N.	2nd Lt	0729791
Barnes, Philip J.	1st Lt	0912632
Barney, William W.	2nd Lt	0731011
Barton, Terry R.	2nd Lt	0729793
Beal, Raymond J.	Capt	0368315
Beaird, Jack A.	2nd Lt	0670075
Belvin, William W.	2nd Lt	0663226
Benson, Roger E.	2nd Lt	0663227
Beringsmith, Albert L.	2nd Lt	0728447
Bernich, Oswald L.	1st Lt	0663228
Berube, Thomas W.	2nd Lt	0730214
Bickner, Charles J.	2nd Lt	0729701
Billingsley, Emerson T.	2nd Lt	0791552
Bliss, Charles R.	1st Lt	01699564
Boggio, Reynolds (NMI)	2nd Lt	0729800
Bohenick, Frank	2nd Lt	0573972
Boyle, James A.	2nd Lt	0730220
Blum, Howard J.	2nd Lt	0673464
Boatwright, Lewilyn T. Jr.	Major	0362594
Bransom, George R. Jr.	1st Lt	0419325
Braungart, Robert K.	2nd Lt	0728820
Breitbach, Robert J.	2nd Lt	0729801
Breslin, Walter H.	1st Lt	0728166
Brook, Lester C.	2nd Lt	0853535
Brown, Lawrence, W.	2nd Lt	01550334
Bruno, James F.	2nd Lt	0729804
Buck, Sidney E.	1st Lt	0789004
Buckner, Jack M.	1st Lt	0728452
Bulkeley, Peter G.	2nd Lt	0663233
Burchinal, Robert L.	2nd Lt	0735975
Burke, Robert J.	2nd Lt	0794096
Burrell, Harry R.	Capt	0387765

Byxbee, Arthur W.	2nd Lt	0901940
Cadger, Edward J.	2nd Lt	0731360
Cantwell, William J.	1st Lt	01699205
Caraberis, John G.	2nd Lt	0791362
Carver, Thomas H.	2nd Lt	0728174
Casey, Thomas E.	2nd Lt	0731022
Casto, Flake	2nd Lt	0728826
Chaffin, Floyd R.	1st Lt	0730225
Chance, Joseph H. Jr.	2nd Lt	0855725
Chapman, Charles C.	2nd Lt	0730226
Chase, Lionel E.	2nd Lt	0729811
Church, Bruce B.	1st Lt	0854154
Clark, William A.	Capt	0406234
Coen, George F.	2nd Lt	0730228
Coleman, Dean H.	2nd Lt	0735977
Collins, Andrew M.	1st Lt	0730229
Commons, Charles P.	2nd Lt	0791567
Cook, Jack E.	1st Lt	073023
Copsey, Robert A.	2nd Lt	0735363
Covert, Charles B.	Capt	0406486
Cox, George J.	Capt	0366421
Craig, Thomas F.	1st Lt	0792105
Criss, George J.	2nd Lt	0649317
Cronk, Roderick N.	1st Lt	0430897
Crosby, George E.	Capt	0390881
Dahl, Eldon H.	2nd Lt	0729818
Danielecki, Benjamin J.	2nd Lt	0797006
Davis, Dent C.	1st Lt	0854964
Davis, Max E.	Capt	0406711
Davis, William D.	1st Lt	01699154
Devine, Joseph R.	2nd Lt	0729824
Dewey, Arch J.	1st Lt	01699291
Dickman, Robert W.	Capt	0436413
Di Giovanni, Anthony J.	2nd Lt	0794780
Di Pascuale, Attilio (NMI)	2nd Lt	0567912
Douglass, Warren S.	2nd Lt	0728464
Downery, Charles F. Jr.	2nd Lt	0729826
Downs, William A.	2nd Lt	0728465
Doyle, George J.	2nd Lt	728466
Drake, Joseph H.	2nd Lt	0729827
Driscoll, Claire E.	2nd Lt	0792444
Duker, Orlo F.	2nd Lt	0729829
Dunaway, James P.	2nd Lt	0728463
Dunn, Sam (NMI)	2nd Lt	0730238
Dunnington, Frank (NMI)	Major	0185229
Duram, Arthur E.	2nd Lt	0567970
Ebbers, Howard W.	2nd Lt	0661819
Elliott, Robert F.	Capt	0406724
English, Burton C.	1st Lt	0665670
Erickson, Clifford R.	1st Lt	0731844
Evans, Richard E.	Capt	0397378
Fairbanks, Vernon E.	Capt	0486892
Feigenbaum, Jack C.	2nd Lt	0792451
Fennessey, James D.	2nd Lt	0515824
Fillmore, Millard W.	2nd Lt	0855646
Finnerty, Edward G.	Capt	0438846
Finney, Kenneth B.	2nd Lt	0735987
Finseth, Levi S.	2nd Lt	j0736847
Fitzpatrick, Ray F.	2nd Lt	0730245
Fisher, Brayton (NMI)	1st Lt	0663246

Flex, James S.	2nd Lt	0663363
Fogle, Robert A.	WO	W2119073
Fovinci, Frank J.	2nd Lt	0738848
Fowler, June B.	2nd Lt	0735991
Franck, Lewis S.	1st Lt	0738468
French, clyde M.	1st Lt	0563041
Fronefield, David L. Jr.	2nd Lt	0663344
Garrett, Thomas H. Jr.	2nd Lt	0729745
Gault, Thomas G.	2nd Lt	0663254
Gast, Sidney B., Jr.	2nd Lt	0733303
Gemmill, John G.	2nd Lt	0568370
Gough, Charles P.	2nd Lt	0729746
Green, Frederick J.	1st Lt	0561137
Gutz, Theodore F.	Capt	0726157
Handcock, William S.	2nd Lt	0791586
Hager, James S.	2nd Lt	0729849
Hain, Robert W.	1st Lt	0731860
Hampton, William M.	Major	0262745
Hansen, Duanne I.	1st Lt	0728477
Hayes, James H.	2nd Lt	0729851
Hemmingsen, Donald T.	2nd Lt	0730780
Henderson, William W. Jr.	2nd Lt	0855764
Henry, Walter K.	2nd Lt	0855764
Herrick, Snorden T.	2nd Lt	0565633
Hess, Samuel B.	WO	W2112711
Hitt, Jack H.	Major	0191990
Holmes, Theodore B.	2nd Lt	0729358
Holt, William H.	2nd Lt	0729859
Hough, John H.	Capt	0908855
Howard, Robert L.	2nd Lt	0663374
Hughes, Edgar O.	Capt	0436325
Hugo, James R.	1st Lt	0731582
Humes, W.E.	2nd Lt	0729861
Hutchison, George E.	Capt	0908672
Imrie, Robert G.	2nd Lt	0729864
dJackson, Malden M.	2nd Lt	0729865
Jacobi, George W.	2nd Lt	0730786
Johnson, Fred L. Jr.	2nd Lt	0728877
Johnson, Walter H.	1st Lt	0917649
Jonaitis, Ignatius J.	2nd Lt	0734704
Jones, Benjamine W.	1st Lt	0790248
Kaufman, Norman R.	1st Lt	0661491
Katz, Irwin (NMI)	Capt	0441193
Kelley, William T.	1st Lt	0482037
Kidwiler, William W.	2nd Lt	0729761
Kilgore, Charles W.	2nd Lt	0855001
Kem, Shelton D.	1st Lt	0401819
Kirkendall, Elmer L.	2nd Lt	0856643
Koehne, Frederick D.	Major	0420946
Koerting, Rufus A.	2nd Lt	0855779
Kotowaski, John P.	Capt	0790255
Kusterer, Edward I.	1st Lt	0560025
Leakman, Henry E.	2nd Lt	0659382
Larkin, Marion J.	2nd Lt	0729873
Layden, Milton	Capt	0402238
LeBlond, Richard E.	2nd Lt	0729874
Leksell, Russell E.	1st Lt	0914664
Leone, Frank P.	2nd Lt	0575341
Lesney, Jerome J.	2nd Lt	0744898
Levin, Alfred (NMI)	2nd Lt	0729347

Levine, Sanford V.	2nd Lt	0733328
Lider, Ralph D.	2nd Lt	0661641
Lilly, Thomas L.	2nd Lt	0733331
Lippmann, Fritz A.	1st Lt	0729878
Lowry, Leon L.	Major	0395129
Luther, Harold O.	1st Lt	0660874
Lutkus, Anthony E.	2nd Lt	0661642
Lyon, Roger C.	1st Lt	0729880
MacDonald, Daniel V.	Capt	0401774
Kermit, Joseph M.	1st Lt	0192919
Marks, Morton L.	2nd Lt	0731392
Masters, Robert W.	1st Lt	0560081
Mastropaolo, Anthony S.	2nd Lt	0733340
May, Frank P.	2nd Lt	0731521
McIntyre, Mark C.	WO	W2112748
McLaughlin, Edward P.	1st Lt	0728900
McLeod, William M.	1st Lt	0917826
McMillan, Robert L.	Captain	0904751
Mehew, Bill R.	2nd Lt	0729884
Mial, Raymond D.	1st Lt	0479410
Mitchell, Carl D.	1st Lt	0661958
Moll, Harold W.	1st Lt	0518559
Morris, Bert W.	1st Lt	0917984
Mosely, Frederick G.	1st Lt	0791478
Murphy, James E.	1st Lt	0419299
Norris, John R.	1st Lt	0662816
Notebaert, Richard J.	1st Lt	0793155
Oehlert, Emmett M.	2nd Lt	0740895
Oliver, Kenneth L.	2nd Lt	01636423
Olsen, Gordon B.	1st Lt	0729650
Orance, Aibert	Major	0397446
O'Rourke, Edward III	1st Lt	0561795
Osborne, William E.	2nd Lt	0795440
Page, Joseph A.	1st Lt	0914196
Papermaster, Theodore C.	Capt	0436192
Patten, Irving B.	2nd Lt	0735143
Patterson, Daniel E.	1st Lt	0725522
Philips, Philip M.	1st Lt	0917853
Pixler, William F.	F/C	I-218
Poehler, Garland W.	1st Lt	0464050
Polk, William L.	1st Lt	0916610
Popelka, Harold F.	2nd Lt	0564060
Prentice, Donald M.	2nd Lt	0670603
Prouty, Herbert C.	1st Lt	0301232
Rainey, Leroy A.	Lt Col	021610
Ray, Wayne S.	F/O	I-120179
Richmeier, John J.	2nd Lt	0856120
Roberts, Edgar H.	1st Lt	0661965
Rohrer, George W.	F/O	I-129
Roquemore, John F.	2nd Lt	0729660
Rowland, Clarence S.	1st Lt	0854061
Russell, James	2nd Lt	0564195
Ruwitch, Robert S.	2nd Lt	0570046
Sadler, Howard A.	2nd Lt	0728317
Samuelson, Stanley H.	1st Lt	0791907
Sanborn, James J.	2nd Lt	0855676
Sarosy, John A.	1st Lt	0561978
Sayer, Jot C. Jr.	1st Lt	0664916
Scarborough, Newton M.	1st Lt	0561980
Schmitt, Roland G.	1st Lt	0855355

Schneider, Robert L.	2nd Lt	0734391
Schoedinger, Vernon F.	2nd Lt	0663418
Schoepf, Albin K.	1st Lt	01699017
Seacord, James	1st Lt	0660323
Seidor, Francis N.	2nd Lt	0729372
Seila, Claude F.	2nd Lt	0663421
Semans, Lawrence S.	Major	0296984
Sentous, Alphonse F.	1st Lt	0916747
Shapiro, Robert M.	1st Lt	0562026
Shields, Dean W.	1st Lt	0728929
Sizemore, Rufus E.	2nd Lt	0570279
Sled, Paul A.	2nd Lt	0663423
Smart, Walter E.	F/O	I-132
Smith, Richard E.	Col	018850
Smith, Richard S.	1st Lt	0790098
Smith, Robert L.	2nd Lt	0576323
Smitherman, James L.	1st Lt	0562084
Sorte, Martin E.	Capt	0434432
Stevensoh, Herber J.R.	Capt	0437670
Stratton, Gardner	2nd Lt	0570422
Strasberg, Jack	2nd Lt	0729672
Stuart, James A.	1st Lt	0661889
Stubbs, Raleigh	2nd Lt	0917903
Stusser, Larry	1st Lt	0566850
Sweeney, Philip J.	1st Lt	0562170
Thistlewood, John J.	1st Lt	0662000
Thomas, Bruce P.	2nd Lt	0736411
Thurman, Wayne E.	Major	022390
Trent, George D.	2nd Lt	0566930
Trentadue, Joseph H.	2nd Lt	0736418
Ircarico, Vito	2nd Lt	01549623
Trichilo, James S.	2nd Lt	01638685
Upthegrove, Fay R.	Col	016855
Vernon, Warren H.	2nd Lt	0726858
Vesey, Patrick J.	2nd Lt	01549626
Vucinich, Vladimir	1st Lt	0916651
Wagner, Robert L.	2nd Lt	0854924
Warren, Wayne W.	Capt	0492834
Was, Frank	1st Lt	0728782
Webb, Richard H.	W/O	W2119066
Weeden, Charles F. Jr.	Capt	0163447
Weidner, Kenneth V.	1st Lt	01549731
White, William W.	1st Lt	0567078
Whitlock, Harold T.	Capt	0190478
Whitmore, Warren B.	Major	0396670
Williams, James F. Jr.	2nd Lt	0854926
Windrum, Carl K.	1st Lt	0728795
Wood, Aine J., Jr.	1st Lt	0725925
Wrentmore, Ernest L.	1st Lt	0496259
Wrigler, William H.	2nd Lt	0794737
Wylie, John W. Jr.	2nd Lt	0728947
Zitkowski, Frederick C.	1st Lt	0728803
Whitticar, Don P.	2nd Lt	0855572

HEADQUARTERS
NINETY NINTH BOMBARDMENT GROUP (H) ARMY AIR FORCES

28 May 1944

SUBJECT: Roster of Personnel
TO: Commanding General, Fifteenth Air Force, APO 520

1. Roster of Personnel Killed in Action, 5 July 1943

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>
Ciovacco, James A.	S/Sgt	11053412
Dobmeyer, Paul F.	1st Lt	0791572
Edwards, Walter E.	S/Sgt	37328651
Esposito, Frank M.	S/Sgt	12090347
Ewoldt, Allan J.	2nd Lt	0729834
Garner, Elden R.	2nd Lt	0729841
Graham, Charles M.	1st Lt	0791420
Lloyd, Kenneth E.	Sgt	32505340
Logan, Carson E.	Sgt	35512314
Mills, Robert W.	S/Sgt	34205020
Schnellbacher, Roy R.	2nd Lt	0729576

2. Roster of Personnel Missing in Action, 5 July 1943

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>
Devane, Martin J.	1st Lt	0728837
Freeburg, Howard L.	2nd Lt	0729839
Harold, James A.	S/Sgt	12050439
Lavine, Sanford V.	2nd Lt	0733328
Snitkin, Louis A.	Sgt	12149497

3. Roster of Personnel Prisoners of War, 5 July 1943

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>
Craton, William I.	T/Sgt	14071813
Davis, Albert E.	1st Lt	0662753
Drueding, Edward B.	1st Lt	0791576
Grantham, Aldon E.	S/Sgt	14066811
Perry, Herbert O.	1st Lt	0729655
Penoyer, Harold E.	Sgt	36175983
Shafran, Albert	T/Sgt	32189671
Shank, Vincent	1st Lt	0729577
Torsell, Neil E.	Sgt	16020988
Withrow, John B.	T/Sgt	18046617
Yorton, Harold A.	S/Sgt	36246570

4. Roster of Personnel Wounded in Action, 5 July 1943

<u>NAME</u>	<u>RANK</u>	<u>ASN</u>
Briggs, John E.	T/Sgt	19067213
Canaday, Clayton W.	T/Sgt	38148731
Curley, Frank A.	S/Sgt	12066568
Finnagen, John S.	T/Sgt	11021827
Fleming, David O.	T/Sgt	36170277
Huckabee, Allen B.	S/Sgt	37188870

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

SPECIAL NARRATIVE REPORT

MISSION: 1 February 1945 - MOOSBIERBAUM OIL REFINERY, AUSTRIA

I. ENEMY RESISTANCE:

A. Fighters: One crew (lead crew) reported 30 a/c enemy fighters at 45/55, 18/26. These e/c a/c remained out some distance, appeared to feint a pass as if attempting to draw out our fighter escort, then turned out again following for some distance. The report that our own escort warned to pull formation together as e/c were in the vicinity, would tend to verify that a/c a/c observed were actually enemy fighters. At 45/05, 18/20, e/a fighters were reported attacking one B-17 and one B-24 which were alone below formation.

B. Flak: Over the primary target (Moosbierbaum O/R), at a mean altitude of 27,000 feet, this group met moderate, accurate, heavy flak, of both barrage and tracking type. No flak was reported at 2nd alternate, (Orag M/Y), but moderate, inaccurate, heavy flak was encountered at 47/12, 14/45 northeast of Orag.

II. SIGNIFICANT OBSERVATIONS:

A. Flak Locations: _____ 26,800 feet, MAH. Ovas area MIH, 47/12, 14/45 SAN.

B. Smoke Screen: Smoke screen at Moosbierbaum was just starting and ineffective, but was spreading fast.

C. Land: 1035 hours, 21,000 feet, 47/02, 16/32, probable B-17 in snow-covered field, skid tracks visible, no activity
11-- hours, 20,000 feet, 45/34, 16/38, train, 35 cars headed north.
1110 hours, 22,000 feet, 46/50, 16/15, train, 30 cars heading north.
1340 hours, 28,100 feet, 44/17, 16/15, M/Y, 320 cars.

D. Air: 1207 hours, 48/??, 16/10, B-24 below formation heading 120° unescorted. A/C #451, called on radio and said was landing at a fighter field in Fogia area. 1330 hours, #2 A/C in Charlie --- left formation at end of bomb run, 2 engines out, got immediate fighter escort.

III. CONCLUSIONS:

- A. Total Losses: None
- B. Damaged: 9 A/C (7 minor, 2 major, 1 man received slight flak would)
- C. Victories: None
- E. Corrections to telephone mission report: One squadron dropped by P77 at Moosbierbaum

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

SPECIAL NARRATIVE REPORT

MISSION: 5 February, 1945 - REGENSBURG OIL STORAGE, GERMANY

I. ENEMY RESISTANCE:

A. Fighters: Six (6) enemy fighters were reported. Two (2) unidentified E/A were seen in the Salsburg area, attacking a struggling B-24. Four (4) IM/AC, with single tail fins, were observed between Salsburg and Regensburg. They remained well out of range at about 9 o'clock.

B. Flak: Over the target at 26,000 feet, flak was slight, inaccurate and heavy.

II. SIGNIFICANT OBSERVATIONS:

A. Flak Positions: Fleon, M-A-H at 26,300'.
Tachau, 49/30N, 13/10E, M-I-H
49/41N, 12/33E, 26,000', S-I-H
49/30N, 13/06E, M-A-N

B. Land: 1230 - 25,300', M/Y, 46/27N, 12/31E, 200 cars.
1301 - 26,000', M/Y, Muhldorf, 48/15N, 12/37E, 400 RR cars.

C. Water: None

D. Air: 1325 - 48/25N, 12/00E, B-17 at 10,000', losing altitude, our altitude, 26,000'.

III. CONCLUSION:

- A. Total Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections on Telephone Mission Report: None.

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

SPECIAL NARRATIVE REPORT

MISSION: 7 February 1944 - VIENNA-LOBAU OIL REFINERY

I. ENEMY RESISTANCE:

A. Fighters: No enemy fighters were observed.

B. Flak: Over the target at a mean altitude of 28,500 feet, flak was reported as moderate, inaccurate to accurate, and heavy, of barrage type.

II. SIGNIFICANT OBSERVATIONS

A. Flak Locations: None

B. Air: 1326 hours, at target, 2 B-17s from Group to right of 347th sq. seen to explode. No chutes were observed
1332 hours, 28,000 ft, 47/54, 16/38, B-17 alone, ;5,000 feet below formation.
1340 hours, 24,000 ft., B-17 left group and headed east, 46/50, 16/40

C. Water: 1135 hours, 17,000 ft, 44/08, 14/13, 3 small and 1 large M/V heading north.
1149 hours, 15,000 ft, 44/10, 12/48, 20-ship _____ convoy heading 330° 16 knots

D. Land: 1225 hours, 27,000 ft., 47/04N, 16/04E, Kofrack, much railway activity on line from here to Voitsberg (47/03, 16/09)
1220 hours, 25,000 ft. (47/23N, 15/05) Leeben, small industrial area. Approximately 5 factories very active with RR activity in area.
1230 hours, 26,000 ft. M/Y at 47/23, 15/05, 500 RR cars
1233 hours, 24,000 (45/38, 12/52) 30-car train.

III. CONCLUSIONS:

- A. Total Losses: None
- B. Damaged: 5
- C. Victories: None
- D. Corrections to Telephone Mission Report: None.

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

SPECIAL NARRATIVE REPORT:

MISSION: 9 February 1945 - MOOSBIERBAUM O/R, AUSTRIA

I. ENEMY RESISTANCE:

A. Fighters: Three (3) unidentified E/A were seen by this group on today's mission. One E/A observed at 1315 hours, 45/50N, 16/20E, Zagreb area, but stayed well out. Two (2) T/E E/A were observed at 1235 hours in Graz area but stayed well out at 3 o'clock.

B. Flak: No flak was encountered at the target. At 46/20N, 16/20E, slight, inaccurate, heavy flak was encountered. Moderate, accurate, heavy flak was encountered at Kapfenburg.

II. SIGNIFICANT OBSERVATIONS:

A. Flak Positions: 1302 hours - 18,000', 46/20N, 16/20E, S-I-N.
Kapfenburg - M-A-H

III. CONCLUSIONS:

- A. total Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections on Telephone Mission Report: None.

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

SPECIAL NARRATIVE REPORT:

MISSION: 13 February 1945 - VIENNA SOUTH ORDNANCE DEPOT, AUSTRIA

I. ENEMY RESISTANCE:

A. Fighters: Six (6) unidentified a/e a/c were seen at 1225 hours at 27,000 feet, flying parallel to formation. When B-17 gunners fired a few bursts these a/c broke away.

B. Flak: At a mean altitude of 27,400 feet, intense, accurate, heavy flak was encountered at the primary. At 27,000 feet, moderate, accurate, heavy flak was encountered at the alternate, Maribor. Flak at both locations appeared to be of both tracking and barrage types, the former predominating.

II. SIGNIFICANT OBSERVATIONS:

A. Flak Positions: I-A-N at Vienna (T-Chart 14-23-MA) 8 to 9, R to T.
M-A-N, at Maribor
M-I-H at I.P. for primary, 48/07N, 15/48E.
M-I-H at 42/10N, 15/30E

B. Smoke Screen: 1203 - 27,000', ineffective smoke screen at 48/12N, 15/37E.
1217 - 27,000', thin smoke screen over NE portion of Vienna.
1210 - 27,000', ineffective smoke screen at target.

C. Land: 1200 - 21,000', 200-300 cars in M/Y at 45/34N, 14/10E
1017 - 16,000', B-17 on Island at 43/57N, 12/00E infield
1035 - 23,000', Refinery and RR siding at 46/??N, 14/??E
1145 - 28,000', A/D at 47/12N, 14/40E, approximately 35 TR/AC in revetments
1152 - 27,000', large very active factory at 47/12N, 14/40E
1200 - 23,000', I/G at 45/??N, 16/20E, no e/a visible
1220 - 25,000', A/D, 15 miles SW of Zagreb - several A/C seen taking off.

D. Water: 1021 - 15,000', large M/V anchored in harbor at 42/20N, 15/08E.

E. Air: 1210 - Vienna - B-17 in spin, 1 chute seen.
1211 - 27,000', over Vienna - 2 B-17s seen heading east, apparently for Russian lines.
1216 - B-17 of Group seen going down in flames
1217 - F-33 exploded over target area (Vienna) no chute seen.
1240 - B-17 going down at 46/??N, 16/20E.
1500 - 10,000', one crew reported seeing about 16 unidentified a/c in a dogfight at 44/??N, 15/20E.

III. CONCLUSION

- A. Total Losses: None
- B. Damage: From Flak: 3 major
10 minor
- C. Victories: None
- D. Corrections on Telephone Mission Report: None.

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

SPECIAL NARRATIVE REPORT:

MISSION: 14 February 1945 - VIENNA _____ O/R, AUSTRIA

I. ENEMY RESISTANCE:

A. Fighters: Blue Force of this Group observed six or seven EAC shortly after leaving the target at approximately 1347 hours at 46/19N, 17/29E. One (1) M 210 flew about 800 yards above the formation and on course, leaving when chased by a P31. An Me 210 with red nose and missiles, fuselage painted yellow with green stripes and a large swastika on the side was seen. Two (2) JU 88s were observed at a distance but made no attempt to attack. Three (3) unidentified single-engine fighters made one coordinated pass from 6 o'clock high but did not press the attack. At the time this attack took place, one of the JU 88s pulled over slightly toward the formation, dipped his wings then pulled away.

B. Flak: Both Red and Blue Forces encountered moderate to intense, fairly accurate, heavy flak, of both barrage and tracking type, while flying at a mean altitude of 27,500 feet. the aircraft sustained minor damage from flak. Slight, inaccurate, heavy, tracking flak was encountered in the Gyor area and in the Bruck area. No A/C were damaged by this flak.

II. SIGNIFICANT OBSERVATIONS:

A. Land: 1206 - 27,000', 2 trains - 30 cars each at 46/33N, 14/58E.
1235 - 25,000', M/Y, 45/20N, 15/30E - 250 cars
1237 - 26,000', 46/07N, 15/02E, 2 trains - 40-50 cars each heading SE
1240 - 27,800', 48/15N, 16/??E, 2 15-car trains each heading West
1245 - 19,000', 45/??N, 17/28E, bridge damaged - span cut - recent bomb strikes observed
1400 - 16,000', Air strip, 44/45N, 16/39E, vacant

B. Water: 1220 - 26,300', 48/12N, 14/27E, 12 barges in Danube

C. Air: 1417 - 25,000', 45/10N, 12/20E, 1 lone B-24 seen heading IFE degrees

D. Flak Positions: 45/08N, 16/20E - S-A-N
45/06N, 16/20E, N to I-A-N
Bruck - S-A-N
46/23N, 16/42N, S-A-N
Gyor, 47/40N, 17/409E, S-I-N

E. Smoke Screen: It was observed that a smoke screen was just starting in the target area, and was very ineffective.

III. CONCLUSION:

- A. Total Losses: None
- B. Damage: Flak: 2 minor
Fighters: 0
Others: 0
- C. Victories: None
- D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 15 February 1945 - SOUTH STATION FREIGHT YARDS, VIENNA, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: One unidentified, single-engine a/c was observed at 1223 hours, at ??/??N, ??/??E. This aircraft was at 12,000 feet, 10,000 feet below our formation, and was heading south, the opposite direction of our formation.

B. Flak: This Group attacked in two forces. Both forces encountered accurate, _____, heavy flak, predominantly tracking type. Nine (9) aircraft sustained flak damage, 5 sustaining major damage and 4 sustaining minor damage. The Blue Force encountered fairly accurate, slight, heavy flak at 45/30N, 12/00E.

Flak over Vienna was reported to be less intense than on former missions, and seemed to be more of a tracking type than a barrage. In the past, there seemed to be a barrage of flak over Vienna before our aircraft approached the target, but reports on today's mission indicate that no flak was encountered until 30 minutes before bombs away. The flak seemed to be of tracking type, and suddenly appeared directly in front of the formation. The flak did not last long, but as the formation preceded on off the target, the flak disappeared. On the past few missions, to Vienna, the flak seems to be of the above type.

II. SIGNIFICANT OBSERVATIONS

- A. Land: 1123 - 22,800', Karlovak, 45/29N, 14/32E, M/Y, 200 to 300 cars.
1124 - 22,300', 45/31N, 15/31E, north west of Karlovak near River - Fighter strip - no a/c.
1140 - 24,000', 46/15N, 18/30E, M/Y, 300 cars.
1155 - 26,900', 46/??N, 14/??E, Wolfsburg. Large factory in operation, much smoke.
1213 - 23,000', 46/32N, 12/22E - Lips, electric plants factory and area - much activity.
1400 - 25,000', I/S, 46/46N, 15/10E, no E/A.
- 22,000', I/S, 45/15N, 14/??E, no E/A.

B. Air: 1233 - 29,000', at target, 1 B-17 burned and exploded, 2 to 5 chutes seen.
1233 - 29,000', target, 1 B-17 exploded under 347th Squadron. Believed his by bombs of 347th squadron.

Flak Locations: M-A-N encountered at the target of both barrage and tracking type.
1245 - 24,000', 46/20N, 17/00E, _____, - N-fairly accurate - N, flak.

III. CONCLUSION

- A. Total Losses: 0
- B. Damage: Flak: 9 (5 major - 4 minor)
- C. Victories: None
- D. Corrections on Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 16 February 1945 - Bolzano M/Y, ITALY

I. ENEMY RESISTANCE:

- A. Fighters: No enemy A/C were encountered or observed by this group.
- B. Flak: The 1st wave of this group encountered intense, accurate, heavy flak at Holeano. 8 A/C were damaged, 4 sustained major damage and 4 slight damage. 4 men sustained minor flak injuries. The 1st wave also encountered slight, inaccurate flak at 46/66, 11/26. The 2nd wave group encountered no flak at their target, Landsberg. One A/C bombing a target of opportunity at Pola, encountered slight, inaccurate, heavy flak.

II. SIGNIFICANT OBSERVATIONS:

A. Land: 1300 hours, 24,000 ft - Innsbruck M/Y - 300 cars, much activity. 1335 hours, 19,000 ft - 2 unidentified single-engine E/A A/D at 45/08N, 12/36E.

III. CONCLUSIONS:

- A. Total Losses: None
- B. Damage: 8 flak damages (4 major - 4 minor)
- C. Victories: None
- D. Corrections to Telephone Mission Report: None

SUPPLEMENT TO SPECIAL NARRATIVE REPORT

MISSION: 16 February 1945

1. While in the Letenfield area, the aircraft in the Baker box, high right of the group formation, observed two bursts of what appeared to be silvery chaff. The bursts were about 100 feet above the formation and immediately in front of the formation. The 1st burst was seen to the right of the box, and immediately after the second burst was seen to the left of the box. There was no smoke made, and it did not look like flak, and only the bursts were observed. Crew members are sure no aircraft were above them and it could not have been chaff being dispensed by another aircraft.

2. The following observation was made on mission of 16 February 1945. A new runway at 45/35N, 19/07E was observed. This runway had not been observed before and from all appearances, a new landing strip. It is approximately 4,000 feet long and appeared very black and hard surfaced. No activity was observed, nor no aircraft were observed. This landing strip lies close along side a river, and is 4 miles NE of the town of Grunetj.

SPECIAL NARRATIVE REPORT

MISSION: 18 February 1945 - LINZ MAIN M/Y, AUSTRIA

I. ENEMY RESISTANCE:

A. Fighters: Four unidentified a/e A/C were observed on today's mission. The A/C were observed at 1125 hours, 45/34, 15/29, 25,000 feet. These A/C were observed off to one side and made no attacks. The A/C were observed at 1230 hours at 48/36, 16/10 at 28,000 feet. These unidentified A/C were flying in opposite direction to our formation. These A/C resembled P-51s, but a sheet of flame was observed coming out from under the fuselage, and A/C were travelling very fast. No P-51s had been observed in the area. Observations on the A/C resembling the P-51s was made with field glasses.

B. Flak: This group encountered moderate, inaccurate, heavy flak at 25,000 feet to 27,000 feet, over the primary target, Linz. Slight, inaccurate, heavy flak was observed at Graz and Bruck at 26,000 feet.

II. SIGNIFICANT OBSERVATIONS:

A. Flak Positions: Graz - 47/0?, 10/25, Bruck - 47/16, 18/16.

III. CONCLUSIONS:

- A. Losses: None
- B. Damage: One minor flak damage
- C. Victories: None
- D. Corrections to Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT

MISSION: 19 February 1945 - KLAGENFURT M/Y, AUSTRIA

I. ENEMY RESISTANCE:

- A. Fighters: None
- B. Flak: None

II. SIGNIFICANT OBSERVATIONS:

A. Land: 1143 hours, 25,000 ft - 350 cars in M/Y, 46/08, 14/35.
1220 hours, 24,400 ft - Fiume M/Y 14/27, 45/20 - 100 cars.

B. Water: 1045 hours, 20,000 ft - 7 medium M/V at 44/08, 14/42, heading 180° 1044 hours - 12 unidentified vessels at 43/30, 18/20, 6 looked like submarines and 6 like small war vessels. None moving.

III. CONCLUSIONS:

- A. Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections to Telephone Mission Report: None

SPECIAL NARRATIVE REPORT

MISSION: 20 February 1945 - LOBAU O/R, AUSTRIA

I. ENEMY RESISTANCE:

A. Fighters: None

B. Flak: This group encountered moderate, inaccurate, heavy flak at 23,500 to 24,800 feet at the primary target, Vienna Lobau Oil Refinery. The flak was not encountered until the formation had dropped the bombs. Four A/C were damaged, 2 major and 2 minor damage.

II. SIGNIFICANT OBSERVATIONS:

A. Land: 1150 hours, 23,000 ft, Long trains heading north at 46/40, 16/45, 100 cars.

1135 hours, 22,000 ft., M/Y 46/53, 16/35, 300 cars in yards

1202 hours, 24,000 ft., M/Y, 46/51, 18/51, 150 cars

1211 hours, 24,000 ft, 47/15N, 16/52E, I/S - no activity indicated and no A/C present

1212 hours, 24,000 ft., 47/15, 17/10, M/Y - 1 train coming into yards from west, 300 cars in yards

1215 hours, 123,000 ft., M/Y 42/20, 17/26 - 400 cars in yards

1220 hours, 22,000 ft., M/Y - 47/37, 17/18 - 200 cars and 3 trains in yards

1344 hours, 21,000 ft., A/D - 44/30, 16/10 - vacant

B. Smoke Screen: 1355 hours, 14,000 ft., ineffective smoke screen just starting at Zagreb, 45/46, 16/00.

1310 hours, Vienna Lobau Oil Refinery. Smoke screen was just starting.

C. Flak Locations: 46/27, 16/38 -Mackanzisa

III. CONCLUSIONS:

- A. Losses: None
- B. Damage: 4 A/C by flak (2 major and 2 minor)
- C. Victories: None
- D. Corrections to Telephone Mission Reports: None

SPECIAL NARRATIVE REPORT

MISSION: 21 February 1945 - VIENNA CENTRAL M/Y, AUSTRIA

I. ENEMY RESISTANCE

A. Fighters: Two unidentified A/C were observed in the Zagreb area at 1315 hours, at 22,000 feet. These A/C were being chased by F-80s

B. Flak: This group encountered intense, accurate, heavy, barrage and tracking flak over the primary target at 27,800 feet. The flak was first encountered about two minutes prior to target time and lasted until three minutes after target time. The flak was particularly intense at the rally point, and was accurate as to altitude and deflection. 10 aircraft sustained major flak damage and 6 aircraft sustained minor flak damage. Moderate, accurate, heavy tracking flak was encountered at Varazdia, 46/19N, 16/20E. This flak was accurate as to altitude and deflection and hits were scored on our aircraft at this location. These crews report that some flak bursts over the primary target.

II. SIGNIFICANT OBSERVATIONS:

A. Land: 1200 hrs., 24,000 ft - 2 trains of 40 cars in M/Y at 46/15, 12/16. 1205 hrs. 26,000 ft - Pontoon bridge over river at 46/36, 15/02.

1221 hrs., 22,500 ft - M/Y 46/60, 16/50 - 150 cars in yards

1225 hrs., 19,000 ft - L/S at 46/29, 16/40 - no a/c present

1230 hrs., 20,000 ft - M/Y 46/49, 16/20 - 150 cars in yards

1236 hrs., 18,800 ft - L/S at Zagreb 45/40, 16/02 - vacant, also barracks area of 120 tents

1410 hrs., 20,000 ft - L/S at 45/60, 15/20 - 7 unidentified A/C on the strip

B. Air: 1222 hrs., 22,000 ft - 1 B-17 going down over target, no chutes seen. Losing altitude fast.

1204 hrs., 27,00-0 ft - B-17, losing altitude, one engine feathered at 47/50, 16/42, appeared to be heading for Russian lines.

1415 hrs., 22,000 ft. - 45/40, 12/40, B-17, 500 feet above water, heading towards Vie.

C. Flak Locations: 46/19, 16/20 Verazdia - 46/23, 1626 - _____

D. Smoke Screens: 1150 hrs. 22,000 ft, 46/06, 14/?? LjubiuJarra, very effective smoke screen.

III. CONCLUSIONS:

A. Losses: None

B. Damage: 16 A/C by flak (10 major and 6 minor)

C. Wounded: Four men were wounded by flak. Three men sustained minor injuries and one man's injuries are unknown, as he was taken to the hospital from another field.

D. Victories: None

E. Corrections to Telephone Mission Report: None

NO SIGNATURE

SPECIAL NARRATIVE REPORT:

MISSION: 22 February 1945 - IMMENSTADT M/Y, RY BRIDGE EAST OF Carnran, M/Y AT MONGUELFO, ITALY

I. ENEMY RESISTANCE:

FIGHTERS: This group encountered 5 E/A on today's mission, and a total of 15 E/A were observed, including those encountered. At 1342 hours, at 47/30, 11/10, 1 Me 210 made one pass at ne of the squadrons of our group. The E/A attacked from 3 o'clock, level, and broke away at approximately 600 yards. At 47/38, 10/20, at 1340 hours, at 13,000 feet, one squadron encountered 4 E/A, 1 Me 262s and 3 Me 109s. The Me 262 came in from 6:30 o'clock, low, out of the clouds, firing at the formation, then leveled off momentarily until reaching the front of the formation. Then just under and in front of the lead ship the E/A zoomed up very steeply and climbed rapidly into the clouds about 4,000 feet above the formation. Fire from this E/A damaged on A/C and wounded the ball turret gunner. Not more than a minute after the Me 262 made its attack three Me 109s came out of the clouds at 9 o'clock, slightly below level, two being abreast and the third E/A slightly behind and a trifle higher. These E/A pressed their attack to within approximately 700 yards then broke sharply in a diving turn to the right. One of our A/C suffered damage believed to have been received during this attack. A claim for one Me 109 probably destroyed is being submitted. At 1520 hours, at 45/38, 13/06, 6 Me 109s were observed below the formation, but no attack was made. At 46/44, 12/16, at 1433 hours, 4 FW 190s were observed. These A/C were gray and black in color and were observed as they flew under the formation. No attacks were made.

B. Flak: This group attacked three targets today; Innenstadt M/Y, Monguelfo M/Y, and a railroad bridge at 46/10, 12/40. No flak was encountered at any of these targets. The group flew over their primary targets, which were obscured by cloud cover, and no flak was encountered.

II. SIGNIFICANT OBSERVATIONS:

A. Land: 1145 hours, 16,000 ft - 47/30, 11/01, M/Y, approximately 200 cars
 1150 hours, 18,330 ft - 46/03, 12/36 - A/D 6 a/e A/C in revetment
 1210 hours, 16,000 ft - 46/40, 12/20 - freight train of 10 cars stranded between two bridges that were out.
 1345 hours, 14,000 ft - 47/20, 16/16 - M/Y 125 cars
 1257 hours, 14,400 ft - 47/18, 10/06 - to right of _____, large bivouac area, 190 tents.
 1315 hours, 14,400 ft - M/Y Innenstadt, hit by another group, much smoke.
 1430 hours, 20,000 ft - 45/27, 12/36 - NE bridge completely covered in center span with smoke from bombing.
 1435 hours, 21,000 ft - 46/03, 12/36, L/S 5 S/M fighters
 1616 hours, 17,000 ft - 46/02, 12/27 A/D, no activity.

B. Water: 1135, 15,500 ft - 46/36, 12/02, fighter under attack by F-81s, partially submerged.

III. CONCLUSIONS:

- A. Losses: None
- B. Damage: 2 A/C by fighters (1 major and 1 minor)
1 man received wounds from enemy fighter
- C. Victories: 1 Me 109 - probably destroyed
- D. Corrections to Telephone Mission Report: Line 16 corrected to read 1 probable.

SPECIAL NARRATIVE REPORT

MISSION: 23 February 1945 - WORGEL M/Y, AUSTRIA

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

I. ENEMY RESISTANCE:

A. Fighters: No enemy aircraft were observed or encountered on today's mission.
 B. Flak: At the target, Worgel, a few bursts of light flak were observed. This flak was way below our formation. Moderate, inaccurate, heavy flak was encountered at (48/12,12/08). This flak was up to our altitude but off in deflection. Slight, inaccurate, heavy flak was encountered at 42/20, 29/20. This flak was off in deflection and altitude.

II. SIGNIFICANT OBSERVATIONS:

A. Land: 1100 hrs, 19,000 ft - 45/20N to 45/40N, 16/20E to 16/20E. Siding of vehicles moving southeast, may have been tanks or armored vehicles.
 1115 hrs., 21,000 ft - 45/40, 15/10 - 200 cars in M/Y
 1130 hrs., 21,400 ft - 46/08, 15/10 - supply dump and M/T activity
 1212 hrs., 22,000 ft - 45/55, 12/34 - 7 landing strips, vacant
 1216 hrs., 21,000 ft - 47/22, 12/45 - Hydroelectric plant operating
 1300 hrs., 22,000 ft - M/Y at 46/35, 12/36, 280 cars.
 1315 hrs., 12,000 ft - M/Y at 45/55, 12/33 - 200 cars in yards, and 3 trains assembled.
 1316 hrs., 22,000 ft - 10 unidentified A/C on A/D 46/16, 12/30
 1319 hrs., 22,000 ft - 6 unidentified A/C on A/D at 44/08, 13/??
 1320 hrs., 22,000 ft - 46/09, 12/27 - 300 cars in M/Y
 1325 hrs., 22,000 ft - 15 unidentified A/C on A/D at 45/34, 13/27.

B. Water: 1236 hrs., 22,000 ft - 46/45, 12/45 F-62 came in on B-17 and made a pursuit curve. A B-17 fired on the F-51.

C. Flak Locations: _____ - 45/10, 12/00 - N-A-N
 42/31, 12/20 - S-I-N
 Vilisa - observing _____ - observed

D. Smoke Screens: 1115 hrs, 21,000 ft - 45/49, 15/10 cover smoke screen
 1220 hrs., 21,000 ft illegible.

III. CONCLUSIONS:

- A. Losses: None
- B. Damage: None
- C. Victories: None
- D. Corrections to Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION: 24 February 1945 - GRAZ M/Y, AUSTRIA

I. ENEMY RESISTANCE:

A. Fighters: No enemy aircraft were encountered or observed on today's mission.

B. Flak: Moderate, inaccurate, heavy flak was encountered at 25,000 to 27,000 feet over the target, Graz. This flak was of barrage and tracking type. Three aircraft were damaged by the flak, one sustaining major damage, and two sustaining minor damage. These aircraft received this flak while on a second run over the target.

Slight, inaccurate, heavy flak was encountered at 44/20N, 12/??E. This flak was inaccurate as to altitude and deflection.

Slight, inaccurate, heavy flak was encountered at Maribor, 46/34N, 16/30E, at 27,000 feet. This flak was of barrage type and was accurate as to altitude, but inaccurate as to deflection.

II. SIGNIFICANT OBSERVATIONS:

A. Flak Positions: At target, M-I-N at mean altitude of 25,000'
 S-I-N at 46/25N, 13/18E
 S-I-N, at Maribor.

B. Land: 1214 - 26,000'; M/Y at Spittal, 45/37, ??/??E, showed heavy bomb damage
 ???? - 26,500', No a/c visible on strip at 45/16N, 12/00E, near _____
 ???? - 26,000', much rolling stock in Graz M/Y (target).
 ???? - 24,000', 15 unidentified large a/c on Zeltung A/D, 45/15N, 14/44E

C. Air: None

III. CONCLUSIONS:

- A. Total Losses: None
- B. Victories: None
- C. Damage: By flak: 3 (1 major, 2 minor)
2 men wounded (minor)
- D. Corrections on Telephone Mission Report: None.

SPECIAL NARRATIVE REPORT:

MISSION 25 February 1945 - LINZ SOUTH MAIN M/Y, AUSTRIA

I. ENEMY RESISTANCE:

A. Fighters: No enemy A/C were encountered on today's mission.

B. Flak: Intense, accurate, heavy flak was encountered at 22,000 to 24,000 feet, over the target, Linz. The flak was of barrage and tracking type. Our aircraft encountered flak for about 4 minutes. The flak was accurate as to altitude and deflection, and 20 of our aircraft were damaged, 5 sustaining major damage and 15 minor damage.

II. SIGNIFICANT OBSERVATIONS:

A. Land: 1107 - 20,000', SW of Udine 6 LS - no enemy a/c present on field but 10 a/e a/c and t/e seen in revetments
 1120 - 20,900', 46/03N, 12/37E, A/D, 7 a/c, 1 t/e a/c
 1211 - 23,700', _____ M/Y - 300 cars
 1220 - 24,800', 46/10N, 12/20E, Ledeldorf A/D and launching platform in use, _____ in woods. Also M/Y same location, 200 or more cars.
 1229 - 25,000', 48/10N, 12/51E, M/Y - 300 cars
 1313 - 20,000', 47/15N, 14/45E, M/Y - 300 cars
 1313 - 19,000', 47/10N, 14/60E, Zeltung A/D, 24 a/c unidentified
 1325 - 19,000', 47/10N, 14/40E, 3 t/e, 4 a/e a/c
 1218 - 10,000'. Zeltung M/Y, 200 or more cars.

B. Water: 1226 - 22,000', 44/11N, 15/02E, 60 barges in Danube

C. Air: 1200 - 23,000', 46/30N, 12/20E, 1 B-17 exploded - no chutes

C. Flak Positions: 1245 - 24,000', I-A-N at target
 1300 - Munich area - flak observed

D. Smoke Screens: 1129 - 21,000' 42/42N, 12/17E, smoke pots throwing screen _____

1215 - 24,000', smoke screen at Zalsburg, 4/10 cover - 50 generators
1220 - 24,000, 422/10N, 12/00E, smoke screen - 40 generators
1300 - 20,000', smoke screen at target - screened yards from NW to NE not very effective.
Pots had just been started.

III. CONCLUSIONS:

- A. Total Losses: None
- B. Damage: 20 damaged (5 major, 15 minor)
- C. Victories: None
- D. Corrections on Telephone Mission Report: None.

HERE TIS

Vol XI, No. 9 4 March 1945
Published Weekly by the I and L and Special Service Section, Hq. 99th Bomb Group

COMBAT PERSONNEL EAGER FOR EDUCATION

If the USAFI enrollments are any indication of eagerness for learning on the part of any particular group of individuals, the figures for the month of February in the 99th point most favorably in the direction of combat men. Of the total number of Armed Forces Institute enrollments processed by the Group I&E Officer, 60% were for the boys who fly the big'ns. Men from the Group's Armament sections were second in the quest for learning, with 23% of the total. Courses chosen ranged in subject matter and educational levels from an elementary study of English Grammar thru Constitutional law and Marine Engineering. The major portion of the courses were in mathematics and practical business. The 347th continues to lead other squadrons in the number of enrollments - with the 348th, 346th, 416th, and Hq. trailing in that order.

It is significant that less than 25% of all applications were for courses from universities. What with the expansion in number and variety of courses offered by the Institute, the availability of most of them here in Italy, and the high standard of the work for accreditation purposes, it can be understood why AFI courses are favored.

HAVE YOU ENROLLED?

MISSION RECORD NEARLY BROKEN

Thirteen consecutive missions in the month of February was almost a new record for the 99th. A perusal of the records, however, shows that in July, 1943, there were also 13 in a row, and in January, 1944, generally considered the record-breaking month, there were 12 of the 24 that were without a day's break between.

COMING ATTRACTIONS

"LIGHT FANTASTIC," USO Unit No. 411, 20th Mar. The Kin Lee Singers, Singing Swing. Cy Reeves, MC. Tap Dancer; Billy and Idylle Shaw, cycle novelty; and others. March 20th Sq. Theatre

347TH LEADS IN EASTER WAR BOND DRIVE
USO GIRLS SWAP DANCES FOR SMACKERS

Capt Stussor, backed by all 347th men, is out to make his squadron number ONE in the Air Force Easter War Bond Drive--and he's well on the way. On pay day last, the 347th men contributed \$10,000.00 to the drive. "That figure can be improved," thought the Captain--so--he set the stage for a War Bond Rally on Thursday. At one o'clock on that day, the entire squadron gathered in front of the EM Club to the jive music of the Diamond BACK orchestra. "Smack the Axis with a Smack" was the motto penned on a tall signpost, amidst an improvised platform. A most appropriate slogan too--for three comely USO girls from the Panama Hattie show rewarded each of Thursday's purchase with a kiss. Lovely Suanne Scott of St. Louis, Mo.; blonde Sonny Wright, of NYC; and pert Margarite Rafferty of Chicago did the catching--and countless lads of the 347th did the pitching.....wooo...wooo! The \$10,000.00 figure was improved by \$2,000.00 encore in cash 'n \$4,000.00 in pledges for pay day next. Good work, fellows; we're all behind you in your all-out drive.

It might interest the men of the 347th to know that, even though they are first in the Group to use the "Kiss and Sale" technique successfully, they are by no means the first to try. Cpl DALE graced the Hq. pay line Wednesday with a typewriter, War Bond blanks, and a flourishing "Kiss for Sale" banner--but with questionable results.

"FRAGS"

346

In this space last week, a major error was committed. In writing of the new spring edition comfort station, it was set down that V. Searles was the inaugurator of the new model. Two unhappy sacks were very much offended for they claim they are the co-holders of the title, "Grand Knight of the Latrines." So to Lou Altor and Bert Partlow go [sic] the distinct honor of being the "fastest workers' on the line. There is a good deal of controversy as to which one hit pay dirt first, but Lou and Bert, being two good, sturdy operators, are willing to share the honor....Incidentally, Bert Partlow has quieted down this past week because of certain information that reached the Squadron from the States. Yes, George Leming is now a prop-specialist back in Miami. "George a prop-specialist, ye Gods," exclaimed Bert, "I should be a Lt Col."....Pancho, our celebrated, chocolate-skinned, 16th assistant mess sergeant now accepts tips. Pancho reasons, with some justification, that due to the superb chow and superior quality of his service, he should be rewarded financially...nothing less than a one lire note will be accepted....Nate Wolinetz, he of the broad beam, now has an assistant to get him out of legal difficulties that he talks himself into.

347

Well, we dug down and did it again! Once more we lead the group in War Bond sales. And wasn't it fun buying the bonds from the girls? You know, they could have talked me into anything. but I couldn't talk them into _____ as I was saying, it shouldn't be too long before you have the long awaited updating of our bar. The fellows came through in swell style buying bar-cards and now that we are financially able, we should have the bar opened by the next printing of "Here 'Tis." Incidentally, multagratias to the members of the band for their donation of thirty bucks to the EM Club. When it comes to money, the good old 347th is right on the ball. ... This balmy weather is bringing our athletes out of hibernation. They are out almost every day playing softball, badminton, and, believe it or not, golf. Talking of sports, lets not forget our ping pong team that is (we hope) headed for the group championship.

348

Spring cleaning has started. The mess hall and PX are sporting new coats of whitewash, and the EM Club is having its face lifted. In the Officers area, a new club is under construction, thanks to the generosity of Major Knepper. The building which was originally planned for the CO's house has been turned over to the officers....A routine test hop turned out to have some pretty anxious moments for Lt Poczick and his crew. They went up to slow time an engine, but the engine caught fire and burned fiercely while the ship circled the field. Luckily the fire finally went out and Lt Poczick and his crew, Lt Adams, Sgt Silva, and Sgt Havers landed safely....Our appologies to Sgt Harry Bream, the unsung hero for the great F/Sgt, Tent Fire. Last week we reported that Flash Mason saved the tent, but it seams that Hairbreadth Harry discovered the fire and helped put it out....If you're wondering about that big hole in back of the Orderly Rm., all we can say is that it'll be a super-duper when it's finished. And it will probably be the only one in the group which accommodates officers and enlisted men under one roof....DEMOCRACY MARCHES ON!

416

Cpl Herman "Smiley" Van Strom, the aircraft painter, has plenty of time these days to repent in silence whilst pulling guard duty. Those frequent missions to the town's taverns have reaped poor dividends....Lt Lee is in line for congratulations. In addition to his other duties, he has been designated Summary Court Officer and is busily engrossed in digesting the MCM to improve his judicial decorum....We don't mean to be repetitious when we continually mention Blind Tom Bender in this column, but his host fo [sic] fans are always anxious to get the dope on his winnings. Well, this payday things were bad and the amount of his PTA was only \$875. The wonder of it all is that he can't see the dice and

the other participants in the game are obliged to call the numbers out to him when he rolls the bones....Can somebody tell me why they call Cpl Harner "Buttons"?

Headquarters

Big doings at the club this week. The Club was officially opened Tuesday with a party and dance high-lighted by the Red Cross girls, Stan Andrew's music (that threw Pfc Frouman into extasy), and ice cream, cake, and punch. Rugged, this overseas life! Eighty dollars changed hands Thursday night at the Bingo game and two of our motor-pool men found out boxcar _____ to pay off the crap game after Bingo.

CHAPEL CHIMES

CHURCH SCHEDULE

Catholic: Sunday Mass
0900, 1600, 1830
Wed. & Friday...1830

Protestant: Sunday
0800-347 0845-Ord
0930-348 1015-416
1830-Hq.

A good question is this: What are you making out of your mind?

It is no answer to say, "I'm not making anything out of my mind. Why should I bother?" If we say that, we are kidding ourselves. Even by neglect we are positively making something out of our minds. What we get out of life, as well as what we put into it for others, depends upon what we do with our minds.

Fist of all, and let's frankly say it, we can made a sewer out of of our minds. There are people who have filled their minds with obscenity so that it gives off a smell like an open latrine.

We can make a waste-basket out of it. There is nothing wrong with a waste-basket except that it doesn't add up to anything. Odds and ends and scraps of information, all mumbled together, never equip a person to do any one thing well.

We can make a vacuum out of it, just an empty place for the wind to blow through.

We can make a barracks out of our minds, a place where good ideas go to sleep. Our ideas may be fine, but if our minds are of the barracks variety, they never get any exercise. The mind is a sleeping room.

There are two very fine things we can make of our minds. We can make a tool chest out of it. And we can make a power house out of the mind.

Its really up to you! What are you making out of your mind?

ENQUIRING REPORTER

"has army life softened or hardened you physically?"

T/SGT JOE WARNER: Since I was dragged into the army, I have gained at least 20 pounds in a steady softening process aided and abetted by hard drinking.

SGT CHARLES KARCHYAK: The army has done a wonderful job in hardening...my derriere.

SGT HENREY: The army did build me up somewhat. I firmly believe that those C rations did it. They are good for one's health and should be eaten regularly. I know they helped me.

SGT JOHN WIGGIN: The army has wrecked me physically. All that physical training and marching and drilling. I'm but a shadow of my former self.

MOVIE SCHEDULE

MONDAY 5 MARCH

"MAY PAL WOLF" with
UNA O'CONNER, SHARYN MOFFETT
1800-346th, 348th & Ord
1930-347th, 416th, & Hq

WEDNESDAY 7 MARCH

"BOWRY TO BROADWAY" with
JACK OAKIE & MARIA MONTHE
1800-346th, 416th & Hq
1930-347th, 348th & Ord

SATURDAY 10 MARCH

"DRAGON SEED" with
KATHERINE HEPBURN, WALTER HUSTON
1800-347th, 416th & Hq.
2000-346th, 348th & Ord

ATTENTION

THURSDAY 6 MARCH

"GI MOVIES" are no longer a regular part of our schedule...An announcement will be made if it is available. This week.....?

PAYCALL----1778

In 1778 the monthly pay for foot soldiers was \$6.66. But even the boys who got that rate were in the chips compared to the soldiers in 1785 when privates received \$4.00 a month, corporals \$5.00, and sergeants \$6.00. That's probably when sergeants began hollering.

Sports for Sports

Ping Pong: Poor, poor Ordnance--our heart bleeds for them. After losing the last three games, in spite of their steadfast determination and the superior playing of Kickenveldt and Hopkins, the 416th nosed them out 4 to 3 in the best match of the evening. The 347th showed their prowess by drubbing the 348th 7 to 0, while Hq. administered a similar beating to the 346th, 6 to 1. In spite of the shenanigans of Cpl Corcoran, the smooth, sly, suave and soft-spoken manager of the team, his players just couldn't cope with the men from Hq. One more match is scheduled in this tournament and we predict it will result in a tie between the 347th and Hq. The palyoff game really should be something, with the 347th out for blood to avenge the beating Hq. gave them last time.

	W	L	PERC		W	L	PERC
347	3	1	750	348	2	2	600
Hq	3	1	750	416	2	2	500
346	2	2	500	Ord	0	4	000

Sidelights: In the 346th "C Ration League" Mo Goldman and his fast-moving quintet, "The B-Batteries" hold undisputed possession of first place. There is no truth in Jack Beaver's (the Spark Plugs) and Ryan's (the Long Delays) claim that effervescent Mo talks the ball into the basket. . .it just seems that way. The officiating of Lts Calvin and O'Toole was, to say the least, unique. The combined football and basketball rules to make a rough and tumble affair of the "Spark Plugs"/"Headspace-Gaugers" game.

"News From Home"

NEW YORK: This sign hangs in an East-side tailor's shop that specializes in uniforms for WACS and WAVES: "We fill our government forms."

SAN FRANCISCO: Californians drank 18 million gallons of liquor during 1944, statistics disclose. Roughly, that is 296 highballs for every man, woman, and child in the state.

LAREDO, TEX: Rancher Sy Silbert came home and placed his gun on the table. Sy Junior, 3, picked up the rod. "Go ahead," said his father jovially, "plug your Daddy." Junior then shot his old man in the stomach. Both are recovering, Dad from a wound, Junior from a spanking. *Ed: the old man had aughter carried a Colt six-shooter!*

BRANDBURG, ILL: Returning home on furlough one dark night, Pvt Fred Gates opened his front gate, fell into a 7-foot excavation where his house once stood. During his absence, the dwelling had been mooved to another part of town.

KENMORE, NY: Latest gag thought up by Kenmore High School students is a hot one indeed. The boys line up in front of cigar counters in fake cigarette queues in order to lure unsuspecting but smoke-hungry customers into falling behind them. "Natchaly there's no cigareets, as any fool can see."

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 sceptics 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 P-51s.

The Kraut jobs attacked at the IP and stayed with the formation through the flak and overt the target run. Dog fights 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 co-pilot for Col Schroeder saw this plane blow up and said, "It looked mighty pretty."

Major Henry Dowell, 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, "En route we had a change to see the damage we have done on previous missions. The Aluminum factory at Laute, near Suhland, was done for. Amstottin was finito 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 Klugenfurt, adding that several entire trains were in flames as a result of the fighter action there.

Consensus 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

AMERICAN EX-PRISONERS OF WAR
STALAG LUFT IV & VI

I am trying to locate all ex-prisoners of War, WWII Germany. Stalag Luft IV, a camp for enlisted men air crews, at the town of Grosstychow, railroad station of Kiefheide, in the Pomerania sector, in Northern Germany, which is now part of Poland.

The camp was South of the Baltic Sea & where the meridians cross on the globe 54N & 16E.

Before the Germans walked us out in Feb. 45, there were 10,000 POWs.

Stalag Luft VI was in Hydekrug in East Prussia.

We have a reunion each year and not all XPOWs know of this.

Leonard E. Rose

8103 E. 50th St.

yours truly
Indianapolis IN 46226

Dear Don,

Your letter to Walt Butler, and George Coen's follow-up just ran in the 99th Bomb Group Newsletter, prompting this tardy word from another guy who fought and bled in the "Battle of Blythe" in 1943!

Unfortunately, the name Tex Simmons does not ring my forty-five year old bell, so I'm no help, I guess. Found a few old orders, etc., from that time, but they, too, were unproductive. I checked in at Blythe on New Years Day, 1943, went through the temporary mid-summer move to Salinas, California, then back to Blythe, leaving in October for North Africa, and, eventually, the 99th in Italy.

I was C.O. of the 391st Squadron, 34th Bomb Group at Blythe, and suffered through the group's switch from B-17s to B-24s, getting my transition and check out from a Consolidated factory pilot, name long forgotten. Were you one of those by any chance?

Some Higher Power was looking out for me on arrival in Italy, and I was able to finesse my way back into the 17s for the shooting war. Like you, I sure wouldn't knock the B-24, especially when it got you back the same number of times you went out. It was a good flying machine. The B-17, on the other hand, was by any standard a fabulous airplane.

It's great to hear from another survivor!

Best wishes to you,

Don McDonald
2126 E. Valley Road
Santa Barbara, CA, 93108

Al Schroeder



THE MARCH FIELD
MUSEUM FOUNDATION



The March Field Museum needs your help. To preserve and protect the heritage of March Field and to expand the facility. You can help us by either a tax deductible contribution to the foundation, and be a member of the foundation, or volunteer to assist us in restoring, acquiring, and maintaining our aircraft and artifacts. The Museum is located in the old commissary at March AFB.

Application Form

Name _____
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 Regular Member \$ 10.00 Patron Member \$ 50.00 Memorial Member \$1000.00
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 Volunteer: Skills _____ Day Available _____ Telephone _____

Please make checks payable to March Field Museum Foundation
Volunteers are urged to call (714) 655-3725

March Field Museum Foundation, March AFB, CA 92518



AIR FORCE Magazine / November 1983

March Field Museum

The March Field Museum is rapidly developing a facility depicting Air Corps and Air Force history from World War I to the present.

The Museum needs additional memorabilia and photographs of aircraft and flight operations, especially if they pertain to March AFB or Fifteenth Air Force units. Hopefully, AIR FORCE Magazine readers will be able to offer items for display. Photographs that are loaned with the request that they be returned will be returned after display copies have been made.

(The March Field Museum Foundation will acknowledge the tax-deductible receipt of all [donated] items.)

Please send items and photographs to the address below.

Maj. Michael A. Freitas,
USAF
Director
March Field Museum
March AFB, Calif. 92518

February 25, 1988

Mr. George F. Coen
Historian
The 99th Bomb Group
Historical Society
2908 Aliso Drive, N.E.
Albuquerque, New Mexico 87110



Dear Mr. Coen:

Your letter to the Editor of Modern Maturity has been forwarded to me for reply. Please forgive the delay in responding. The story in Modern Maturity generated a great number of letters, most of which concerned the picture of the B-17 and its crew-members.

I was a member of the 342nd Bomb Squadron, 97th Bomb Group, 15th Air Force, and flew missions from North Africa and later from Italy. The name of our B-17 was "The Big Promoter". Unfortunately, over the years my 50-mission cap is now among the missing.

Presently I belong to the 97th Bomb Group Alumni Association, as well as the 15th Air Force Association.

With best wishes.

Sincerely,

Cy Brickfield
Cyril F. Brickfield



Dear Cyril;

Best wishes from the 99th, your neighbors of 45 years ago.

As the Navigator of the BTO (Big Time Operator) I compliment you on your choice of name for your Big Iron Bird.

With best wishes
george



American Association of Retired Persons 1909 K Street, N.W., Washington, D.C. 20049 (202) 872-4700

John T. Deming President Jack Carlson Executive Director

308 N. Red Hill Rd.
Martinsburg, WV 25401
March 1, 1988

Dear George,

The enclosed letter contains nothing about the 99th but I thought you would be interested in its content. I came across it the other day. It's a letter from my wife's cousin to his mother. His mother then sent it to her sister-in-law, my wife's grandmother. Note the date of the postmark, Dec 7, 1945. All principals are dead including Jack Sibole. His death was not service related, though rather untimely. Every time I read this letter I am moved by it. Everyone who went through this period has a story he should write. Unfortunately most won't.

I just received the March Newsletter. As I read Al Henke's letter on page 39 I wonder if the crew of the B-24 which the 347th shot down was aware that the B-17 crews were firing at them. They possibly thought the enemy fighters were responsible. We may never know. I thought by now at least one member of that crew would have made himself known. Ed Moore, a pilot in the 347th during that mission, wrote to me about it. I urged him to send his version of the story to you. He had thought about it but had held off, waiting to see what others might have written about it. Maybe Al Henke's will get him moving.

Ed Moore is the one person I have found who remembers our mission to Breslau in March, 1944. We were turned back by weather and in the utter confusion bombs were dropped on one of our planes. Chamberlin, a cadet classmate of Ed's, was killed with his crew. Yugoslavians found and identified them. We received no credit for this mission but it changed our minds about going to Capri. We had been offered rest leave but had turned it down. After Breslau we grabbed at the chance to go. Ed Moore has his own story to tell about Breslau. I'd like to see it in the Newsletter sometime. I like the way he writes.

Just received the MaRCH Newsletter. Page 43 Ms Carol Rizzo gives another story about the German suicide pilots and their attacks on the 483 BG.

At the bottom of the same page Pete Boggs suggests we have a 99thBGHS reunion at Albuquerque. I second the motion. How about 1990? Albuquerque as a place to visit has been advertised on TV frequently in this part of the country. In 1944 I was on orders to go there. I was allowed to switch with another R/O and went to Alexandria instead. I had already lost a timing gear on our 1939 Hudson. Alexandria, LA was closer. I lost another timing gear during a visit to Philadelphia a year later.

Pete Boggs has had great success with his Washington state mini reunion. I can only find a total of five 99th Bgers who are from WV. When I tried to get in the cadet corps from WV the quota was filled. I had to go to Washington, DC to get in. Where are the WV enlistees today? There should have been many more than is indicated by our membership roster. Incidentally WV still paid me a bonus of \$500. I wonder how many other states paid WWII bonuses.

George, remember those beautiful P-38's? Silly question. I've just been rereading some of the "Fork Tailed Devil: the P-38". by Martin Caidin. Caidin's work is beautiful. In the late sixties and early seventies I read everything of his I could get my hands on. After reading the Fork Tailed Devil the first time I had an opportunity to see a Confederate A F P-38. The first thing I wanted to see was the dive brake. Without it pilots were losing control of this plane in power dives, a fact soon discovered by the German pilots and used to their advantage. A C-54 loaded with 500 of these air brakes assemblies was on its way to England. Over the north Atlantic a British pilot shot this plane down. No later attempt was made to modify the older P-38's and they were phased out for bomber escort work. The P-47's and later P-51's took over bom-

ber escort work. On one mission a P-38 with one engine out tucked himself in our 416th Squadron. It was a good feeling knowing we were protecting him in return for his having protected us. I still have a good thoughts of the P-38's weaving back and forth above our planes. We seldom saw a P-47; they flew at such great altitudes. P-51's arrived just about the time our crew completed its fifty. Not knowing whose they were our crews started firing at them. Later they buzzed our field to give us an identifying look at them.

I once read where no aircrewman could hear a shell burst during a mission. It isn't so. Jan 14, 1944 as we returned from Mostar I heard a shell burst. It sounded much like someone kicking the bottom of a bucket but more subdued. I saw the smoke at about 3 o'clock. It was close. At 9 o'clock I saw another cluster of explosions among our P-38 escort. The accuracy was disturbing. I had 25 more missions to go.

I've been exchangeing Christmas cards with a Scott Field classmate of mine for forty years. This year I wrote and asked him to give me chronologically events that occurred to him after Scott. He trained in several areas in the U S, was assigned a B-17 twice. In both instances the plane was taken away from his crew. He was finally put on board a ship. The ship broke down and returned to N Y. He later boarded a Liberty ship, the Zane Grey. This ship made it to England. He found most of his group which had gone ahead of him had been shot down. This happened after the group had been split up among other groups. His crew was assigned to the 305th BG the day after Schweinfurt. Only two planes had returned from this mission. John Ladd was shot down on his fifth mission which was over Bremen. He spent the remainder of the war in a stalag in Austria. As the Russians approached he with the other prisoners was marched 200 kilometers west where they were rescued by American forces.

I just got a letter from Pete Boggs. He's closing in two P-38 pilots who accompanied his damaged B-17 back to Foggia from Wiener Neustadt, Pete's last mission. Pete was eager and outspoken in the service 44 years ago and hasn't changed a bit. He could hardly wait to get that B-26 across the Atlantic. His copilot and nav/bombardier were dragging anchor all the way. I was in no hurry myself until I heard about the 50 mission limit from returning crewmen.

George, I don't have any research projects in mind. I usually read something in the Newsletter or Sortie that peaks my interest and gets me going. I see you know how to retire or is this romp in the snow between jobs?

I just checked the travel bureau here in Mrb and found the cost of the flight from Dulles to Ft Lauderdale is \$220 on United, no changes. Not bad. To get that price I must return on Sunday. I can manage that. I'm looking forward to seeing you again.

Best regards

Wally Bush

Dear Wally;

The B.T.O. returned from Istres on 17aug43 with about two engines working. We left the formation and headed for Bone. We were joined by a P-38 with one engine feathered, but we were very cautious as he eased into position beneath us. I covered him until we could read the marking on his parachute, for Rossi had not yet been shot down. We landed with the red fuel warning lights on, and an hour later the sky was suddenly filled with planes from the first shuttle bomb mission of the 8th AF. But that's another story.

For those of you who have forgotten, Rossi was flying a captured P-38 for the RegiaAeronautica.

Dear George:

You seem to get the questions, so here are some more*

On 10/10/43 a few planes from the 99th -those with Tokyo tanks-raided the airdrome at Athens and were hit hard by fighters. We were forced into Sicily; patched up and the plane was scrapped back at Oudna. I had a picture of the bombstrike and loaned it to a guy who was shot down and escaped. He never returned it and if he is a reader, I'd like a copy. This was the first mission Pilot Herman Bauer flew with the crew he took over.

One crew of the 416th had a chicken fry in Italy with those half pheasant birds we brought up from Africa. We were invited but declined when we found the birds were expiring from limberneck and were being cooked prior to their passing-just prior. I remembered it being Charles Bogas and his crew, but he says not him. Whose crew was it?

At Foggia, navigator Charles Bauman had a giant turkey that roosted on their tent-tied with a parachute cord. You can imagine the decoration as time passed. When I finished my fifty, the turkey was still there. Did he survive the war?

And has anything surfaced as to the whereabouts of Capt. George Andrews? He was a top pilot and led the 416th on several missions His copilot was Hugh Fleet.

And are you the navigator Coen -sp- who was in the 416th, shot down over Greece, escaped and came back thru the squadron on the way home?

I am a relatively new member and attended part of the convention in Dallas last year. I only met one of our crew-Dan Ives- Ballgunner of old 507-Lady Luck-.

Is there a chance of a luncheon period being left open for squadron meetings where we could have more of a chance of meeting those with whom we were most acquainted? in Ft. Lauderdale

A navigator who went directly from Santa Ana- Mather (with no stop at primary

Travis C. Briggs

Travis C. Briggs (Tex)

PO Box 1382
Denison, TX 75020

Dear Travis;

Thank you for your letter.

We have no knowledge of either George Andrews nor Hugh Fleet, but our postcardsearch (using 1943 hometowns of record) continues, and you can see that we do get new members, so maybe we will locate 'em. If you have not already done so, send us their old hometowns and we will run a search on them.

No, Travis, I am not the escapee Coen. I was in the original 416th in September, 1942 and returned home in October, 1943.

I believe that there are three of us (so far) who went direct to Navigation School. For me it was Mather, 42-13.

I like the squadron luncheon idea, but it may prove to be too much for the reunion committee, which is by no means suffering from underwork. While I try to take credit for the reunions, actually I do none of the work, and believe me there is plenty of work. best geo.

Brig General Murray A Bywater USAF (ret)
President; 15th Air Force Association
Box 5325
March Air Force Base, CA 92518

11741 Rainbow Avenue
Anchorage, Alaska 99516
20 February 1988

Dear General Bywater;

As you know, World War II Eighth Air Force fliers were awarded Distinguished Flying Crosses upon completing their combat tours. And in my estimation they were certainly deserved. However, we of the Fifteenth were not so fortunate and had to settle simply for the personal satisfaction experienced from jobs well done.

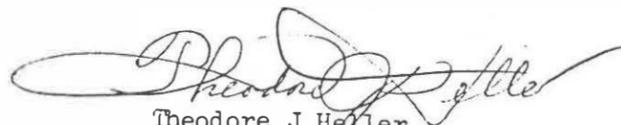
Although the hour is growing a little late for we World War II fliers, I still very much feel that this oversight should be remedied. Specifically, each former Fifteenth Air Force member who completed a WW II combat tour should be awarded a DFC, and those who have since died should receive posthumous recognition.

Now sir, this isn't a new idea at all. In recent years a few favorable things have happened along this line, to include; (1) The awarding of the Bronze Star to all WW II combat infantrymen. (2) Similarly, veterans of the Bataan Death March were also declared eligible for the Bronze Star. (3) Not too long ago, a prisoner-of-war medal was authorized and will be issued in the very near future. The award is retroactive to 5 April 1917. (4) Finally, 48 years after the fact, veteran status is being granted to World War II members of the Merchant Marine. I understand that the mariners may be eligible for theater decorations (medals) as well.

General Bywater, I would appreciate your support for this proposal and perhaps a mention of it in the upcoming issue of "Sortie."

Thank you sir, and

Most cordially,


Theodore J Heller
Lt Colonel USAF (ret)
Colonel AKSG



Comrades;

Several individuals have sent me copies of "Our Colonel's" (Now Major General Fay R. Upthegrove, Ret.) talk given to the officers of the 99th when Colonel Uppie completed 50 missions and went on to command a B-24 Wing.

I was struck by the fact that this talk was not dated; that it is well worth repeating today. In fact, the dangers mentioned here have become far worse than they were in 1943. sincerely geo.

Talk given by Colonel Fay R. Upthegrove
upon completion of his 50th Mission

For a long time I have had a lot of thoughts flitting through my mind that I would like to convey to you people. I'd like to sort of take my hair down a bit and air a few views which may or may not shed a little light on the relationship between the CO and his officers and men. Also I would like to offer you some thoughts on several other subjects.

My first and foremost regret is that I have been unable to know each one of you intimately. The larger a command, the less personal contact. I do not feel impersonal towards you however, and your headaches are mine, your triumphs are mine and your mistakes are mine. I am sort of a large scale father who has a lot of children--some of whom need to be spanked for their misdeeds. The latter role is one which I detest and no matter how disappointed I am that certain things occur, it is with no feeling of elation that I administer punishment. Some officers, I know, seem to derive a sensation of power or authority from hauling someone on the carpet, but I do not. It always embarrasses me to have to chastise a grown man and I feel that perhaps I haven't instructed him properly.

The ideal officer or EM, in my opinion, is one who is honest and trustworthy, thorough in his duties, well behaved and conservative. He should never be quite satisfied with his work and should try to run his job a little better than it has ever been run before. He should obey a specific order to the letter and report its completion or failure promptly. He should have pride in his uniform, his job and his organization. He should learn proper military courtesy and exercise it snappily at the proper time. There is a certain pride involved in a properly executed salute, about face or other maneuver of a military nature. He should not allow the red tape of army procedure to get his goat or discourage his efforts, even though at times it all seems futile. He must attend to small details--if so, the larger ones will follow easily. As I have said before, I like to develop people and allow them all the authority and responsibility they can accept. It is deadly to always have to be driven. It is much easier to always keep a house in order, than to have to take time out at intervals for a belated cleaning. Every time a CO has to straighten someone out, it absorbs his time, sabotages his efficiency and causes him pain.

An officer should be impersonally friendly with junior officers and enlisted men, but not too familiar. Good discipline is the result of mutual respect and a desire to cooperate and not from using the whip. Be a WANT-TO-DO not a HAVE-TO-DO. Never be afraid to do more than is your responsibility. In helping others you will help yourself. Learn your job and you can run it with authority and confidence.

The most intimate and pleasant command in the Air Corps, is that of a tactical squadron commander. The unit is large enough to have considerable importance yet small enough so that he can know his personnel. The tactical group command is probably the most desirable of all. It is not as intimate but more powerful and sufficient within itself. There is a lot of responsibility for the CO and his success depends upon the respect, loyalty and cooperation of each officer and enlisted man. The potential greatness of a unit lies within itself and not in the command. Many different methods may be used, each successfully. This all depends upon the character, personality and schooling of the individual commander. A commander is a relatively lonely person, who has few intimates with whom to talk over his troubles. He is responsible for every misdeed or failure, no matter how remote. He is usually happy to accept this responsibility, for it is the trust towards which he has been preparing throughout the years past. Some commanders are unusually ambitious for high command and often misuse a command in order to advance themselves. Ambition based upon such a premise is not solid and can give no lasting satisfaction. Personally, I have no ambition for higher command unless I feel that I have earned it and it is the natural result of favorable recognition of my efforts by higher authority. I would much rather have the respect and friendship of my fellow officers and men to hold through the future, than to merely use them as a means to an end.

There is no more satisfying relationship than that existing between men under stress.

It is love, really, different and remote from that existing between man and woman, but often more powerful. It is teamwork on a grand scale for high stakes. It is the old college spirit transplanted to the battlefield in a factual do-or-die effort. Victory achieved under those circumstances is sweet and the incidents leading thereto are the highlights of a man's life and he will never cease to recall those tales to the end of his days.

There is beauty and peace in military action as well as suffering and disaster. The Air Corps has a corner on this beauty with no other branch of the service can approach. A perfect formation, making a perfect bombing run and retiring under the protection of a perfect company front, is a spectacle of beauty that fills your whole being with emotion and makes you want to sing and shout. When a unit can plunge into intense flak and aggressive pursuit without faltering and drive through to its goal, it is fostering history and glory that overshadow the puny, earthy triumphs of other legions. We don't think of it as much, but we are revolutionizing warfare, perfecting a weapon which will rule the world and whose peacetime potentialities, no one can quite visualize at the moment.

The most important duty you have to discharge however, is not your duty as a soldier, but your later responsibilities as a citizen. I only hope that I can impress this thought indelibly upon your minds. We are all concerned and worried about the future of our country and I think that we are all agreed that it is in somewhat of a mess. The United States is a melting pot of conglomerate races, supposedly all working towards true democracy and freedom. That is not quite true. There are many things that I have observed in our National life which concerns me greatly. Politics, in general, is rotten and our

governmental agencies from municipal to national, are not represented wholly by men who desire to serve others but rather themselves. Rackets of various kinds flourish under our noses and we pay no particular attention. Poverty, undernourishment and disease exist in many sections and is more or less shrugged off. Our educational system is antiquated and needs a major transformation in order to prepare its future citizens to make a living, to understand the mechanics of government, and to intelligently supply this knowledge to achieve true mass rule. There should be no cultivation of parasites but rather every citizen should feel that he earns his place in the national scheme as a result of his own honest sweat. Getting something for nothing means that someone else is being deprived to supply you.

Our legal system is so cluttered and complex that lawyers themselves cannot keep abreast, much less the common man. there are so many laws that, in the daily course of our living, we violate countless ordinances and regulations. Procedure is not based on simplicity, but rather designed to baffle and antagonize the individual. Justice, in legal procedure, is the exception rather than the rule and much too expensive for the average person, as well as delayed in action which renders it ineffective. We have little justice and are merely brooding more rules, laws, and regulations plus a crop of unethical lawyers whose main concern is making money.

The business world has been forced by rackets, laws, competition and unethical practices to turn to all the sharp trading tricks ever invented in order to survive. There is misleading advertising, high pressure salesmanship, incompetent service and a thousand and one things which gradually turn the consumer into a balking skeptic. He must approach each purchase with the mental attitude of a horse trader--"I must be careful or I will be fleeced." Unfortunately, the average citizen is not schooled to be a shrewd horse trader and he does get gypped. Instead of developing an honest trust and respect towards the merchants, we develop a resentment that destroys all semblance of an honorable and friendly relationship.

There is the matter of our foreign policy and our national aim. We cannot hope to readily convert the various peoples of this world. We cannot feed, clothe or employ them all. We must scrutinize our relationship with the various nations from an economic, religious and social viewpoint in order to work out a definite line of procedure which will bring collaboration and trust rather than distrust and war. We must recognize the law of survival of the fittest and not allow minorities to periodically inflame the world and destroy our security. We must recognize the fact that we are a new nation and despite our enthusiasm for our way of life, must not unsuccessfully force our principles upon much older and inhibited people who do not live as we think they should. We can prevent world war through judicious, cooperative, world police, but we cannot dictate a peoples national life. We must strive to help them help themselves. Reformatations have to come from within not from without.

There is the racial problem in the United States, which may well, in a very short time, become our greatest problem.

An equitable solution must be worked out or we will descend to a civil war, revolution, barbarism and destruction. The outward trappings sometimes erroneously called civilization are fragile things and a nation can fall very easily by becoming rotten within. History of some of our civilizations such as Rome prove this fact.

Practically all our professions need revamping and revitalizing. There are too many shysters among doctors, lawyers, merchants and office holders. All this paints a dire picture and you may well ask "who the hell is there that is honest and trustworthy?" The answer is that the majority are honest basically. Many of them are forced by circumstances to cheat to live. Remove the cause and you have a relieved and happy citizen, ready and willing to live the cleaner life. Throughout the history of our country and any entire country for that matter, there have always been thieves,, bandits, itinerants, cheats and blood suckers. Our forefathers, by swift and ruthless justice, kept them in check and submerged. Unless we look out, our present indifferent to these dangers will allow them to become too powerful to readily cop with. On the other hand, the mass will of the people cannot be denied. The problem is to awaken and direct the mass will and desire of the people. That is where you will come in. You, in the Air Corps, are the finest of American youth. You were selected that way because we believe that the success of a new and powerful weapon like the airplane demands it. You represent the generation to come and your difference will influence the nation. I reiterate, your duty to the nation

will not end upon completion of your service--it has only begun. Your war service probably has been the greatest education you have acquired to date. You have met and lived with a lot of people from a lot of sections of the country, you have been able to look objectively n war, on affairs at home, and to observe the waste and destruction of this conflict. You are realizing the tremendous and unnecessary price we are paying because of the lack of leadership, assumption of national responsibility and the general complacent, indifferent attitude toward what goes on in the world. Your fathers fought in vain--are you going to? Or are you going back and be the kind of citizen who will insure that our country is properly run within itself and properly conducted in its relationship with others?

There is one more thought I would like to leave with you. I am confident that you all realize that the Air Forces have become the determining factor in our war effort. Unfortunately we have been unable to achieve the status due us and the right to run our own show. Air Power, as such, has not been achieved yet and we are merely scratching at the surface. With thousand of Fortresses instead of a few hundred, we could quickly end this war. How much more economical it would be ! You have seen, here, how a nation cannot stand up under prolonged and intensive aerial attack which destroys its materials and its ability to produce more. Air Power can destroy means of transportation, power facilities and communications. It can deny the enemy people the possibility of sleep, day or night, and can so daze them that their only thought will be to have the incessant pounding stop. The *plaint* of other branches that the actual seizing of a country by land invasion is necessary, is a mere stubbornness to admit obsolescence. You can, with enough air power, bomb a country flat. You can destroy, in a few minutes, installations that required years to build. One bomb will sink a big ship with thousand of people and tons of supplies aboard. Waged on a grand scale how can a nation, unable to match such air power, stand up for long? The answer is--they can't. I ask that you give this matter some thought, and as a future citizen and taxpayer, consider carefully how to cheaply and effectively secure our nation.

NEWS, DUES & VIEWS



483RD BOMBARDMENT GROUP (H) ASSOCIATION

(1943) Ephrata, WA - MacDill Field, Tampa, FL - Sterparona, San Severo-Pisa, Italy (1945)

30 October 1986

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George F. Coen (99 B.G.)
2908 Aliso Drive N.E.
Albuquerque NM 87110

Dear George:

Many thanks for the copy of your 1 November 1986 newsletter. The newsletter mentions on pages 7 and 8, a color photo that appears in "B-17 FORTRESS at WAR" by Roger A. Freeman. Perhaps I can provide a little more information.

Reunion Chairmen
Maurice K. Mott
6401 Mitchell Rd SE
Albuquerque, NM 87108

Immediate Past President
Joseph W. Gawthrop
702 Rollingwood Dr
Greensboro, NC 27410

Chaplain
Verner Stenback
456 W. County Rd. J
New Brighton, MN 55112

Past Presidents
Phillip Luetke 1980
William A. Haskins 1981
James V. Reardon 1982-83
Lynn M. Borders (Deceased) 1984
Joseph W. Gawthrop 1984

The man on the hood of the jeep is Joe Heimel of the 483 Bomb Group, not Junior Goodman. Heimel recalls "This photo was taken at the 99 Bomb Group while the 483rd was stationed there. Men who just happened to be there were asked to climb in the jeep, go out to the plane and pose for this photo." At least 3 of the men in the photo were from the 483 B.G. Joe Heimel, Buck Morley and Ted Mallett were all members of Robert F. Johnston's crew (816 Sq.). Morley was KIA at Memmingen 18 July 1944, Mallett was wounded over Ploesti 15 July 1944 and Heimel survived a crash landing about a mile from our runway at Sterparone. Mallett was awarded the SILVER STAR.

Sincerely,

Jacob L. Grimm

PS: Five members of my crew returned to the site of our crash landing in Hungary. We were the guests of the government of Hungary and the people of the village of Kiskunmajsa. It was a moment in my life that will never be surpassed. We planted trees in a park for each crew member and each of us was presented a piece of B-17 44-6199 mounted on a wooden plaque.

Before returning home we placed a floral wreath at the monument in the American Military Cemetery in Budapest. The terraced lawn once contained the remains of about 200 15th A.F. men. All those buried here were returned to the states about 1947.



"Old-timers complain that writers say they want historical facts. They tell the writers a true story, but the story it can't hardly be recognized as being what was told when the book is finished."

The Earp Brothers of Tombstone, by Frank Waters, Bison Books

The smooth deceitful men who have misinterpreted history and made the muddles are rarely required to go down into the arena and throw and receive the javelins.

Your Editor has received a lovely book as a Christmas gift. AIRPLANES OF THE SECOND WORLD WAR, by Carlo Demand, is technically correct. It is a Dover Coloring Book, and my children knew me well enough to include a new set of crayons with it. And, yes, the Mel09 has a yellow nose. geo.

We have just received our copy of Hans-Heiri's STRANGER IN A STRANGE LAND, PUBLISHED BY Squadron/Signal, 1115 Crowley Dr., Carrollton TX 75011-5010, 80 pages, \$8.95

We are happy to recommend it without reservation. Our friend Hans-Heiri has done a monumental amount of historical research in a new field, since the subject is the Luftwaffe's use of American aircraft. The photographs are outstanding, the commentary is first-rate, and Hans-Heiri knows his subject. Write some more, Hans!

Hans says that the bogey B-17s reported in North Africa were merely stragglers looking for company, and that the Germans never flew their B-17s in our formations.

See page 53

One of the finest war books is FREE AS A RUNNING FOX by T.O. Calnan. This book was written by the author for his children, and not originally intended for publication. It is our hope that all of you gents will similarly write out a few lines for your descendants and send us a copy. We even have a Fifty File, a file to be held for Fifty years before publication. We especially solicit those stories which would have been no news to the enemy, but which we were sworn never to reveal to the taxpayers. geo.

THE RAIDERS, Desert Strike Force

For the next four days the attackers held a position by the western edge of the oasis, where they shelled the fort and were bombarded themselves in turn. Between the bursts of action, the Arabs crawled among the weapons pits selling eggs and chickens. p. 133



Your Editor has pursued the research back to the time when parachutes were not issued to pilots because it was felt that the pilot might be tempted to bail out - when it was felt that he should go down with the ship in good naval tradition. Consequently, we feel that stories of the waffle-tailed base-bashers do indeed have a place in the history of warfare, as witness the following. gfc

WEAPONS AND HOPE, by Freeman Dyson

If the tendency of designers to improve and embellish is not held in check, precision guided munitions may become one more item in the long list of technical follies which enthusiastic engineers have inflicted on soldiersthrout the long history of warfare.

The first technical folly which I encountered in my career as a military expert was system called AGLT, automatic gun-laying turrets.

This was in 1944. The British Bomber Command, suffering heavy losses in night operations over Germany, had appealed for help to the engineers in our weapons research establishments. We knew that the main cause of bomber losses was the German night fighters. We knew that the majority of bombers were shot down in surprise attacks before the gunners in the

bomber's gun turrets had a chance to see the fighter. Our research engineers came up with a magnificent technical solution to this problem.

AGLT was a gun turret combined with a high-performance search-and-track radar and a gyroscopic gun sight which automatically compensated for the motion of the aircraft. The radar could detect and track a fighter well beyond visual range. The information from the radar was fed through the gunsight to a servosystem which aimed the turret and the guns.

All the gunner had to do was wait until the fighter came to an appropriate distance, still beyond visual range, and then pull the trigger. The system was installed in a bomber and tested against pilotless drone targets in trials over England. It worked brilliantly. Drones venturing within half a mile of the bomber were shot down more reliably by the AGLT at night than by the gunner using his eyes to aim the guns in daylight.

The problem of the German night fighters was solved. The Ministry of Aircraft Production launched a crash program with the highest priority, to mass-produce AGLT and install it in the operational squadrons of Bomber Command. As a result of heroic efforts, the modified bombers were coming off the production lines in 1944, and were beginning to appear in the squadrons, when I was called in to help prepare plans for their operational use.

Reunion Chairmen
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PS: Five members of my crew returned to the site of our crash landing in Hungary. We were the guests of the government of Hungary and the people of the village of Kiskunmajsa. It was a moment in my life that will never be surpassed. We planted trees in a park for each crew member and each of us was presented a piece of B-17 44-6199 mounted on a wooden plaque.

Before returning home we placed a floral wreath at the monument in the American Military Cemetery in Budapest. The terraced lawn once contained the remains of about 200 15th A.F. men. All those buried here were returned to the states about 1947.



"Old-timers complain that writers say they want historical facts. They tell the writers a true story, but the story it can't hardly be recognized as being what was told when the book is finished."

The Earp Brothers of Tombstone, by Frank Waters, Bison Books

The smooth deceitful men who have misinterpreted history and made the muddles are rarely required to go down into the arena and throw and receive the javelins.

Your Editor has received a lovely book as a Christmas gift. AIRPLANES OF THE SECOND WORLD WAR, by Carlo Demand, is technically correct. It is a Dover Coloring Book, and my children knew me well enough to include a new set of crayons with it. And, yes, the Me109 has a yellow nose. geo.

We have just received our copy of Hans-Heiri's STRANGER IN A STRANGE LAND, PUBLISHED BY Squadron/Signal, 1115 Crowley Dr., Carrollton TX 75011-5010, 80 pages, \$8.95

We are happy to recommend it without reservation. Our friend Hans-Heiri has done a monumental amount of historical research in a new field, since the subject is the Luftwaffe's use of American aircraft. The photographs are outstanding, the commentary is first-rate, and Hans-Heiri knows his subject. Write some more, Hans!

Hans says that the bogey B-17s reported in North Africa were merely stragglers looking for company, and that the Germans never flew their B-17s in our formations.

See page 53

One of the finest war books is FREE AS A RUNNING FOX by T.O. Calnan. This book was written by the author for his children, and not originally intended for publication. It is our hope that all of you gents will similarly write out a few lines for your descendants and send us a copy. We even have a Fifty File, a file to be held for Fifty years before publication. We especially solicit those stories which would have been no news to the enemy, but which we were sworn never to reveal to the taxpayers. geo.

THE RAIDERS, Desert Strike Force

For the next four days the attackers held a position by the western edge of the oasis, where they shelled the fort and were bombarded themselves in turn. Between the bursts of action, the Arabs crawled among the weapons pits selling eggs and chickens. p. 133



Your Editor has pursued the research back to the time when parachutes were not issued to pilots because it was felt that the pilot might be tempted to bail out - when it was felt that he should go down with the ship in good naval tradition. Consequently, we feel that stories of the waffle-tailed base-bashers do indeed have a place in the history of warfare, as witness the following. gfc

WEAPONS AND HOPE, by Freeman Dyson

If the tendency of designers to improve and embellish is not held in check, precision guided munitions may become one more item in the long list of technical follies which enthusiastic engineers have inflicted on soldierst throughout the long history of warfare.

The first technical folly which I encountered in my career as a military expert was a system called AGLT, automatic gun-laying turrets.

This was in 1944. The British Bomber Command, suffering heavy losses in night operations over Germany, had appealed for help to the engineers in our weapons research establishments. We knew that the main cause of bomber losses was the German night fighters. We knew that the majority of bombers were shot down in surprise attacks before the gunners in the

bomber's gun turrets had a chance to see the fighter. Our research engineers came up with a magnificent technical solution to this problem.

AGLT was a gun turret combined with a high-performance search-and-track radar and a gyroscopic gun sight which automatically compensated for the motion of the aircraft. The radar could detect and track a fighter well beyond visual range. The information from the radar was fed through the gunsight to a servosystem which aimed the turret and the guns.

All the gunner had to do was wait until the fighter came to an appropriate distance, still beyond visual range, and then pull the trigger. The system was installed in a bomber and tested against pilotless drone targets in trials over England. It worked brilliantly. Drones venturing within half a mile of the bomber were shot down more reliably by the AGLT at night than by the gunner using his eyes to aim the guns in daylight.

The problem of the German night fighters was solved. The Ministry of Aircraft Production launched a crash program with the highest priority, to mass-produce AGLT and install it in the operational squadrons of Bomber Command. As a result of heroic efforts, the modified bombers were coming off the production lines in 1944, and were beginning to appear in the squadrons, when I was called in to help prepare plans for their operational use.

AGLT had one little snag. Before it could be used on operations, the whole of Bomber Command had to be equipped with an IFF system (Identification Friend or Foe), which would stop the AGLT bombers from shooting down other bombers which happened to come within range. Bombers already carried a radio IFF system which was supposed to stop friendly anti-aircraft gunners on the ground from shooting at them, but we had learned by bitter experience that the radio IFF was only about 90 percent effective. From my knowledge of the densities of bomber streams and the frequency of interceptions during operations over Germany, I calculated that on the average, if AGLT was allowed to fire blind without either visual or IFF identification of the target, we would shoot down four hundred times as many bombers as fighters. If the existing 90 percent effective IFF was used for identification, we would still shoot down forty bombers for each fighter. When this difficulty was understood, the Ministry of Aircraft Production launched a second crash program, to produce and install in the bombers a brand-new IFF system using coded infrared transmitters and receivers. The performance of the new IFF was disappointing; it turned out to be only about 95 percent effective under operational conditions. That meant that if we relied on it, we would still shoot down twenty bombers for each fighter. Frantic efforts were made to improve the IFF and the training of the crews who had to operate it. But the highest performance that was ever achieved fell short of 99 percent reliability. If the IFF could have been made 99 percent reliable over the whole bomber force, AGLT aircraft using it for identification would have destroyed only four bombers for each fighter.

At that point, Bomber Command gave up the struggle. It was clear that AGLT could never be used as it was intended to be used, to destroy fighters at long range. Gunners using AGLT could not be permitted to open fire without first seeing the target and counting its engines. After the huge efforts that had been expended in designing, producing, and deploying it, AGLT was only slightly better than a conventional gun sight. In the official British history of the strategic air offensive, the AGLT fiasco is concealed in a brief and inconspicuous footnote: "A new and remarkable device, the Automatic Gun-Laying Turret, known to Bomber Command as Village Inn, was under development. It automatically sighted and fired at enemy aircraft, but by the time of the German surrender it had been used on such a limited scale as to make no difference." p. 58

This reminds your editor of a story told by a news reporter. It seems that some sort of press conference was scheduled at Blythville, and in order to conceal the new B-32s which were en route to the scrap heap, the AF is said to have laid on copious quantities of food and drink. We regret that liquor gets into all these stories. geo.



In the (British) Operational Research Section, those of us who studied the causes of bomber losses thought we had a promising idea for reducing the losses. We wanted to rip the two gun turrets with all the associated machinery and ammunition out of the bombers and reduce the crew from seven to five. The evidence that loss rate **did not decrease with experience** confirmed our belief that gunners were of little use in defending bombers at night. The basic trouble with the bombers was that they were too slow and too heavily loaded. The gun turrets were heavy and aerodynamically awkward. We estimated that a bomber with the turrets ripped out and the holes covered with smooth fairings would fly fifty miles an hour faster and be much more maneuverable. Bomber losses varied dramatically from night to night. We knew that the main cause of the variation was the success or failure of the German fighter controller in directing the fighters into the bomber stream before it reached the target. An extra fifty miles an hour might have made an enormous difference. At the very least, we urged, the Command could try the experiment of ripping the turrets out of a few squadrons. They would then soon see whether the gunless Lancasters were shot down more or less than the

others. Privately, I had another reason for wanting to rip out the turrets. Even if the change did not result in saving a single bomber, it would at least save the lives of the gunners.

All our advice to the commander in chief was transmitted to him through bureaucratic channels. The process of filtering through a bureaucratic hierarchy eliminated our sharper criticisms and our more radical suggestions. As a rule the commander in chief was told only things that the commander in chief wanted to hear. I still remember the shock I felt the first time I saw our bureaucracy in action. Sergeant Maggie Asplen, a handsome girl whose beauty even the shapeless WAAF uniform could not disguise came into the office with a bomb plot of a recent attack on Frankfurt. As usual, the impact points deduced from flash photographs were plotted on a map of the city with a three-mile circle drawn around the aiming point. The plot was supposed to go to the commander in chief together with our analysis of the raid. Our experts looked glumly at it for a few seconds and then gave it back to the sergeant. "Awfully few bombs inside the circle," someone said. "You'd better change that to a five-mile circle before it goes in." After this experience I was not surprised to learn that our bureaucracy took a dim view of our suggestion that bombers might survive better without gun turrets. This was not the kind of suggestion that the commander in chief liked to hear, and therefore our bureaucracy did not like it either. To push the idea of ripping out gun turrets, against the official mythology of the gallant gunner defending his crewmates, and against the massive bureaucratic inertia of the Command, would have involved us in a major political battle. Perhaps it was a battle we could not have hoped to win. In any case, our superiors in the hierarchy had no stomach for such battles. The gun turrets remained in the bombers, and the gunners continued to die uselessly until the end of the war.

I shared an office at Command headquarters with a half-Irish boy of my own age called Mike O'Loughlin. He had been a soldier in the army, developed epilepsy, and was given a medical discharge. He knew less mathematics than I did but more about the real world. When we looked about us at the brutalities and stupidities of the Command, I got depressed and Mike got angry. Anger is creative; depression is useless.

One of the things Mike was angry about was escape hatches. Every bomber had a hatch door in the floor through which the crew was supposed to jump when captain gave the order to bail out. The official propaganda gave the crews the impression that they had an excellent chance of escaping by parachute if their plane should be so unlucky as to be shot down. They were generally more worried about being lynched by infuriated German civilians than about being trapped in a burning aircraft. In fact, lynching by civilians never happened, and only a small number of airmen were shot by the Gestapo after being captured. A far larger number died because they were inadequately prepared for the job of squeezing through a small hole with a bulky flying suit and parachute harness, in the dark, in a hurry, in an airplane rapidly going out of control. The mechanics of bailing out was another taboo subject which right-thinking airmen were not encouraged to discuss. The actual fraction of survivors among the crews of shot-down planes was a secret kept from the squadrons even more strictly than the odds against their completing an operational tour. If the boys had found out how small was the fraction who succeeded in bailing out after being hit, some of them might have been tempted to jump too soon.

Mike was no respecter of official taboos. He managed to collect fairly complete information concerning the numbers of crewmen, from missing aircraft of various types, who turned up as prisoners of war. The numbers that he found were startling. From American bombers shot down in daylight, about fifty percent escapes. From the older types of British night bomber, Halifax and Stirling, about twenty-five percent. From Lancasters, about fifteen percent. The Lancaster was our newest bomber and in every other respect superior to the Halifax and Stirling.

The older bombers were being phased out and the squadrons were being rapidly converted to Lancasters. Mike was the only person in the entire Command who worried about what this would do to the boys who were shot down.

It was easy to argue that the difference in the escape rate between American bombers and Halifaxes and Stirlings was attributable to the differences in circumstances between day and night bombing. The Americans may have had more warning before they were hit and more time to organize their departure. It was obviously easier to find the way out by daylight than in the dark. No such excuses could account for the differences between Halifaxes and Lancasters. Mike discovered quickly an explanation for the low escape rate from Lancasters. The Lancaster hatch was in various ways more awkward and harder to squeeze through. The awkwardness probably cost the lives of several thousand boys.

Mike spent two years in a lonely struggle to force the Command to modify the Lancaster hatch. Ultimately he failed. It was an unequal battle of will power against bureaucracy, one epileptic boy confronting the entrenched inertia of the military establishment. Mike's progress was maddeningly slow. After he had collected the information on escape rates, it took many months before the Command would officially admit that a problem existed. After the problem had been officially recognized, it took many months to persuade the companies who built the Lancaster that they ought to do something about it. After the companies started to work on the problem, it took many months before a new hatch was designed.

A prototype of the modified hatch ultimately arrived at our office, but the war ended before it could be put into production. When the total casualty figures for Bomber Command were added up at the end of the war, the results were as follows: Killed on operations, 47,130. Bailed out and survived, 12,790, including 138 who died as prisoners of war. Escape rate, 21.3 percent. I always believed that we could

have come close to the American escape rate of fifty percent if our commanders had been seriously concerned about the problem. p.26
from DISTURBING THE UNIVERSE, by Freeman Dyson

from YEAGER, by Yeager & Janos

General Wilson had one policy that could have been borrowed from one of those anti-war comedies. All of the airplanes due for maintenance in my wing were on a tail number schedule. That meant that I had to predict one month in advance, and in the middle of a damned war, exactly when a particular airplane would be needing maintenance. If an airplane was shot up or shot down, the schedule went to hell. General Wilson would park his staff car at the taxi strip and read off the tail numbers of airplanes parading past him from a master list. If fighter 397 failed to show up at the precise time and date when I said it would, he wanted to know why. Man, he was driving me nuts. I couldn't schedule an airplane to get shot down. Maybe 397 was hit by a SAM three days before, and that's why 399 was taxiing out instead.

Finally, in desperation, I got together with another colonel named Ernie White, who ran the maintenance for my wing, and we devised a plan to beat Wilson's system. By God, if he expected to see 397 leave our maintenance hangar exactly when we said it would, then we would give the general what he wanted. Before an airplane left the maintenance hangar, we repainted the tail number to conform to the general's master list. That way, 397, which may have been blasted out of the sky a week earlier, came sailing past the general's sedan and was checked off. General Wilson never did catch on and later gave me one of the best effectiveness reports I ever received. I'm sure the records never did get straightened out, but I got out of there with a whole skin. p. 293

Speaking of the records, this reminds me of my situation as I approached that magic 50-mission mark in September, 1943. I had flown a mission to Siacca, probably in Shanker Ali, replacing Strasberg while he was in the hospital. Somehow, I failed to get credit for the mission, but that did not disturb me a bit. I then made plans to spend some time in lovely Tunisia after I had completed fifty, at which time I would only have forty-nine showing on the books. I expected to have acquired a small harem by the time HQ caught on, and by then I could expect to be a mattress-cover king. But that rascally Sam Dunn upset all of my plans by flying a mission to Benevento and putting down my name on the log. To compound the injury, Terrible Terry Barton plied me with liquor and got me into a plane headed for the Zone of the Interior. War is Heck. So much for the records! george

Foreword to STRANGERS IN A STRANGE LAND, by Hans-Heiri Stapfer

During the Second World War over 11,000 American aircraft were posted missing in action over Europe. While the majority of these were destroyed, a small number were captured and flown by the LUFTWAFFE. During the forty-two years since the end of World War II many rumors, myths and claims have arisen concerning Germany's use of these captured aircraft. While a number of books have been written on the subject, a touch of mystery still exists. The purpose of this book is to dispel (sic) some of the mystery, replacing rumors, myths and claims with facts.

After more than ten years of extensive research, I have concluded that the LUFTWAFFE never operated captured aircraft with false markings in combat. Despite rumors to the contrary, it is unlikely that German piloted P-51 Mustangs or P-47 Thunderbolts ever engaged American flown aircraft. The only documented incident of an enemy operated American fighter destroying an American bomber occurred during the summer of 1943, when a captured P-38 Lightning, flown by a Regia Aeronautica pilot, shot down a B-17. The P-38 was, however, in full Regia Aeronautica insignia and markings at the time of the incident.

The LUFTWAFFE, like all air forces, thoroughly tested captured enemy aircraft. After initial testing, a number were allocated to training units in the Reich. These units evaluated each aircraft, using them to develop new tactics, and train LUFTWAFFE fighter pilots in the most successful methods of combating each type. Some units, however, used captured aircraft for intelligence missions, such as dropping agents behind Allied lines.

There remain many unanswered questions that may never be resolved, since many historical documents were destroyed during the War or have become lost over the years. I would be very interested in hearing from anyone with information on American aircraft in Germany, and LUFTWAFFE operation of captured Allied aircraft.

Hans-Heiri Stapfer, Horgen, Switzerland, 1988.

Dear Hans-Heiri;

Our compliments on your research and your book. We recommend it!

The story of Lt. Rossi's exploits in a captured P-38 are found in Martin Caidin's FLYING FORTS, page 318. I was pleasantly surprised to read this story, for I had never expected it to see print. geo.

Comes now the story told by John Henry. John says that on a mission in 1944 a single B-17 slowly closed upon the formation of the 99th and joined the Group. The plane showed no insignia. The plane's number was radioed to HQ and the answer came back "that plane was lost a year and a half ago." The entire squadron opened up on the B-17, which left the formation trailing smoke. Another mystery!

from LET FREEDOM COME, by Basil Davidson.

. . on 1 May 1945 the police fired on demonstrators, killing three in Algiers and one in Oran. 8 May, marking Allied victory in Europe, brought matters to a head. While great crowds of Algerians chanted slogans such as LONG LIVE INDEPENDENT ALGERIA, police opened fire at Guelm and Setif. There was widespread disorder, and on 10 May General Duval undertook a major repression. Thousands were arrested; many were killed. Officially, 103 Europeans lost their lives and 1,500 Algerians. But the Army itself put the total of Algerians killed at 8,000, while the PPA claimed that the total was 45,000. The true figure was certainly very large. p.247

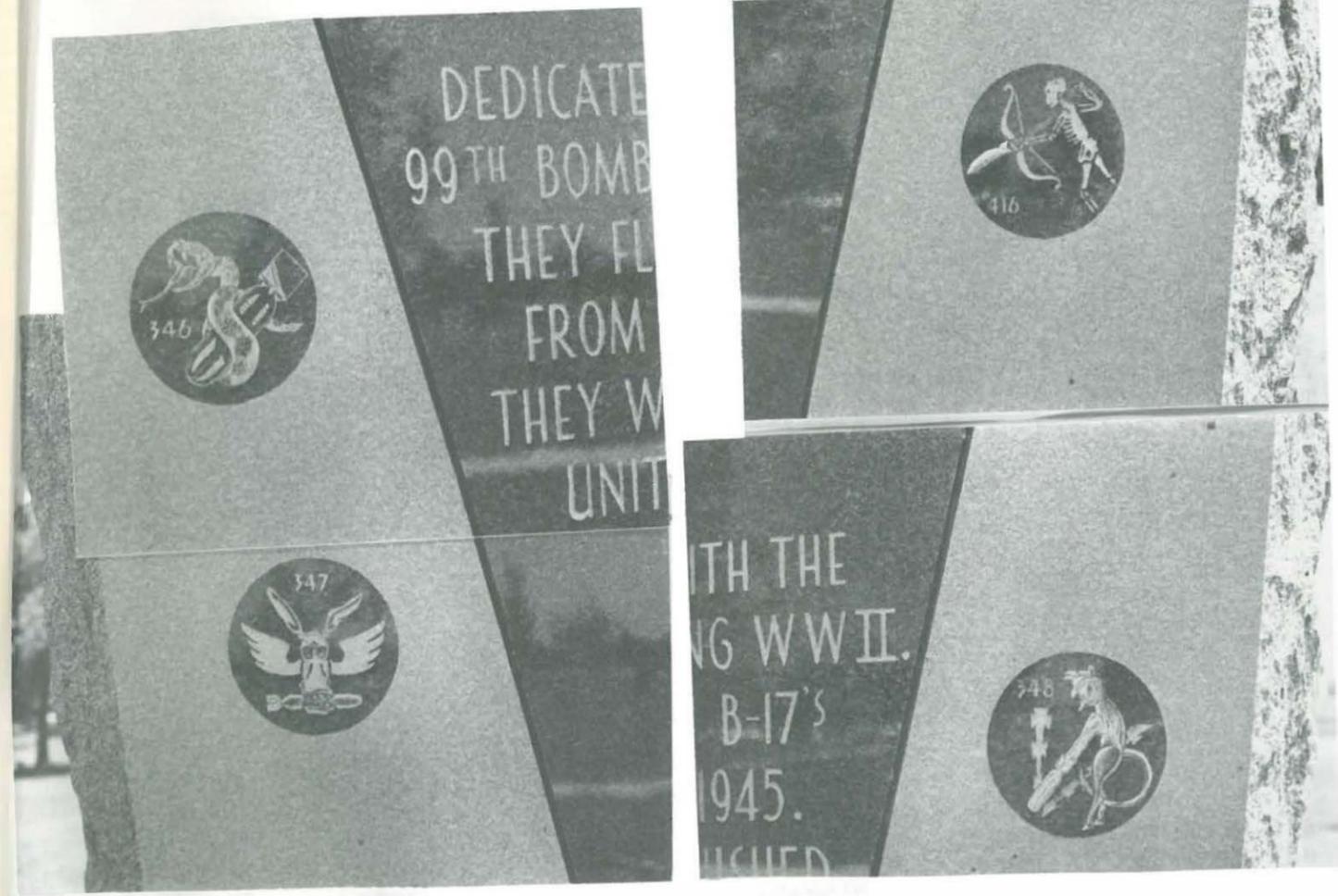
Churchill wanted the American aircraft factories to abandon the Flying Fortress, which carried only two tons of bombs, in favor of the British Lancaster bomber, which could carry eight or nine tons. He wanted the U.S. Eighth Air Force to convert from B-17s to Lancasters, and to abandon daylight precision bombing in favor of indiscriminate area bombing at night. And he did not limit his opinions in the matter to his correspondence with his own aides. He began telling President Roosevelt how he felt, and he came so close to foreclosing the American daylight bombing effort that only an impassioned argument by General Eaker at the Casablanca conference in January, 1943 saved it. p.62, IRON EAGLE, by Thomas M. Coffey.

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TAPS

CUSTARD, IVAN — We have received word that our neighbor, Ivan, did not recover from his recent illness. He died in an Albuquerque hospital. Mrs. Custard also died about one year ago. George Coen

RODGERS, B.C. —
 to Maj. Gen. Fay R. Upthegrove; Your Christmas card came to our P.O.Box. I suppose that B.C.Rodgers had previously had this box . . . I am sorry to inform you that B.C. passed away in late 1986. Shag, as most of us knew him by nick-name died with brain tumors. He was a fine man and I had known him all my life. I thought you would want to know.
 Herman Hornbuckle, P.O.BOX 343
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