



THE 99th Bomb Group Historical Society

Newsletter

Vol. 10 No. 6

Nov 1 1990

SOCIETY OFFICERS, 1990-1991
Same as for 1989-1990

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TREASURER - WALTER BUTLER
SECRETARY - H.E. CHRISTIANSEN

VICE-PRESIDENT - FRED HUEGLIN
HISTORIAN - GEORGE F. COEN
EDITOR - GEORGE F. COEN

THE PRESIDENT'S MESSAGE

Dear George:

At long last I can see the end of the book project- one more chapter, making twenty two in all. It has turned out to be more personal and less of a history of the 99th-more about our crew, really, the Tomlin crew.

I'm sure other 99rs who have taken on similar projects know how demanding of your time such a thing can be...

The "Doolittle Alumni Building" project at the Air Force Academy in Colorado Springs could use additional support. For those interested I remind you that the contact there is Col. James E. Wilhelm, Vice President, Development, Association of Graduates, U.S. Air Force Academy, Colorado 80840-5000 (719-528-4136).

Best Regards

B. C. S.

CHAPLAIN'S CORNER

GREETINGS:

When we see all these unusual "acts" being perpetrated by those who may, or may not, have a point to make and all of them are designed to gain recognition or attention of one sort or another, we wonder just where they'll go to for expression next. The singular one that is most distressing to us is the "act" of burning (or desecrating) the American Flag, the Banner we were all privileged to serve under as we fought for this Country. Our Supreme Court has seen fit to classify this "act" as "freedom of expression," and place this questionable "right" under The First Amendment.

The burning of an American Flag is, at the very least, an extremely inflammatory "act." The initial thought is how well it might go if you could simply go over and beat the livin' daylights out of the perpetrator. But to "express" yourself in this manner does not, unfortunately, come under the First Amendment and would be deemed a violation of his (or her) civil rights.

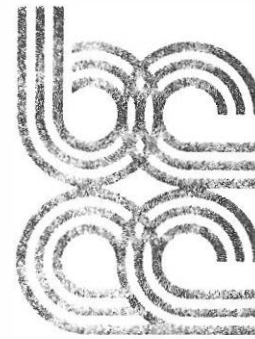
How about shooting down a Bald Eagle as an inflammatory "act?" This bird is not only our National Symbol, as is our Flag, but it is on the endangered species list. An "act" of this sort would certainly be an "attention getter" but this National Symbol is protected Nationally by law.

How about the assassination of a high Political figure? Now that is an "act" that is a real attention getter, but our Government rightfully considers this to be a crime of murder of the highest order and they have protection under National Law, and Politicians are most certainly not on the endangered species list!

The points expressed here are that each of our Congressmen should be urged to see to it that our National Symbol, the American Flag, is protected from the likes of those who are bent on its' desecration.

From the Book of Proverbs Chapter 8; Verse 13 we read: "The fear of the Lord is to hate evil; Pride and arrogance and the evil way, and the perverted mouth I hate." Consider the arrogance and perverted mouth we are forced to contend with.


Joe C. Kerney, Chaplain



boise city chamber of commerce box 1027 boise city, oklahoma 73933

July 3, 1990

Mr. George Coen
2908 Aliso Dr. N.E.
Albuquerque, NM 87110

Dear Mr. Coen,


The Boise City Chamber of Commerce is attempting to properly document the bombing of Boise City on July 5, 1943. We are rapidly approaching the 50th anniversary of the event and we want to honor the crew and bombardier that had a 93 foot CE on our Courthouse Square.

E.C. "Ned" Humphrys Jr, Executive Director of Bombardiers, Inc. advised that you are active with the 99th BMGP Historical Society, or their reunions and that you could give us the whole story.

Do you know the names of the crew members of the AT-11 aircraft that dropped 6 of its 10 practice bombs? Do you know of any squadron photos of that group being available?

We hope that you can help us or possibly direct us to others with first hand knowledge.

Yours very truly,


Stanley Ed Manske

SEM/cc

Please respond to:
P.O. Box 128
Boise City, OK 73933

8jul90

Boise City Chamber of Commerce
Box 1027
Boise City, OK 73933

Attention Mr. Stanley Ed Manske

Dear Mr. Manske;

Thank you for your letter of July 3, 1990 concerning the Bombardment of Boise City on 5 July 1990. We in the 99th would like to determine the details of this attack by AT-111 carrying 100-pound bombs with 15 pounds of sand and 5 pounds of black powder.

We must realize that it is all but impossible to penetrate the Aviation Cadets Protective Association. The culprit would have felt that all non-cadets were enemies, endangering his chance to graduate with a commission.

I didn't do it; I was engaged in group discussions with the Third Reich over Sicily at the time.

Our best avenue to getting a full confession seems to be to offer a reward, possibly three short beers, for information as to the cadet crew which so sullied the name of the Army Air Force.

Those who might help are Bob Karstenson, official poet of the 451st, Ned Humphreys, Head Bombardier, Phyllis Windell, of the Liberal Chamber of Commerce, and Chuck Watry, author of WASHOUT! The Aviation Cadet Story.

LETTERS

13 May 90

Dear George,

That's quite a story about the Flaming B-36 on page 27 of the May 1, 1990 Newsletter. The only thing is - that bomber didn't burn as reported in the story. I have information that three (3) years later it was found on the Canadian-Alaskan border. It was not burned at all.

I was on a crew on the same mission. My right gunner woke me to show me that our engines were on fire. They were not on fire, only torching real bad. You see, the B-36 didn't have carburetor de-ice, and it was icy out that night. We took corrective action and our engines quit torching. We completed our mission.

It seems strange that not many people know about that airplane being found, but some do.

Yours truly,

"ARKIE"
Benzel L. Clark

Benzel L. Clark
10506 Estate Ln.
Dallas, TX 75238

P.S. And as Paul Harvey says, "And that's the rest of the story."

Dear Arkie;

We would like to print the rest of the story.

gla

11160 E. Dicky, St.
Whittier, CA 90606
April 24, 1990

Dear George,

I hope all goes well with you, Martha & all the rest of the clan.

We really missed you in Huntsville--everyone did. If I was asked once about you, I was asked so many times I lost count.

George, if you don't know the main point of my writing to [you] re the March Field Museum Tile Program, let me explain.

When the 1st and main museum building is built across the field by 215 Hwy & Van Buren Blvd., the forecourt will be inlaid with several thousand tiles.

Mac & myself have bought personal ones for ourselves and/or family members as this is the Fund Raiser to make money available for said museum.

As you know, access to the old location on the base is through Visitor Control and the new one will have its own access and exist so no hassle there.

Mac and I have long held the thought that this Tile Program would be a nice, lasting reminder to buy tile & honor our own respective Bomb Gps. as many other outfits are doing and plan to do.

Therefore, that is why I brought this matter up at our business meeting lunch at Huntsville for the Board's approval & at the same time apprise our members attending what I was all about.

The consensus appeared O.K. by one & all but I also went to the board meeting that followed & explained in more detail what I had in mind as to asking for donations from the members re this & not ask for monies from our treasury, as this would be a "hands on" thing.

The Board approved & I was asked to submit a letter to you to have the same put in your upcoming Newsletter as to the whys & wherefores which you see I have on a separate sheet as this is just a note to you. I will also be in charge of said monies as Walt has too much to do now.

I want to get this off the ground now & not drag my feet so would appreciate your printing my letter.

Talk atcha soon
yours
Frank English

4714 Upland Drive
Alexandria, Va., 22310

May 22, 1990

Mr. George F. Coen
2908 Aliso Drive N.E.
Albuquerque, N.M. 87110

Dear George,

I am writing this letter in response to Bob Bacher's letter published in the 99 BGHS Newsletter of May 1990, which in part, discussed the 99th Bomb Group's mission to Bleechhammer on Dec. 2, 1944.

I referred to my diary which I maintained while serving with the 416th Bomb Squadron over 45 years ago. My diary discussed this mission as follows:

"Sortie 1 Dec. 2, 1944 Today was my first combat mission. Most of the crew slept uneasily the night before the mission. We got up quite early and after eating chow went down to the line to put our guns in. Finally the Pilot, Co-Pilot, Bombardier, Navigator, and Radio Operator arrived from briefing. Our target was the highly prized synthetic oil refineries in Bleechhammer, Germany. We took off at 7:10AM with a full bomb load (12 500Lbs). Our group was leading the airforce in today. It was very foggy weather all the way to the target. We made a PFF run and bombs were away at 12:37 P.M. We couldn't observe the results due to a very thick undercast. The flak was very intense but barrage type and inaccurate. The mission lasted 9 hours and 45 minutes, which was one of the group's longest. The humorous part of the mission was Raymond R. Blair's passing out due to anoxia while riding the radio room due to malfunctions in the ball turret. Faithful John Lawson was there to revive him so he made the trip O.K."

We received two mission credits for this sortie.

George, I enjoy reading the newsletter and have noted that a number of the missions referred to by our members are included in my diary.

I completed my tour (35th Sortie) on April 26, 1945, the last operational day of the war in Europe. Our target was the Bolzano Ammunition Depot in the Brenner Pass. I returned to the states while the rest of the crew remained behind, as they were all a number of missions short of the number needed to complete their tour.

With sincerest personal regards,

Charles H. Munson
CHARLES H. MUNSON

14 October 1987

Dear Wally:-

Thanks for sending me a copy of your September 15th letter to George Coen. I was particularly interested in your information re the 70 distress calls...

From that, and from other material of yours I've seen in the Newsletter, I'm convinced you must have kept very detailed records of your time overseas, something I neglected to do, depending instead on memory, which is getting worse by the minute.

I wrote a letter re yours about the time we shot down a B-24 on the way back from the Udine district but than decided to hold off until I read what others might say, and as nothing more has been forthcoming I have never mailed it. I guess maybe I should send it after all.

My chief memory of that one is seeing one or two of our planes fire what I took to be warning shots at the 24s — who were boring in on us without making any effort to identify themselves as far as I could see — and the 24s shooting back at us. That's when the rest of the planes opened up, one 24 went into the sea and the others pulled up over us and then off to our left — still without a flare or a light gun being used and no call from them on the bomber frequency which I was tuned to all the time.

Did you know a P in the 416th named Fordyce Conrow Chamberlin (!) ? He was a cadet classmate of mine and he joined the 99th BG right after I did. One day the so-called Tokyo Force of the 5th Wing were sent to Breslau, in the form of two composite groups, there being only enough airplanes to fill out two groups.

Chamberlin and I were the two lucky Ps in the 99th to be sent by truck to Foggia Main to pick up a couple of planes from the 301st BG, then catch up with the composites enroute to the target. We got them (mine had hydraulic fluid collected beneath the top turret and several inches deep at the forward bombbay bulkhead and the #2 engine practically stopped, then caught, with a loud backfire and belch of black smoke when I checked the mags) and caught up with the groups just as they disappeared into a bank of clouds near Trieste. I put the brakes on but Chamberlin who went in a bit below and behind me evidently did not as Partisans found the wreckage and ten bodies, apparently bombed from above by somebody who apparently felt safe in a cloud only if he got rid of his bomb load.

well, this is sort of straying from pillar to post...

Re the time we traded our war-scarries for the 493rd's new planes, I remember the ground people didn't get the group and squadron markings on the vertical fins for about two weeks, during which time we were cut to ribbons as the enemy figured we were a new group, without experience, and jumped us every time we got our wheels off the runway. I think we had only about 35 of those planes left when the paint went on, and two or three of them were unrepairable on the ground. Do you have any such memories?

Yours,

C. D. Boggs ?

23 May 1990

Mr. Richard E. Drain
Box 664
Westcliffe, Colorado 81252

Dear Dick:

Awhile back John O'Connell showed me your 5 October 1989 rundown on the various B-17s which made up the 99th Bomb Group during WWII and the final "Note on MIAs" is of exceptional interest to me.

F. C. Chamberlin of Underhill, Vt., and I went through the Cadets together from Pre-Flight on -- to 4-Engine School at Sebring, Fl., and were Crews 29 and 31 respectively in the Boss Provisional Group until they lopped off the last ten crews and sent them to Alexandria, Louisiana, for no apparent reason and brought in ten other crews from another Prov Gp to bring us back up to 40 crews again while in First Phase at Pyote, Texas, in July/August 1943.

Chamberlin reached the 99th a few days after I did -- and he and I were the two crews from the 99th to be trucked over to the 301st BG at Foggia Main to pick up Tokyo Forts and go to Breslau, Silesia.

We were not assigned to the 301st or even to fly with them. Rather, we were told to catch up with the two composite groups which made up the 5th Wing that day. These two groups were made up of whatever Tokyo Forts could be rounded up from the 2nd, 97th, 99th (if we had any; I don't remember) and the 301st and we were to attach ourselves to one or the other of them as soon as we could catch up, before or after line rendezvous.

As I recall we were catching up as the two groups were going off the Gulf of Venice just north of Trieste and into a solid wall of clouds. I slowed up as much as I could as I had no deep-seated desire to be under 70-or-so B-17s, most of which would be milling around as soon as they could no longer see anyone to fly formation on and some of whom were bound to start getting rid of their bombs.

Chamberlin, who had been below and behind me passed me as we went into the weather.

We broke out in a valley of the Julian Alps (which is another story) and there was not another airplane to be seen anywhere -- just solid clouds above us.

So I -- like everybody else, I guess -- went back to Italy as a single. But Chamberlin did not reappear at Foggia Main.

The truck came for us from the 99th and we held it for about an hour but it finally became obvious that he would not be returning and we got in the truck and left.

Some time later it was announced that Chamberlin's airplane had been found, evidently hit by bombs dropped from above, and complete with ten dead crewmen.

Enclosed are copies of a letter I wrote to Wally Bush some time back which touches on the above and the orders which got 42-40055 to the 15th AF on 31 Dec 1943.

Yours,
(Signature)

c- George Coen

40638 LONG ISLAND DR. / UMATILLA, FL 32784 / 904-669-5845

Ed Moore ?

June 14th, 1990

Dear Al and Evelyn;

Since receiving the May issue of the 99th Bulletin and having read your account of the loss of Col. Headrick's plane along with all of the ramifications concerning your logical solution to a problem, I've thought that I should write you about it. Al, you had told me of this several years ago. It is a totally unanswerable question in terms of human reasoning. I sincerely believe it had to be an act of Providence and not at all, just a "lucky" occurrence as far as you were concerned.

Along with that same occurrence I thought it might be of interest to you to know that I knew Francis Presser well and that two other members of that crew were also good friends. They were Ed Ergle, radio, and Marshall Kohler, a waist gunner. Marshall Kohler lived in our tent. A day or two before April 16, 1944, Charlie Kuntz, Merko Krajcar, Harold Kringle and I were leaving for the Isle of Capri when Marshall Kohler came to me and told me that when we returned he would not be there, that he would be shot down and that he would not survive. I don't recall how I replied to this, but his prophetic statement has a way of surfacing from time to time causing me some pause for serious thought.

I haven't been following the weather there for you lately but here in this area we are into a full blown drought. To date this year we are four inches below normal. When you consider that a normal full year our total runs to about thirteen inches you can see the trouble we appear to be in. We are fortunate that the weather has remained somewhat colder than normal and this has a way of slowing the high mountain snow melt. Right now the area looks great, lots of wild flowers, the hills are green, livestock and deer look great. We'll see how the year progresses. One of our problems may be that those Indians out here probably haven't been serious enough about their rain dances. We need someone to blame this on.

Maudie and I plan to make a camping trip into the Park sometime real soon and we are looking forward to this. We did this last year and it was real relaxing. This year we'll take our "Pioneer Fishing Licenses" along with some fishing gear and try fishing there in the Park. I'm not all that enthused about fishing but we'll see how it works out. Probably wouldn't do the fishing bit at all except that everybody says we should eat more fish and less red meat.

We hope all is well with you two and that your summer is going great guns. You mentioned that you might like to find a boat when we were in Ft. Lauderdale. Did you ever find that suitable acquisition? In any event, we look forward to Albuquerque next year and hope to see you both there.

The very best to you both.

Our Love;

Joe and Maudie

HEADQUARTERS OF THE ARMY AIR FORCES
WAR DEPARTMENT
Washington, D.C.

Prepared by: E.R. Baldwin, Jr.
1st Lt., Air Corps
Historian

WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON

AAF 421 (418th Bomb. Sqdn.)
SUBJECT: Aircraft Marking for the 416th Bombardment Squadron (H)
TO: Commanding Officer, 99th Bombardment Group (H), Army Air Base,
Salina, _____.

By authority contained in AG letter 400.101 (12-7-42) OB-S-A, dated December 19, 1942, subject: "Army Air Forces Organizational Designs," the following insignia for the marking of aircraft of the 416th Bombardment Squadron (H), Army Air Forces, is approved:

AIRCRAFT MARKING: On a black disc, border orange, a white skeleton holding an orange bow, discharging a white aerial bomb shaded blue, with white speed lines, as per record drawing.

The insignia will face toward the front of the aircraft.

SIGNIFICANCE: The skeleton symbolizes the deadly effectiveness of the squadron and points to the accuracy of its bombing tactics.

HISTORY: The 416th Bombardment Squadron (H) was originally organized as the 26th Reconnaissance Squadron (H), by AG 320.2 (1-19-42) WR-M-AAF/4-1, dated January 28, 1942; redesignated the 416th Bombardment Squadron (H), by AG 320.2 (4-21-42) MR-M-AAF, dated April 22, 1942. The Squadron was made active June 1, 1942. It has no other History and is not entitled to Battle honors.

By command of Lieutenant General ARNOLD:



J.M. BEVANS
Colonel, Air Corps
Director of personnel

/a/ C.R. FREDERICK,
C.R. FREDERICK
Lieut. Colonel, Air Corps
Exec., Special Services Div.

Sheet No. 1 War Diary, 416th Bombardment Sqdn. _____ (Station)
Month of September, 1942. Prepared by E.H. Baldwin, Jr. 1st Lt., A.C.
(Name, rank, unit)

DAY	EVENTS
16 & 27	Getting organized and all set to leave for our new station.
28	2nd Lts O'Rourke, Shapiro, and S/Sgt Hurey, Sgts Blackstone, Elkins, and Cpl Simpson, Leon, departed Boise, Idaho, Gowen Fld, via Railroad for Army Air Base, Walla Walla, Washington, at 1100 AM; detrained at Pendleton, Oregon and transported to Army Air Base in Government vehicles (2 1/2 ton trucks), arrived at Base at 2 AM, Sept 29/42.
29	Set up Sqdn Orderly Room in 99th Bomb Gp (H) Hqs and were asgd 2 bks #436 and 437, Hq Detached to us for rations, qrs and supply. (346th, 347th, and 348th also set up orderly Room in same room with us).
30	Sqdn Q.M. supply was set up with three other sqdns in same bldg. Procurement started for supplies; Remainder of 416th cadre arrived at 1930 and asgd to Bks. Total strength 128 EM and 7 Officers.

Sheet No. 2 416th Bomb Sqdn

October, 1942

1	Usual camp duties; 1 B-17F asgd to Sqdn; 135 EM and - Officers total present and absent.
2	Usual camp duties; 134 EM and Officers present and absent; 1 Officer sick.
3	2nd Lt Mitchell, flown in from Gowen Fld and asgd as pilot to Sqdn. Interesting lecture given this morning by 1st Lt Carlos of the 16th Wing on 2nd Phase Training. (We are on the BEAM.)
4	Officers asgd to Sqdn duties as follows: Lt Rowland, Armament Officer; Bombsight Officer, Lt Gutz; Operations Officer, Lt Buck; Engineering Officer, Lt Marsten; Q.M. Supply, Tech Supply, and Transportation Officer, Lt Shapiro; Recreation Officer, Lt Kotowski; Communication Officer, W/O McIntyre; Adjutant, Lt O'Rourke. A meeting on reclassification of EM was held. (Orderly Room is taking good shape, 127 file and M/R file OK, 416th lost softball game to 347th, score 12 to 7.
5	First Group Formation flight today. Lt Col Rainey flew in our ship as we worked on some tactical problems, entire formation consisted of 2 ships, all Officers agreed to group mustaches, Sqdn Operations moved to the line, 137 EM and 9 Officers present and absent also 1 W/O.
6	Capt Beal, a Medical Officer, asgd to Sqdn; 138 EM and 11 Officers present and absent.
7	Usual Camp Duties, 142 EM and 11 Officers present and absent.

- 8 Capt. Orance's MUSTACHE is growing (AH1 1 1), 148 EM and 11 Officers present and absent.
- 9 154 EM and 11 Officers present and absent.
- 10 Usual camp duties, 173 EM and 11 Officers present and absent.
- 13 Capt Orance made a cross-country flight with 19 persons on board. He had intended to go to Ogden, Utah but after landing in Boise, Idaho, decided the weather was too bad to continue. After talking with many friends and obtaining much needed equipment and also picking up our Mess Sgt (S/Sgt O'Barr just returning from a 15-day emergency furlough), we returned to Walla Walla, Washington without incident. The following were on board: Capt Orance, Lt Mitchell, Lt Gutz, Lt Rowland, Lt Shapiro, M/Sgt Reese, S/Sgt Hurey, S/Sgts Carter, Carmichael, O'Barr, and Sgts Callihan, Brinker, Bloom, Peterson, Spears, Feeney and Dewar and Lt Kotowski and Lt O'Rourke.
- 14 First bombing mission completed; target demolished; 175 EM and 11 Officers present and absent.
- 15 Usual Camp duties, AAB, Walla Walla, Washington.
- 16 Usual Camp duties; 178 EM and 12 Officers present and absent.
- 17 First Squadron Inspection and Drill held by Capt (Orance; men and Bks looked very good; picture was taken of Officers and EM which consisted of nucleus of Sqdn only. Picture was in front of B-17F and came out pretty good.
- 18 192 and EM and 12 officers present and absent; usual camp duties.
- 19 Our combat crews arrived, making the total strength 240 EM and 45 Officers present and absent.

Sheet No. 3 416th Bombardment Sqdn

October, 1942

- 29 Usual camp duties, AAB, Walla, walla, Washington
- 21 Lt Davis and Lt Macdonald arrived from Gowen Fld. Capt Burrell also came in but we regret that he is not being placed in our Sqdn; 239 EM and 45 Officers present and absent.
- 22 255 EM and 45 officers present and absent. (All Quiet on the Western Front).
- 23 Received the Washington State Penitentiary Bulletin concerning the Contest sponsored by the 416th Bomb Sqdn for the inmates to name one of our Bombers, (boy, we're on the beam). Bulletin dated Saturday Oct 24/42; (Bert O Webb, Superintendent).
- 24 Usual camp duties; 246 EM and 45 Officers present and absent.
- 25 Lt Davis and Lt Macdonald flew to Ogden, Utah to obtain some necessary equipment and to leave some bombsights to be calibrated.

- 26 Lt Davis and Lt Macdonald returned today, however they stayed overnight in Boise (on official business) both looking slightly "tired"; 249 EM and 45 Officers present and absent.
- 27 "AH", the fame of the 416th is spreading. First to the city of Walla Walla and then to the cities of Washington and soon throughout the Nation. Under the skillful tutelage of our Commanding Officer, and with the aid of his staff, our insignia (The Skeleton Archer shooting Bombs) will become known throughout the Nation and perhaps who knows, may be to Tojo, Adolph and Benito. The sale of our insignia has now jumped over 100 and after the men get paid it should be over 200. \$70.00 for the Sqdn Fund plus \$15.00 for the sale of Sqdn picture. (We are doing nicely). 256 EM and 45 Officers present and absent. Below are True Extracts of news articles appearing in newspapers throughout the County.

POST INTELLIGENSER
OCT 28/42

PRISONERS WILL NAME U.S. BOMBER

WALLA WALLA, Oct 27--(I.N.S.) Prisoners at the Washington State Penitentiary today were preparing to name an army bomber because they contributed to the recreation of men at the Walla Walla Air Base.

Warden Bert o. Webb said the invitation to name the ship at the base came because the prisoners have played baseball with the flyers, written material for shows and provided musicians and entertainment for benefits at the base. The convicts now are designing and producing insignia for a squadron stationed at the Base.

SPOKESMAN REVIEW, SPOKANE,
WASHINGTON, DATED OCTOBER 27/42

ARMY CITES FINE WORK DONE BY MEN
AND GIVES HONOR IN RETURN.

WALLA WALLA, OCT 26. Inmates of the Washington State Penitentiary are engaged in a contest to select a name for an army Bombing Plane; the first known time that such an honor has been awarded to prisoners.

Captain ALBERT ORANCE of the United States Army emphasized that the selected name will actually be used on a bomber, adding that the contest was in recognition of the prisoners individual and collective contributions to the War effort.

Captain ALBERT ORANCE mentioned work done for the army by prisoners in various departments of the penitentiary, participation by inmate ball players, musicians and entertainers in benefit affairs for service organizations, arrangement of music scores and writing of dramatic material for army radio programs, as well as many other services.

An example of unusual personal work done for the army by a prisoner was the designing and execution of an original insignia for one of the Squadrons stationed at the Walla walla Air Base. The Insignia embossed on leather and hand painted in Black and Gold, will be worn on jackets of the Squadron's personnel. The leather work is now being done by prisoners in the penitentiary shoe shop. The inmate-artist's design may also be used on the

Squadron's Bombers.

The Walla Walla Prisoners, according the Warden Bert o. Webb, are showing considerable interest in the bomber-naming project. Details of the contest, which ends Tuesday, October 27/42 are being handled by Lt EDWARD O'ROURKE for the Army Air Base, and F.C. Ott, Director of Education at the prison.

The winning name, selected from the inmates' submissions by a committee of Air Base personnel, will be announced within the next two weeks.

WALLA WALLA BULLETIN, WALLA WALLA, WASHINGTON
DATED OCTOBER 25/42

PRISONERS TO PICK A NAME FOR A BOMBER
W.S.P. INMATES TAKING PART IN CONTEST: ARMY MEN TO CHOOSE WINNER

Inmates of the Washington State penitentiary are engaged in a contest to select a name for an army bombing plane, first time prisoners have had such an opportunity. Bert O. Webb, prison superintendent, says the name chosen will be actually used on a bomber. The prisoners have been assured by Capt. ALBERT ORANCE of the Walla Walla Army Air Base in recognition of the prisoners' individual and collective contributions to the war effort.

The details of the contest are being handled by Second Lt EDWARD O'ROURKE of the Walla Walla Army Air Base and F.C. Ott, Director of Education at the prison. The contest ends Tuesday and the winner will be announced within the next two weeks after a committee of Air Base personnel makes the selection.

Captain ORANCE mentioned work done for the army by prisoners in various departments of the penitentiary; participation by inmate ball players, musicians, and entertainers in benefit affairs for service organizations, arrangements of music scores and writing of dramatic material for army radio programs, as well as many other services.

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(These are few of the many articles appearing in newspapers all over the country.)

Sheet 5 416th Bombardment Sqdn.

October, 1942

- 28 Colonel UPTHEGROVE and a number of Officers and EM of the 416th Bomb Sq returned from an overnight flight to Tucson, Arizona, in our ship #5091. Personnel from this Sqdn were Lt Carnell, Lt Kotowski, Lt Buck, T/Sgt Bezek, Sgts Spears, Bloom, Peterson and S/Sgt Brinker. The Sqdn was assigned another airplane; a brand new B-17F with a total of 3 1/2 hours time on it. It was immediately pulled out for a general inspection. 257 EM and 46 Officers present and absent.
- 29 usual camp duties, AAB, Walla Walla, Washington.
- 30 Both of our ships are on initial. (The line is really on the ball). 259 EM and 47 Officers present and absent.
- 31 Everything is all set for the eight new combat crews which are to come in tonight. Crews arrived 2300. 47 Officers and 294 EM present and absent.

Sheet No. 6 416th Bombardment Sqdn.

November, 1942

- 1 The new crews were checked off by Col Upthegrove, Lt Col Rainey, Major Boatwright, Capt Orance, Capt Seamans, Capt Macdonald, and our Flight Commanders.
- 2 All crews flew in period fr 1900 to 2400 except crew #36 (which is our MODEL CREW). Everything is going according to Houle.
- 3 304 EM and 47 Officers present and absent.
- 4 Usual camp duties, AAB, Walla Walla, Washington.
- 5 Weathered in; no flying.
- 6 Weathered in; no flying.
- 7 No flying tonight; we change schedule tomorrow and hope to continue nosing out the other Squadrons in flying time; ship #6274 landed at Pendleton, Oregon last night and is still there. 50 Officers and 310 EM present and absent.
- 8 Started flying on day schedule from 1300 to 1800. Ship #5274 arrived back from Pendleton, Oregon.
- 9 312 EM and 50 Officers present and absent.
- 10 No flying. (Foggy)
- 11 ARMISTICE DAY. 1ST Lt Goad arrived from Gowen Fld and was welcomed with open arms, since the present Operations Officer is slightly weary from his additional duties. 317 EM and 51 officers present and absent.
- 12 The Sqdn got rather excited last night because of rumors of a hasty evacuation. Bad weather (no flying again), however if we move soon we should be flying again in a couple of days. 321 EM and 54 Officers present and absent.
- 13 Friday the 13th and all went well.
- 14 3 Officers and 12 EM departed for Sioux City, Iowa. All Departments ready to move at short notice.
- 15 50% of Sqdn departed Walla Walla at 1800 by rail for Sioux City, Iowa, (with 50% of the 348th also on same train) (PROBABLY THE MOST COMPLICATED MOVEMENT EVER MADE BY ANY TROOPS IN THE UNITED STATES). (Boy, what a jam session).

- 16 Several crews left by air with the rest of the group for Sioux City, Iowa; all ships left but two which were out of commission. Capt Macdonald was forced to land at Cheyenne Wyoming because of engine trouble; Col Upthegrove spent the night at Ogden, Utah, as did Capts Seamans and Whitmore, but the Sqdn Commander of the 416th came through with flying colors and landed at his destination (Sioux City); the only one of the formation. The 50% of the Sqdn at Walla Walla also departed by rail for Sioux City.

Sheet No. 7 416th Bombardment Sqdn.

November, 1942

- 17 The first 50% of the Sqdn arrived at Sioux City, Iowa at 1800; col Upthegrove came in from Ogden, Utah.
- 18 Usual camp duties; trying to find out where everyone is and finally getting set up at our new station.
- 19 Lt Chase discovered en route that he is to become a father.
- 20 The second 50% of the Sqdn arrived y train at 0500; also our freight train from Walla Walla arrived with our much needed equipment. All departments in the Sqdn have been asgd to their offices and find that they are far superior to those that were occupied at Walla Walla. Most of the offices are centrally located in one bldg on the flying line, which is very convenient. 51 Officers and 313 EM present and absent.
- 21 We shifted to the grave yard shift, and everyone is very sad about the whole deal.
- 22 Capt Macdonald took over in Operations. Lt Goad is now our senior Flt Commander. Lt Mitchell got another Co-pilot and Lt Buck is now pilot of Lt Davis' old crew. Lt Davis left us to be operations officer of the 348th Bomb Sqdn. Our Flt Commanders are now Lt Goad, Lt Henderson, and Lt Norris, the latter being in the hospital at Walla Walla (influenza). 50 Officers and 319 EM present absent.
- 23 We hear that Lt Norris has developed pneumonia and probably won't be with us anymore.
- 24 We received our first modified B-27F. capt Macdonald had the honor of being first in the Sqdn to fly it. It has two .50 calibre guns in the nose and quite a few gadgets on it that our two other ships don't have.
- 25 One month till Christmas and everyone wonders where will be at Christmas time. it is snowing out now and looks like a white Thanksgiving. 2nd Lt Stusser arrived and is to be our new Ass't Operations Officer. 50 Officers and 331 EM present and absent.
- 26 Lt Criss is statistical officer with his office in the over crowded Operations office (not bad, only four chairs and three desks, with seven clks and three Officers); the other depts are also similarly crowded.

- 27 Frequent snowstorms continue to keep us fr flying. Weather here is not much better than at Walla Walla. M/Sgt Reese (our Line Chief) is doing a swell job keeping the planes in good shape, regardless of the rotten weather, and it certainly is cold outside. Lt Goad was aptd Capt; also promotions came out for the enlisted men. 50 Officers and 333 EM present and absent.

Sheet No. 8 416th Bombardment Sqdn.

November, 1942

- 28 We did get in some good flying tonight even though low ceilings were predicted by the weather office.
- 29 Early this morning TRAGEDY STRUCK within our group. The 346th Sqdn's B-17F #42-5283 crashed at 0215 and carried its entire crew to death. No reason has yet been given for its crash, but it was during a severe snow storm, and from evidence found in the wreckage it looks as if there was also an engine failure. It is difficult to determine the exact cause because it burned when it struck the ground. 51 officers and 335 EM present and absent.
- 30 No flying today (as usual, BAD WEATHER). Tomorrow is December 1, 1942.

We present the following account of carpet-bagging from the files of our own Charlie Miller who flew as carpetbagger after completing 50 combat missions. It sounds sort of dangerous. geo

HEADQUARTERS
122ND. BOMBARDMENT SQUADRON HEAVY
A.P.O. 520, U.S. Army.

D-SME/c11

8 June 1944

SUBJECT: Historical Records.

TO : Commanding General, Fifteenth Air Force, Att'n: Historian.

1. Unit history of the 122nd. Bombardment Squadron Heavy for the period 1 April 1944 to 30 April 1944.

a. The present designation of the unit is 122nd. Bombardment Squadron (Heavy), 68th. Tactical Reconnaissance Group.

b. Pursuant to authority contained in letter, Headquarters United States Army Air Forces, Mediterranean Theater of Operations, Subject: "Redesignation and Reorganization of Certain Army Air Forces Units", file 322., 18 March 1944, the 122nd. Liaison Squadron became the 122nd. Bombardment Squadron (Heavy) and is attached to Hq., Fifteenth Air Force for administration, supply, and maintenance (Asgmt to 68th. Tactical Reconnaissance Group not affected). Operational control will remain under AAF/MTO. Colonel Monro Mac Closkey became Commanding Officer vice Major John F. McCrady, 10 April 1944. Staff officers appointed were:

(2) Blida, Algeria.

(a) Date of arrival - 12 April 1944.

e. Movements.

(1) Upon the redesignation and reorganization of the squadron the entire unit moved to Blida, Algeria, by plane and motor convoy. The trip was made by several echelons and was not considered complete until the last man had arrived in Blida.

f. Operations.

(1) The operations performed by this squadron are of a highly secret nature and cannot be divulged. During the month of April a total of twenty-two sorties were flown over enemy territory.

g. Losses in action.

(1) While on a Sea/Search, one B-17 type aircraft crashed into the mountains on attempting to return to Maison Blanche as diversionary base. The following officers and men were killed:

Pilot	KETCHUM, WILLIAM W.	1st. Lt.	0-712122
Co-Pilot	GRAVES, DONALD F.	2nd. Lt.	0-799760
Navigator	BURCHINAL, ROBERT L.	1st. Lt.	0-735975
Bombardier	MASILEWSKI, JOSEPH W.	1st. Lt.	0-744914
Engineer	CANADAY, CLAYTON W.	T/Sgt.	38148731
Radio Op'r	REAL, EARL J., JR.	T/Sgt.	15158658
W. Gunner	ZELLER, ELMER F.	T/Sgt.	20480044
W. Gunner	BIGGS, JOHN P.	S/Sgt.	20480072
T. Gunner	HIRSCHFIELD, WALTER P.	S/Sgt.	20616367

Major John F. McCrady	Executive Officer
Captain Norman V. Kinsey, Jr.	Adjutant
Captain Edward H. Bradford	S-2
— Captain Paul V. Callis	S-3
Captain Richard D. Allen	S-4

c. Strength, commissioned and enlisted, for month of April.

- (1) 1 April 1944 - 22 Officers, 94 enlisted men.
- (2) Net increase - 34 Officers, 117 enlisted men.
- (3) 30 April 1944 - 24 Officers (32 attached), 169 enlisted men (42 attached).

d. Stations.

(1) Manduria, Italy.

- (a) Date of arrival - 25 December 1943.
- (b) Date of departure - 10 April 1944.

h. Members who have distinguished themselves.

(1) The Distinguished Flying Cross was awarded the following named personnel, residence and citation as indicated: (Extract from G.O. #239, 15th. A.F.)

PAUL V. CALLIS, O-795018, Captain, Air Corps, 122nd. Bombardment Squadron (H), Fifteenth Air Force, United States Army. For extraordinary achievement while participating in aerial flight in the Mediterranean Theatre of Operations as pilot of a B-17 type aircraft. Alone, unescorted, and at night, Captain Callis flew his plane on a secret mission over France on 20 October 1943. At dangerously low altitude, he entered a valley, making his target run at tree-top level, successfully completing his mission regardless of having been surrounded on three sides

OUR 1ST MISSION

by mountains of great height. Upon leaving the target area, he encountered intense and accurate enemy anti-aircraft fire which severely damaged his plane, causing two engines to become inoperative, and completely shooting away part of his controls. With superb airmanship, Captain Callis maintained flight with his crippled ship, bringing it back to base for a safe landing without further injury to crew or plane. Residence at appointment: Baltimore, Maryland.

ROBERT M. ELLISON, O-744837, First Lieutenant, Air Corps, 122nd. Bombardment Squadron (H), Fifteenth Air Force, United States Army. For extraordinary achievement while participating in aerial flight in the Mediterranean Theatre of Operations as navigator of a B-17 type aircraft. On the night of 15 March 1944, Lieutenant Ellison participated in a secret mission over France as navigator of an aircraft en route to a pin-point objective of vital importance. Navigating his plane over land, water, and deep into hostile territory for over one thousand miles, at night, and through severe weather conditions, Lieutenant Ellison, through a display of extraordinary professional skill, not only successfully brought his ship to the primary target, but also over an alternate objective of equal importance. Due only to his efficient and remarkable navigation, the mission was successfully completed and Lieutenant Ellison brought his ship and crew back over the hazardous route for a safe landing at base. Residence at appointment: Covington, Kentucky.

WARREN T. LYONS, O-730548, First Lieutenant, Air Corps, 122nd. Bombardment Squadron (H), Fifteenth Air Force, United States Army. For extraordinary achievement while participating in aerial flight in the Mediterranean Theatre of Operations as pilot of a B-17 type aircraft. On the night 1 April 1944, Lt. Lyons flew his aircraft on a secret mission over France. Alone, unescorted, and deep into enemy territory, he experienced mech-

MY PILOT

anical difficulties which forced him to fly at dangerously low levels and retarded air speed. In spite of the loss of one engine, he made a successful target run, accomplishing his assignment under great hazard and dangerous odds. After leaving the target area, he brought his crippled plane through hostile territory, over unfamiliar and mountainous terrain, back to base for a safe landing without injury to plane or crew. Residence at appointment: Los Angeles, California.

BENJAMIN M. MATLICK, JR., O-743051, First Lieutenant, Air Corps, 122nd. Bombardment Squadron (H), Fifteenth Air Force, United States Army. For extraordinary achievement while participating in aerial flight in the Mediterranean Theatre of Operations as pilot of a B-17 type aircraft while on a vitally important and secret mission over France on the night of 2 April 1944. Flying through severe weather conditions, at dangerously low altitudes, and deep into enemy territory, Lieutenant Matlick succeeded in finding the target and completing his

mission under extreme conditions of hazard. Alone, unescorted, and flying over unfamiliar and mountainous terrain at night, he not only reached his assigned objective, but continued on to another equally important alternate target, adding to the phenomenal success of the mission. Residence at appointment: Los Angeles, California.

ERVIN F. LEYERS, O-798850, First Lieutenant, Air Corps, 122nd. Bombardment Squadron (H), Fifteenth Air Force, United States Army. For extraordinary achievement while participating in aerial flight in the Mediterranean Theatre of Operations as navigator of a B-17 type aircraft. On 20 October 1943, while participating in a lone, unescorted night mission of vital importance over France, Lieutenant Meyers was charged with the responsibility of navigating his plane over unfamiliar and mountainous terrain, deep into enemy territory, to find a pin-point objective. Despite severe weather conditions and heavy enemy opposition which caused the loss of two engines and severely damaged his plane, Lieutenant Meyers brought his ship through to the objectives and safely navigated his plane back to home base, enabling his pilot to make a safe landing, saving his plane and crew, and successfully completing a long and hazardous mission. Residence at appointment: Philadelphia, Pennsylvania.

(2) La Croix de Guerre avec Etoile de Vermeil per G.O. # 7 Avn. Fraçcaise d'Afrique was awarded the following officers and men for services to France:

MY CREW	→	MAC CLOSKEY, MONRO	Colonel	0-203650
		CALLIS, PAUL V.	Captain	0-795018
MY CREW	→	BURCHINAL, ROBERT L.	1st. Lt.	0-735975
		DANIELS, ORVILLE K.	1st. Lt.	0-797278
		ELLISON, ROBERT M.	1st. Lt.	0-744337
		FOOTE, JOHN L.	1st. Lt.	0-667276
MY CREW	→	KETCHAM, WILLIAM W.	1st. Lt.	0-743051
		LYONS, WARREN T.	1st. Lt.	0-730548
		MATLICK, BENJAMIN M.	1st. Lt.	0-743051
		MEYERS, ERVIN F.	1st. Lt.	0-798850
		PULLIAM, FRANK	1st. Lt.	0-743278
		WASILEWSKI, JOSEPH W.	1st. Lt.	0-744914
		BEAMER, ROBERT D.	L/Sgt.	19067352
		ABERN, GERALD	T/Sgt.	11014677
ME	→	BEARDEN, EDWARD H.	T/Sgt.	34352381
MY CREW	→	CANADAY, CLAYTON W.	T/Sgt.	38148731
MY CREW	→	DANIELS, KENNETH C.	T/Sgt.	31155723
		MANN, ERNIE B.	T/Sgt.	33274556
		MURNER, EDWARD J.	T/Sgt.	32277489
		REAL, EMIL J. JR.	T/Sgt.	18158658
		SERVICE, RAYMOND A.	T/Sgt.	32167523
		ZELLER, BERTT F.	T/Sgt.	20480044
		BIGGS, JOHN P.	S/Sgt.	20480072
		CHRISTENSEN, FRED B.	S/Sgt.	32143817
		FORNAN, BERSHING E.	S/Sgt.	19098521
		FOSTER, RAYMOND B.	S/Sgt.	39239029
		GYLER, EMANUEL	S/Sgt.	12127853
MY CREW	→	HIRSCHFELD, WALTER P.	S/Sgt.	20616367
		HINTON, JAMES A.	S/Sgt.	38165974
		MILLER, CHARLES E.	S/Sgt.	17067799
		ZAPPONI, ROBERT J.	S/Sgt.	11016329

2. Enclosed is the war diary of this unit for the period 1 April 1944 to 10 April 1944 and a resume of the squadron's activities for the remainder of the month.

For the Commanding Officer:

Edward H. Bradford

EDWARD H. BRADFORD,
Captain, Air Corps,
S-2.

14 CO
PILOT

MY NAVIGATOR

QUOTES

The first American photographic mission flown over the North African battlefield was made by Lieutenant Colonel James Anderson of the USAAF in a modified Flying Fortress. . . .

He took off early on the morning of the nineteenth (Nov. '42) with Major Wayne Thurman as co-pilot. Heading for Kasserine Pass, Anderson maintained a high enough altitude to avoid much of the antiaircraft fire that was directed at him by the Germans. Once he reached the pass, however, he nosed the B-17 down to a mere 6,000 feet, turned on the cameras, and made several long runs back and forth between the hills. After completing his photo work at the Kasserine Pass, the lieutenant colonel calmly flew to Gabes and made three photographic runs over the city before returning to Algiers. All together he was in the air seven and a half hours and miraculously not a single German fighter had challenged him. . . . Within hours American and British planes were attacking . . . with great success.

from UNARMED AND UNAFRAID by Glenn Infield,

p. 68

B RADLEY, BALLANTINE BOOKS

Whiting

He (Eisenhower) then went on to explain that this thrust was now being made in the direction of Dresden and not Berlin because the former contained 'The greater part of the remaining German industrial capacity' and was the area 'to which the German Ministries are believed to be moving'. p. 109

RE UNIONS

30 Apr 1991 99th Bomb Group, Albuquerque NM

Bernice Barr, 7413 Vista del Arroyo, Albuquerque NM 87109

Spring 1992 99th Bomb Group, Baltimore MD

James R. LaVey 2414 Girdwood Rd. Timonium MD 21093

TAPS

D.C. Beers. He was a navigator with the 347th based in Foggia, Italy, January through May 1945. We were privileged to attend the conventions in Dallas and McAllen TX (had reservations for Huntsville, but had to cancel) and he got to visit with crewmember Mark Williams, Jim Davis and tentmate in Foggia, Les Hansen, that he hadn't seen since 1945. Throughout a five month's illness with emphysema complications he remained courageous and pleasant. sincerely Claire Beers 1015 Beech Duncan OK 73533 end

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We do not stop the subscriptions of deceased members; we extend the subscription gratis for an extra year. But please remember to send us any change of address.

* * * * *

TAPS

6

TAPS for Nov. Newsletter

LLOYD H. WILEMAN

Previously printed under the name of Hileman

Rt. #1 - Box 574

Engadine, Michigan 49827

906/477-6685

May31, 1990

Dear Mr. Butler;

On January 2, 1990, we were involved in a multiple car/truck accident in Hannibal, Missouri. Lloyd was killed instantly.

He had been gathering information to write an article, which he thought would be of interest to the Historical Society, and had hoped to write it while we were in Alabama during January and February. It was regarding a crash-landing of a B-24 bomber loaded with bombs heading for Germany. He was on his 13th mission and the day was Friday the 13th. Plane suffered but the crew got out safely.

Lloyd had not known of the Society until recently but he sure enjoyed the newsletters. He located two of his crew on the above mission because of the newsletter. He contacted both and was hoping to locate others.

sincerely

Helen (Mrs. Lloyd H.) Wileman

EDDIE MALINSKI Eddie passed away on April 3, 1990. He was a gunner on Norm Kaufman's crew in the 347th and a very close friend of mine. He was a very sick man for a few years and I kept in touch with his wife Jean. Rather than see him suffer we both prayed for a happy death and peace for him and the family.

Dick Dempsey

CY STIDD

Cy is remembered for having ridden the nose of his plane down to a landing in Germany. Cy died July 24, 1990. Our condolences to his wife Blanche, who has kindly sent this notice.

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