



THE 99th Bomb Group Historical Society



NEWSLETTER

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SOCIETY OFFICERS, 1991-1992

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THE PRESIDENT'S MESSAGE

Greetings 99'ers:

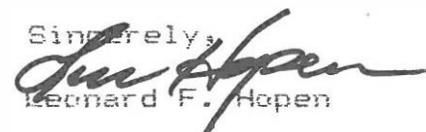
Volunteerism is an American tradition. In no other country has it reached the level of participation and dedication that we have here. As a result, our institutions and our way of life have been preserved well beyond the capability of government activity where funding is a controlling factor.

Our 99th BGHS is an all volunteer organization that has done a splendid job in generating and perpetuating the history of the Bomb Group and the memory of lost comrades. How effective have the volunteers been? A small dedicated group revived the reunion concept in 1980 in Amarillo, Texas with 9 people attending. In six short years, the 1986 reunion at Dayton, Ohio, was attended by 430 people who also took part in the dedication of the 99th BGHS Memorial. Interest has remained high with more than 300 people expected at the Rapid City, SD, reunion in 1992.

Many volunteers are required to assure the continuation of our Society, to direct and account for operations, to plan and execute the many details of a large reunion; all without forgetting our reasons for existing.

Do you have the time for volunteering to help the 99th BGHS or any of the many volunteer openings in your community? Why not take a crack at it-the pay is lousy but the rewards are great!

Sincerely,


Leonard F. Hopen

CONGRATULATIONS TO J. W. "BILL" SMALLWOOD a vevy active member of the 99th BGHS and a past president. As many of you knew that Bill has been writing a book about his WII experiences for the last couple of years. Now that effort has paid off. Details follow.

Dear George,

Just a brief note to advise you I'm signing a contract with Sunflower University Press to have my book published this fall. The manuscript is finished and the illustrations are being prepared---but we're still going round and round, the publisher and me on the final title. Say HI to the gang for me.

s/Bill

This ad will be used to advertize Bill's book.

Available November 1992 —

TOMLIN'S CREW

by J. W. "Bill" Smallwood

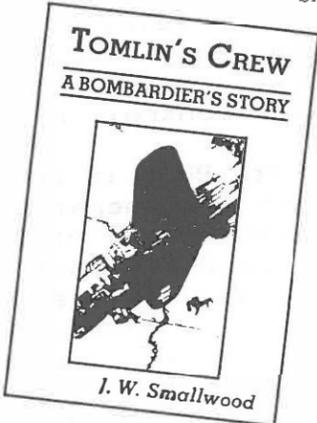
A BOMBARDIER'S STORY

On 25 February 1944 B-17 *Able Mabel* and her crew, of the 346th Squadron, 99th BG, 15th AF, flew their final mission on a raid to the Regensburg Messerschmitt aircraft factory. Swarms of German fighters attacked the Squadron and *Able Mabel's* crew bailed out. Author Bill Smallwood tells the story of Tomlin's Crew from early training and formation through combat and eventual POW experience. — A well told tale.

296 pp., illus. ISBN 0-89745-154-6
\$21.95 paper, shipping paid



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CHAPLAIN'S CORNER

GREETINGS:

With the summer almost gone we have entered into those late summer days when foliage is at it's fullest, live stock and wild life are all fat and sleek, birds abound, flowers bloom profusely throughout the ranges and forests, it's an easy and tranquil time when thoughts of a stormy fall and a possible bitterly cold winter are far, far away. So, during this lovely period, let's slow down and "smell the flowers" as we drift along through this tranquil time.. Enjoy the Reunion to the fullest and reflect on the good experiences we have all participated in.

As we do reflect and reminisce on these things, an appropriate verse that comes to mind is from Philippians Chapter 4, Verse 8: "Finally, brethren, whatsoever things are true, whatsoever things are honest, whatsoever things are just, whatsoever things are pure, whatsoever things are lovely, whatsoever things are of good report; if there be any virtue, and if there be any praise, think on these things."

Joe C. Kenney, Chaplain

LETTERS

ALESSANDRO GAFFARELLI GETS AN ANSWER

Thanks to BILL MEUX I (Bernie Barr) was able to give a complete answer to all the questions asked by Alessandro. In 1944 as Group Operations Officer I produced a book to be used to train our new crews in every aspect of flying and operations in the combat missions. This book was titled "COMBAT DOCTRINE" Bill brought his copy of this document with him when he returned to the states in 1946. Bill was kind when he gave me his copy of the document. I had it reproduced and sent the complete file to our member in RIMINI, ITALY. Thanks Bill for your information.

99th Bomb Group Historical Society
Walter H. Butler - Treasurer
8608 Bellehaven Pl. N.E.
Albuquerque, New Mexico 87112

Dear Mr. Butler:

I am notifying the 99th Bomb Group of the demise of my father, Donald Speck, on March 5, 1992. My father was very proud to be a member of the 99th Bomb Group and wore your colors proudly. He was buried with the cap he got at your last reunion in Albuquerque. He was so proud after being honored as the oldest surviving member of the 99th Bomb Group. His service as a crewmember on B-17s was one of the great highlights of his life.

I know he would be very honored for the historical society to become custodians of his prized photo album recalling events in World War II. I am very pleased to donate this memorabilia to such a worthwhile organization as I know it will be treasured.

Donna Speck Merklein
4322 Kinglet
Houston, TX 77035
(713) 721-2880

Sincerely,

Donna Speck Merklein
Donna Speck Merklein

19 July 1992

John F. O'Connell
321 Lindsey Drive
Berwyn, PA. 19312-1822

July 2, 1992

Dear George;

On my latest visit to the Military Archives, I researched the files of the B-24 groups which flew on the 1/16/44 mission on which the 99th. "shot down" one of the B-24's. I know you have previously published several articles on this mission, but I think I have some new information to offer that our members might find of interest. (Some of this material came to me via Wally Bush, Ed. Moore, and Dick Drain.)

First, the facts;

1. The B-24's

The downed B-24 was AC# 42-7724 of the 723rd. Squadron of the 450th. BG. of the 47th. Wing. Their primary target for their mission of 1/16/44 was the Airdrome at Osoppo, Italy about 20 miles north of Udine. About 130 miles from the target, the 450th. Group turned back because of bad weather and went on to bomb the secondary target of Zara (now Zadar) Harbor in Yugoslavia.

The six ships of squadron 723, however, somehow became separated from the rest of the Group; attached themselves to the 449th. Group, and went on to bomb the original primary target, Osoppo. Coming off the target, the 449th. rallied left while the 723rd. turned right--thus leaving themselves alone and without protection. They were soon attacked by enemy fighters at 1310 hours, and approximately fifteen minutes later AC# 42-7724 caught on fire and went down at approximately 45 05'N-13 15'E.

2. The 99th.

The 99th. bombed the Villaorba Landing Ground 9 miles S.E. of Udine at 1310. Made a right turn off the target to 130°, then to 180° for the return to base. At approximately 1317, six four-engine planes were seen heading toward us from the direction of 4:00 to 5:00 o'clock. Shots were fired from our Group at these planes (which turned out to be B-24's), and at approximately 1325 one of the planes left the formation on fire, and subsequently exploded and crashed into the sea.

Comments

When first seen, the B-24's were under attack by enemy fighters--an event which was recorded by planes from all four squadrons of the 99th. The B-24's were heading toward us for protection. Some have claimed they opened fire on us--but this makes no sense. Why would a flight of six bombers seeking protection from enemy fighters open fire on the B-17s they were seeking help from? AC# 439 of the 347th. says the B-24s returned our fire--thus implying that we shot first.

The Interrogation Form for AC# 409 of the 416th. says the B-24 was shot down by a B-17 "believed to be a 347th. ship." The same form for AC# 346 of the 347th. says "approximately 7 A/C from the 99th. were shooting at this A/C." (one of the seven was mine) and "it is believed that a B-24 was shot down by guns from this plane as their tracers were seen entering the Liberator."

One of the crew on AC# 346 writes that "the B-24's did not show any identification that I know of." A B-24 survivor of the mission writes "we all had no identifying markings." It seems possible that the 450th. Group, and perhaps all the 47th. Wing, had not been in Italy long enough to have identification markings on their planes. (This was the 450th.'s 2nd. mission)

At least two ships from the 347th.--AC# 346 and AC# 474--admitted opening fire on the B-24's; and AC# 474 not only says they fired first but continued to fire after they had identified the planes as B-24's. Some of these crew members might have just been following the old Gunnery School adages: "defend your aircraft" "be on your toes" "if it points its nose at you--shoot it" and "better to shoot first rather than last." The crew of AC# 346 was relatively inexperienced, having been in the Group less than three weeks. The crew on AC# 474, however, was an experienced one.

Cont. on p. 10



DAY War Diary EVENTS

1. The first day of the new year was really a rough one; we had the worst wind and rain storm that we have ever seen. Several tents were blown down in the area and on the line. Most of us just spent the day in our tents and weathered out the storm; that is, up until about 3 o'clock, when the boys in the kitchen started serving that turkey dinner, and it takes more than a storm to keep this bunch of chow hounds away from the mess hall when there is turkey to be had.
2. Today was nonoperational. We spent the day wading through the mud and water, repairing the damages from yesterday's storm.
3. 114th Squadron Mission to the ball bearing works at Villa Perosa, Italy. The raid was very successful, and was one of the best jobs of precision bombing that has ever been turned in. We enjoyed a beautiful sun-shiny day here.
4. 115th Squadron Mission to the city of Sofia, Bulgaria. The target was covered by clouds and no bombs were dropped. It was a very nice day here in camp; we had a movie at Group in the evening; the movie was interrupted by an air raid alert, but nothing happened, which doesn't make us mad at all.
5. Today was another one of those cold, wet, windy, and thoroughly miserable days with very little taking place. One of the Red Cross girls gave us doughnuts with our coffee tonight, which was very much appreciated by the men.
6. Nonoperational day and still very cold and muddy around the camp. The hills in the distance offer a very beautiful sight with their snow-covered caps.
7. 116th Squadron Mission to Weiner-Neustadt, Austria, with 6 planes from the squadron participating. Due to bad weather, the planes did not drop their bombs and returned early.
8. 117th Squadron Mission to Reggio Emilia, Italy, with 9 planes participating; all planes returned safely. In a ceremony this morning, Major Macdonald, our C.O., was awarded the Distinguished Flying Cross. Maj Gen Twining awarded the medals and also visited our squadron area. The work is progressing rapidly on our new mess hall; they have started laying tile for the floor.
9. 118th Squadron Mission to Pola, Italy, with 7 planes participating. The raid was highly successful, and all planes returned safely. It's getting very cold around here at night now; this morning all the water around was frozen.
10. 119th Squadron Mission to Sofia, Bulgaria, with 8 planes participating. The target area was covered with snow, and not much could be observed. All planes returned safely. Lt Edward T. Allard has been appointed Squadron Bombardier, Lt D.T. Hemmingsen having completed his 50 missions.

11. 120th Squadron Mission to Piraeus, Greece, with 7 planes participating, and all returning safely after successful completion of the mission. We now have a barber and tailor shop in the area, operated by Italian civilians, under direction of the squadron.
12. The day was nonoperational and was rather quiet around the camp. The engineers have started work on the new officer's mess hall.

JAN 13 -- It was a very nice day here in camp, with the old [sun] shining down brightly all day. There was a movie in the evening, "Johnny Come Lately."

JAN 14 -- Another very nice day, with the only excitement being an air raid alert in the afternoon; but fortunately, we didn't see any enemy planes.

JAN 15 -- The weather has changed a bit and today was one of those cold, windy days. We saw a movie in the evening, "Coney Island," with Betty Grable, and in technicolor, too.

JAN 16 -- Today was the "Grand Opening" of our new mess hall. We celebrated the occasion with a delicious breakfast of S.O.S. this morning. All of the men are very well pleased with the new arrangement; it really beats eating in the open and having to battle the wind, rain, dogs, and Eyties. Work is now in progress on two new wings to the building; one to serve as an enlisted men's day room and the other as the officer's dining hall.

JAN 17 -- We are afraid that today will go down as a dark letter day for most of the men, because this morning at precisely 1030 hours, most of us were jarred out of pleasant dreams by 1st Sergeant Hurey's whistle, and orders to line up, dress right dress and start drilling. We thought only the Infantry drilled, but today we learned differently.

JAN 18 -- It was a very nice day in camp, but we still don't think too much of this new drill program, that is getting well underway.

JAN 19 -- Nothing unusual today, with just routine duties to keep us busy.

JAN 20 -- We are beginning to believe that maybe this is "Sunny" Italy, after all; we've been having very nice weather. No excitement today.

JAN 21 -- The same old routine duties to occupy us today, with nothing out of the ordinary happening.

JAN 22 -- When our planes returned from today's mission, they brought back a bit of very interesting news; they confirmed the rumors that we have been hearing that the Allies have launched another invasion, this one being about thirty miles south of Rome. Saw a movie at Group Headquarters in the evening.

JAN 23 -- Today was PX day in the Squadron, but we are still wondering when they are going to start passing out that beer that our ration cards plainly state that we are entitled to each week. We think somebody is kidding us.

JAN 24 -- Major Macdonald and crew departed today for a three week visit in England. The squadron materiel and supplies that we left in Africa are finally catching up with us, which will enable us to operate much more efficiently. Believe it or not, we had fried chicken for "chow" tonight and with seconds.

JAN 25 -- A very nice day in camp, but with nothing but routine duties going on.

JAN 26 -- Today was wet and cold and all we did was to try to keep warm and dry.

JAN 27 -- At 0630 in the evening, a Wellington of the RAF caught fire while over the field, soon after take off and crashed near our Squadron area. A number of bombs on the plane exploded, injuring several men and wrecking our ambulance; most seriously injured was 1st Sgt Peter B. Hurey, also injured were Sgt Arnold Eydenberg, Sgt James Kish, and Capt Clarence S. Rowland.

JAN 28 -- The Squadron was much grieved today to learn that **1st Sgt Peter S. Hurey** died this afternoon, as a result of wounds suffered in last night's explosion. Other members of the Squadron who were injured are recuperating. Joe E. Brown presented a show for the men in the afternoon, and it was thoroughly enjoyed by all who attended.

JAN 29 -- It was a rather quiet day, with only routine duties to occupy the time. We saw a movie in the evening, which always helps to break the monotony.

JAN 30 -- Over at the mess hall, tonight, we were rather surprised to find that the boys had cooked up a few pork chops for the evening meal; needless to say, we are quite fond of those kind of surprises. We had another red alert in the evening, and are happy to report that nothing happened.

1944, JAN 31 -- Lt. Robert Shapiro, supply officer, has returned to the Squadron from detached service. Today was PX day, but we still "ain't got" that beer.

WAR DIARY OF THE 416TH BOMBARDMENT SQUADRON (H)
MONTH OF FEBRUARY, 1944

Feb 1 -- Today was nonoperational and everyone had a well deserved rest. The weather was nice, but this morning was very foggy. The enlisted men's day room is all but finished, all there is left to do is to put in the furniture. We had fresh meat again today forchow, and that sets a new record of four days in a row. The show in the evening at Group was enjoyed by all those attending.

Feb 2 -- The day was nonoperational and all the fellows are catching up on their "sack time" or going to town. The new day room is now finished and provides an ideal place for letter writing, reading, and relaxation. The most popular feature of the day room seems to be the radio, purchased from Squadron funds.

Feb 3 -- Another nonoperational day, with just routine duties to occupy the time. The new room is to be called "Hurey Hall" in memory of our late First Sergeant, Peter jB. Hurey, who was killed recently in an explosion.

Feb 4 -- today was operational, and the crews that did manage to get back to the field today came in very late. Lt Gilbert E. Leland completed his fifty missions today. The day was very cold and windy.

Feb 5 -- S/Sgt Joseph H. Warner, Squadron Sergeant Major, has been appointed acting First Sergeant. The day was cold, windy and very miserable.

Feb 6 -- Today was nonoperational and was very cold. Orchids to the mess personnel--we had fried chicken and chocolate cake for dinner.

Feb 7 -- We drew our PX rations today, otherwise it was a very quiet day.

Feb 8 -- As usual, today was nonoperational, and we are still having very miserable weather.

Feb 9 -- Major Macdonald, our C.O., and crew, returned today from England, where they have been for the past three weeks. Today was nonoperational.

Feb 10 -- Today began with a nice early "H" hour--0345. After the planes returned from the raid, they were immediately put on the alert for a second mission and spent three hours standing by; but the mission was canceled. Maj Macdonald resumed command of the Squadron and Capt Shaw is again operations officer. A bunch of the fellows who have completed their fifty missions departed for the U.S. this morning.

Feb 11 -- Two new combat crews arrived this afternoon. The day was nonops.

Feb 12 -- Today was nonoperational, although the crews were alerted in the afternoon for a mission; they just took off and were called back to the base.

Feb 13 -- We were "kinda" surprised this morning to find the ground covered with snow; but it was plenty cold. Maj Macdonald made a farewell address to the Squadron last night and departed for home this morning. Capt Shaw is now C.O.

Feb 14 -- We were awakened rather early this morning and thought that the Germans were coming back, but it turned out to be the ammunition exploding in Sgt Callihan's house as it burned down. The weather was very nice today and we managed to get in a mission.

Feb 15 -- Another nice day and again we delivered a few bombs to the Nazis. The chow situation has definitely improved; we are now getting fresh meat every day.

Feb 16 -- James H. Egan, former communications section chief, has been appointed first sergeant of the Squadron. Today was nonoperational.

Feb 17 -- Today was operational with eleven planes participating. Work is nearing completion on the officer's club. The engineers are building a stone building down on the line to be used as an office.

Feb 18 -- Today was a quiet, nonop day, with just the usual routine duties.

Feb 19 -- Our new Group Commanding Officer, Lt Col Ford J. Lauer, inspected the squadron this afternoon. The new officer's club and mess hall was opened for business today; it's quite a nice place and the officers are very well pleased with their new club.

Feb 20 -- Today was nonoperational and rather quiet, that is, it was a quiet day until six o'clock (1800 hours) at which time the enlisted men's party began. The party was in celebration of the opening of the enlisted men's club. Music was furnished by the Ninety Ninth Bomb Group Orchestra and there were WACs and Red Cross girls to dance with. Refreshments, both liquid and solid, were furnished and all in all, it was a rip-snorting party.

Feb 21 -- Most of the fellows were glad that today was nonoperational; it gave them a chance to recuperate from the party and nurse the hangovers.

Feb 22 -- We had two missions today and lost two planes on the one to Regensburg, Germany; Lt McGee's plane was hit and exploded over Augsburg, and Lt Perry and crew are missing. It was rather a quiet day in camp with only routine duties.

Feb 23 -- Today's mission was canceled due to bad weather. S-2 moved into their new offices, which they have been working on for some time. It is a wooden house with concrete floor and tin roof, located beside the mess hall and is quite an improvement over the old office.

Feb 24 -- The weather was a bit better today and we made another mission; Lt Chamberlin brought his B-17 in for a landing with only two engines, and did a beautiful job of bringing "her" in. Nothing exciting happened in camp.

Feb 25 -- Today was operational with two missions. In the evening we had a rather severe wind and rain storm.

Feb 26 -- Today was nonoperational and very quiet around the camp.

Feb 27 -- T/Sgt Robert S. Graffius has been appointed as acting first sergeant for the enlisted men of the combat crews. The day was nonop and we had more rain during the day.

Feb 28 -- Today's operations consisted of a practice mission. Cpl Bender, of the PX, took orders for flowers to be sent home for Easter. We were issued new ration cards today and drew our weekly allotment of supplies from the PX.

1944, Feb 29 -- Today was nonoperational and a very quiet day in the camp. About the only item of interest today was the fact that it was pay day.

MORE LETTERS

Only one reference from the material available on the B-24's is made to the 99th.--but not by name. That reference says "they (the B-24's) were fortunate to see a formation of B-17's and get in this formation for protection."

The MACR (Missing Air Crew Report) on the downed B-24 does not contain any mention of the B-17's, and definitely not any word on our having fired on them; but it does agree with accounts from our Group that two enemy fighters followed the B-24 down to the water.

Thus, there is no evidence from any B-24 crew member from whom we have any testimony that their formation either fired on the 99th. or that the 99th. fired on them. It is possible that despite AC# 346's saying that "there were tracers entering the Liberator" that those bullets, and other 99th. bullets, did not shoot the B-24 down. Many of us have seen tracers hit planes

which continued to fly; and similarly we have all seen planes pock-marked with bullet holes which returned to base. So a case could be made that we did not shoot the B-24 down; and one could also be made that we did.

Conclusion

There is no question the B-24 AC# 42-7724 was shot down. Was it by enemy fighters? The survivors of the 723rd. Squadron think so. Was it shot down by the 99th.? Some of our members think so. Is there any proof to support either theory without question? No, there is not; and I doubt there ever will be unless other B-24 survivors of this incident come forward and add something new or different to what we know now.

I think the facts are clear; but each of us is likely to draw his own conclusion--and no doubt will! Was it enemy fighters or friendly fire which caused the B-24 to go down? I have my opinion. What's yours?

TO: George F. Coen, Historian of 99th BG
 FROM: Ray Herbenick, Associate of 99th BG & Bombardiers
 ABOUT: Lucky Friday the 13th!
 DATE: September 12, 1990

THE LUCKY FRIDAY THE 13th!!

In the September 1, 1990 issue of the Newsletter (p. 27), a letter appears from Helen Wileman (not Hileman!)--the widow of Capt. Lloyd H. Wileman. He was a pilot of the 347th Squadron of the 99th out of Tortorella, Italy with whom my uncle, 1st Lt. Andrew J. Herbenick of Lyndora, Pa. (in the Butler-Pittsburgh area), flew as bombardier in his crew.

Enclosed are some photos of the crash of airplane #46100 and an undated newspaper article about the incident from the Toledo Blade, Capt. Wileman's hometown newspaper. The photos of the crash site & crew members as well as the newsclipping were recently sent to me by Mrs. Wileman. They were to be published along with an article written for the Newsletter by Capt. Wileman about the crash. Unfortunately, he died on January 2, 1990 in an automobile accident and the article was not completed for your readers.

Also enclosed are copies of photos made by my uncle, Andy "the Panda" Herbenick/ "Herby" as he was better known. (Unfortunately he and Herb Holdsambeck, pilot and leader of the 347th, were once confused by those cleaning out the belongings of Holdsambeck, who was late getting back to Foggia after being shot up on a mission, instead of Herbenick who had bailed out over the Alps.)

Of special note is a picture blurred by time of the "only casualty" of the crash--a dead field mouse held by my uncle in front of the broken nose section of the bombardier's compartment of the B-17 resting in a field near to Tortorella!!

Please note that the Toledo Blade newspaper article appears to be incorrect in speaking of the crash of a B-24 Liberator; the crash pictured is that of a B-17 Flying Fortress. It occurred on the crew's 13th mission, on Friday the 13th in October, 1944.

As I understand the incident, after clearance for takeoff from "Sandfly Tower" for a mission to Germany, a series of problems developed in takeoff. According to the crew's radio operator, Andy Huy of Melbourne, Florida, either prop 3 broke and a piece hit prop 4 or vice versa. Another engine developed trouble. The bombs could not be released. Insufficient altitude prevented crew members from bailing out. Altitude could not be gained. So Capt. Wileman attempted to bring #46100 belly down in a wheat field near Tortorella airfield. It is unclear whether parachutes were used to slow the craft down while trying to land it. Capt. Wileman did so successfully and all escaped injury...except for the field mouse held up by my uncle on a very lucky Friday the 13th!!

How were pictures taken soon after the crash? According to the Captain's son, Jim, his father said that there was an aerial photographer on board. The photographer was to take pictures of the drop when they reached their destination but apparently had a camera along with him for the ride. Numerous photos were taken that day--including one of the damaged prop.

Who were Capt. Wileman's crewmates? Radio operator Andrew A. Huy recalls the following (not all of whom may have been on the Lucky Friday the 13th Flight):

Pilot.....Lloyd H. Wileman
Co-pilot.....Gordon McKnight
Radio operator...Andrew A. Huy
Bombardier.....Andrew J. Herbenick
Ball turret.....Joe Chonody
Engineer.....Wilber Massey
Tail gunner.....Hughes
Waist gunner.....Dryer
Waist gunner.....John Sheehy.

He also recalls that the 347th was "side by side in tents" with the British. The British group which flew night missions were in tents on one side, while the American group which flew day missions were in tents on the other side. While not exactly "the Ritz", tent life had its virtues. Charles Watterson, a pilot of the 347th in 1945 recalls sharing a tent with 347th squadron bombardier Dean C. Kuhn, who rigged up a radio to receive local broadcasts using parts from a P-51 as its power source. Watterson recalls "inheriting" from Kuhn the radio setup that worked so well.

Dean C. Kuhn, now residing in Dublin, Ohio, recalls how Christmas 1944 took on special significance after that Lucky Friday the 13th incident. He and Andy Herbenick headed for Foggia and the Christmas party at St. Michael's for the town's children. It snowed for the first time in a decade in Foggia. Since many children had never seen snow before, Kuhn and Herbenick decided to make ice cream treats out of the snow. The children of Foggia loved the "snow cones"!

Needless to say, season's greetings were not similarly extended to the enemy. The son of Capt. Wileman recalls how his father had bombardier Herbenick place big tin cans on the bombs. Empty tin can containers for juice, fruit or vegetables were carried on board in case the need arose for crewmen to relieve themselves quickly on a long mission in the high altitude cold. When the bombardier gave the cry "Bombs away!", crewmen would all shout "_ _ _ _ on Hitler!" More than bombs fell on the target!

Finally, a copy is enclosed of one of the 3 dozen or so bills signed in bars known as "Short Snorters". It belonged to Bombardier Andy Herbenick of the 347th. Captain Wileman's signature appears on it several times. So do the signatures (and cities) of many others from the 99th in the 15th Air Force...Schull, McLendon, Gage, Sanborn, Tucci, Collins, Kinkead, Bauer, Adams, etc. Who has the longest "Short Snorter"? Who has the most number of bills from different countries in their "Short Snorter" collection? Who has the most signatures on their "Short Snorter" collection? Who has the most legible signatures on their "Short Snorter" collection? Has anyone thought to compile the names and cities on "Short Snorter" collections? No doubt a number of signatures were collected on "Short Snorters" after Lucky Friday the 13th!!

Ray Herbenick

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NEWS, DUES & VIEWS

12 July 1992

Dear Bernie:

This is a very very personal matter but I think it one that some of our 99th BGHS members might have some interest. If anyone happens to be IMPOTENT there may be a non surgical action that can be taken to help solve the problem. Go to a Doctor (Urologist) for consultation and treatment. Be sure to ask about the suction pump treatment. If this treatment is prescribed Medicare and/or insurance might pay some of the Cost. You may put this in your newsletter but if you do please do not use my name just refer to me as honest and frank.

s/frank and honest

ENOUGH SAID s/bernie

I am feeling the years lately and am finding it somewhat difficult to do my chores as well as I would like to.

It seems to me that there are several members who would make better Historian than I am, and I shall make this plain to the Board. Meanwhile Bernie's help on the Newsletter is greatly appreciated.

I regret that I will not see you at Rapid City. The best travel that I can expect is a quiet trip to the Big Reservation under my main alias, Eh-Ko-No-Pah. Go In Beauty, You'all.

george

CREW UMBRIAGO

We have received a copy of CREW UMBRIAGO, \$16.00 plus \$2.00 Postage, from Daniel P. Carroll, 210 Satellite Beach, FL 32937. It was kind of Dan to send us a copy. Colonel Dan was a tail-gunner in the 463rd. I enjoyed the book as much as my limited knowledge would allow. (I returned in 1943)

CREW UMBRIAGO is an excellent account of the 463rd from November 10, 1944 to the end of hostilities. Dan provided excellent pictures. It will be of interest to all those who shared Time or Place with Dan. george

FLASH

Your Editor has been goofing off in the hospital, where the doctors removed a couple of kidney stones, one of which was two centimeters in diameter. That is 20mm by my count and is probably left over from Sicily. Probably from that mission in SHANKER ALI.

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APPLICATION FOR MEMBERSHIP - 1992 dues - \$15

NEWSLETTERS 1981-1991 \$10/yr. 81_82_83_84_85_86_87_88_89_90_91_Total_____

NAME_____ SQUADRON (or Assoc)_____

ADDRESS_____ NEW_____ RENEWAL_____

CITY_____ STATE_____ ZIP_____ PHONE_____

Mail to Walter Butler, Treasurer, 8608 Bellehaven Place NE, Albuquerque, NM 87112. Make check payable to 99BGHS. The upper left corner of your address label shows the date to which you are paid up.

We continue the subscriptions of deceased members for an additional year, but please remember to send us any change of address.

* * * * *

Bill Smallwood's book, tentatively entitled TOMLIN'S CREW, is now in the throes of publication by Sunflower Press.

RE UNIONS

- 1 Sep 1992 99th Bomb Group Rapid City SD
Marion J. Larkin, 3827 Clifton, Rapid City SD PHONE 605-343-1070
- 23 Oct 1992 461 BG Dayton OH
Frank C. O'Bannon, P.O.Box 36600, Tucson AZ 85740,
or Ed Chan, P.O.Box 117 New Hyde Park, NY 11040.
- 30 Oct 1993 15AF March Air Force Base, CA
- 26 Oct. 1993, 99BG, Ontario CA
1994 99th BG Hampton VA
Host Bob Bacher 692 N. Abbie Rd., Elyria OH 44035 end

CHANGES OF ADDRESS

- Les Hansen 502A South Rd. Fort Myers FL 33907
- Ray Curry, c/o Frank Lucdo Jr., 454 N. Heights, Lowellville OH, 44436
- Mrs. Arlene Lowry P.O.Box 9 Pilot Hill CA 95664-0009
- D.T. Hemmingsen 1125 Hungry Hollow Rd. Algona IA 50511
- Milton Ross 3297 Neil's Ct. Mt. Laurel NJ 08054
- James F. Bruno 16645 Cherry Hill Dr. Brookfield WI 53005-2716
- Walter A. Klukas N2844 Belgium Rd. Coleman WI 54112

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1003 Richard E. Evans	35 Shady Vista Rd.	Rolling Hill Estates	CA 90274

TAPS

WILLIAM P. CARDWELL C.D. Boggs informs us that William P. Cardwell
 has died, apparently on April 28th. george

FRANCIS A. O'DONNELL My husband, Francis A. O'donnell, 346th,
 also known to his friends as "O'Toole", passed away in Kissimmee,
 FL on July 10, 1992.

We thought we might attend the reunion in Sept. but he became
 ill quite suddenly on July 8 and suffered an aneurysm. . . sincerely
 Margaret M. O'Donnell, 7500 Hwy 532, #K-5, Davenport, FL,
 33837

DONALD SPECK See page 3 for a letter from Donald's daughter,
 Donna Speck Merklein.