

# THE 99TH BOMB GROUP HISTORICAL SOCIETY NEWSLETTER



LT. COL. BERNICE S. BARR  
GROUP OPERATIONS OFFICER



WORLD  
WAR II



Squadron



Squadron

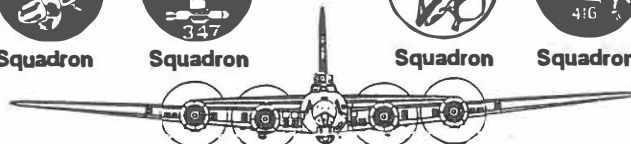
B-17 Flying  
Fortresses



Squadron



Squadron



The Group Flew B-17 Flying Fortresses  
For A Total Of 395 Combat Missions From  
North Africa & Italy To Bomb European  
Targets During 1943 & 1945.



CAPT HAROLD T. WHITLOCK  
CHAPLAIN

Vol. 16, No. 2

PRESIDENT'S MESSAGE

MAY 1996

Another year has passed and another Reunion is close at hand. When you receive this issue of our newsletter you may well be on your way or all set to leave for San Diego. Roy Worthington indicated in a telephone conversation recently that the reservations were looking good. I'm looking forward to seeing you there.

I hope you have all responded to the 99th History Book!

"America, America! God shed His grace on thee, and crown thy good with brotherhood from sea to shining sea."

The old saying "It sure is a small world!" is proved again by the article on page 27 in the last newsletter issue (Feb. 1996) sent in by Joseph Sholtis. It is the story of "Second Patches" by Walter Moody. He starts by saying that the photos of Tom Cook's Radio Controlled model of a B-17G - 2nd Patches - jogged his memory back to 1944.

I never flew 201 but I was a classmate (43J) of the pilot, Jim Quarles, who flew 201 or tried to fly its last mission but did not clear the rail road right of way at the end of our runway on August 24, 1944.

Tom Cook was a 16 year old when Marge and I moved next door to his parents, Dick and Nancy, in 1966. Tom had a fascination for drag racing and sports cars but his Dad got him interested in R/C airplanes. In 1972 while he was serving his military obligation at Lackland AFB and Richards-Gebaur AFB in Grandview, MO, he and his Dad built (in their basement next door) the first of two B-17G's and called it SECOND PATCHES. Over the years their hobby has turned into a business. Tom is in the R/C aircraft business full time in Belton, MO just south of K.C. His latest product is a T-33, which brings a price of about \$1,600.00, ready to be assembled.

FOR INFORMATION WRITE:

Best wishes,

Jim Smith



211 N. Mullen Road 816/331-0356  
Belton, MO 64012 FAX 816/331-3930

Jim sent a color photo of his neighbors, but it was too dark to show up after making a halftone for black and white printing.



## THE CHAPLAIN'S CORNER



Running and Jogging and Cycling have become active recreational practices in our way of life it seems. I see them running and jogging early and late, and the "bikers" greet us on the way to and from our Sunday services. We seem to be bombarded by the emphasis on exercising and maintaining physical health..all of which is good.

Who of us has not been inspired by the story of "Chariots of Fire" and the 1924 Olympics, with two British runners, one of whom later became a missionary in China. They practiced, ran, practiced more, and finally, ran their races and won. Effort, determination and the will to win were essential ingredients in their victories.

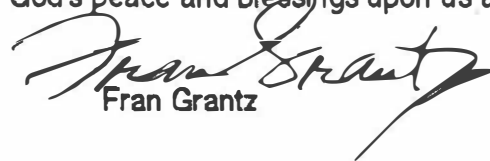
A challenge greater than that of the physical - and let's recognized we need its reminders for good health; but far greater is the challenge of the Spirit, or more specific - the challenge of a Positive Mental Attitude. That challenge is to Greatness in our Spirit.

Somewhere in his writings, Zane Grey gives these as keys to Greatness of Spirit:

"To bear up under loss; to fight the bitterness of defeat and the sickness of grief; to be victor over anger; to smile when tears are close; to resist evil persons and base instincts; to hate hate and love love; to go on when it would seem good to give up, to die; to seek ever after the glory and the dream.

To look with unquenchable faith in something ever more about to be - that is what any person can do, and so be great."

It only comes when the empty hand is stretched heavenward to receive the bountiful gifts of God. So, my friends, it is time to dream and also time to work...to the Glory of the God, who loves us all! My love and greetings to you. God's peace and blessings upon us all! Safe travelling to San Diego!

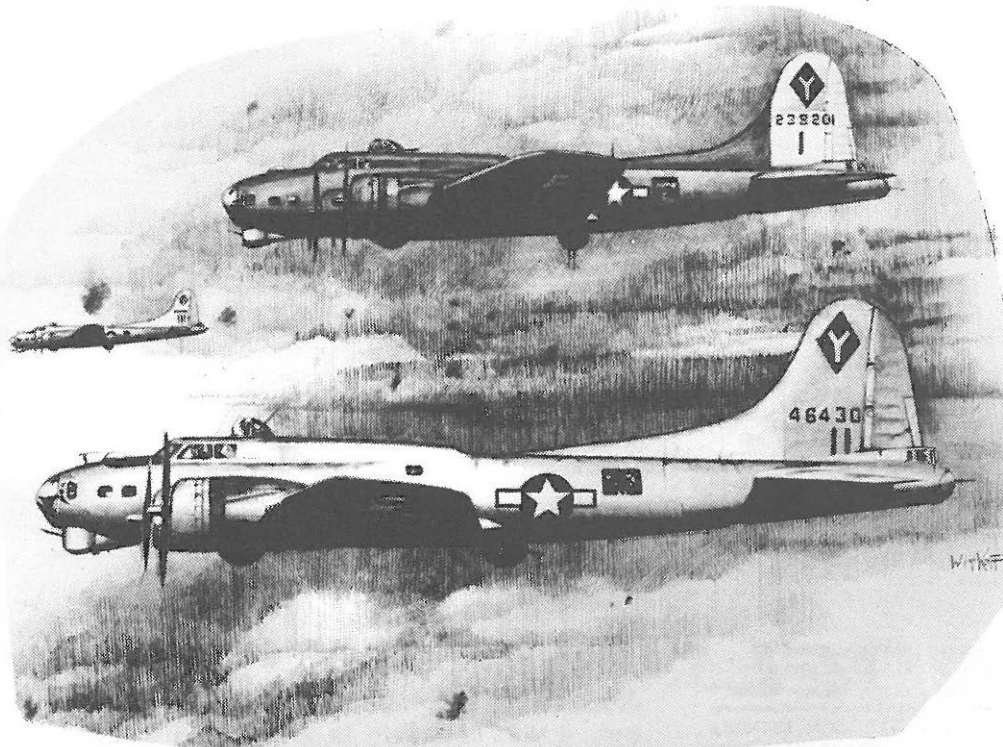
  
Fran Grantz



### THE "SERVICE RECORD" OF WWII VETERANS

Richmond Press is looking for veterans and their families. Included are those that were killed in action and missing in action, as well as those that have since passed away. The spouses, children and siblings of those deceased are invited to submit information about their loved one. According to the Richmonds, whole families are getting behind the project by urging parents, siblings, aunts, uncles, and cousins to send submissions.

Richmond Press would like to include your "service record." Send a self addressed stamped envelope to The Men & Women of WWII, P.O. Box 1385, Sequim, WA 98382-1385. They'll rush you a brochure/questionnaire about the project, and how to be included.



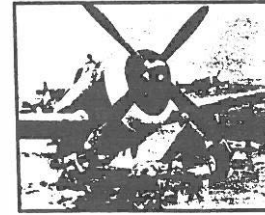
## NEWS, NOTES AND LETTERS

Bill H. Holt sent this very appropriate article to be printed in our newsletter. Bill is a retired Air Force Maj. General residing in San Diego.

# THE UNSUNG HEROES

## Groundcrews of Today Carry the Torch for the Mechs of Yesteryear

Nuts, bolts, hoses, rivets, sweat and grease. These are -- and always have been -- the basic elements that make up the world of the airplane mechanic.

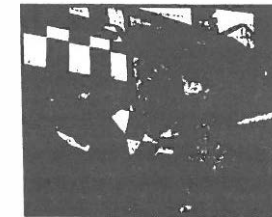


During World War II ...

While the pilots have traditionally received all of the accolades, the medals and the glory, it always has been the people on the ground who have made it all possible. In fact, pilots have always put their lives in the hands of their groundcrews. Something as simple as a broken screw can mean a pilot being forced to ditch his plane behind enemy lines ... or worse.

Without the thankless efforts of groundcrews, the decisive air war waged over Nazi-occupied Europe would have been futile.

Today at Duxford, you can see the legacy of the groundcrews of yore being honored by the mechanics who put in the untold hours needed to maintain the airworthiness of history's greatest warbirds. The "mechs" of today at Duxford consist of a team of highly skilled engineers and an even bigger "army" of volunteers. It is one of the most unique characteristics of the site of The American Air Museum. Founding Members are able to visit the various hangars and truly experience the mechanics' critical work. The crews are always happy to speak with visitors, explaining exactly what they do and, if you are lucky, share some amazing stories.



... Today at Duxford Airfield

The workload has changed little in the last 50 years with only one significant difference - no bombs or guns are required. During the winter months, the aircraft are hangared, inspected and repaired. Aircraft are routinely

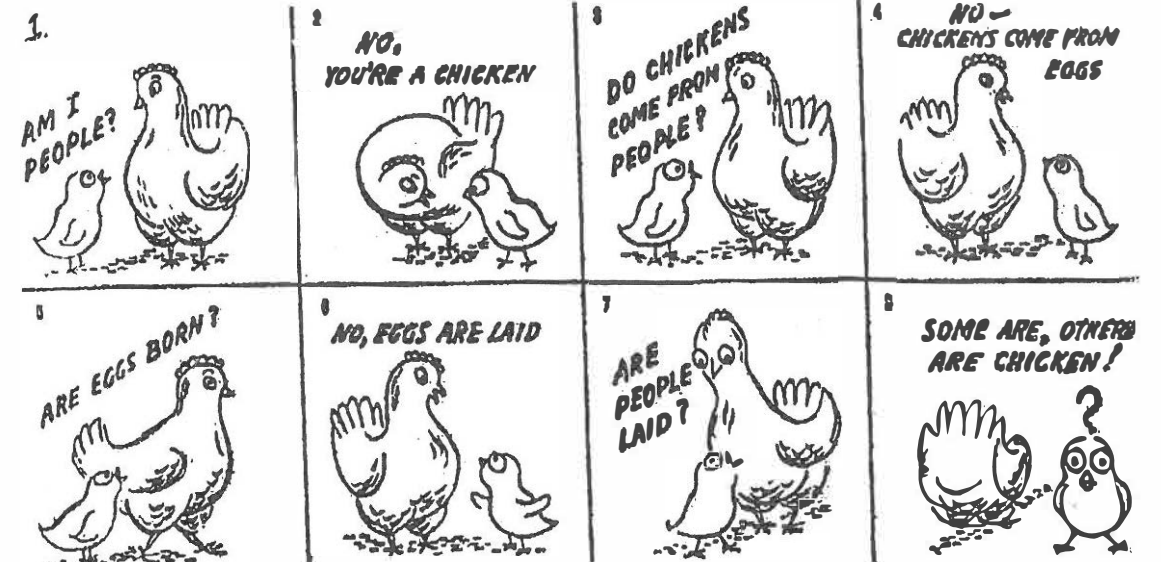
dis-assembled in order for parts to be checked and refurbished. Following careful re-assembly, the aircraft are checked-out again before the ever-critical test flight.

People don't always realize that groundcrews risked their lives daily as they worked on these incredibly powerful -- and often volatile -- machines. Whether it was loading fuel, bombs, or gunners' ammunition, these unsung heroes put their lives on the line for the safety of their pilots and crew, and for the security of our country and the freedoms we enjoy today.

The American Air Museum will always pay tribute to these brave young men and it is in their honor that we re-print "The Unsung Mechs," a poem graciously submitted by Founding Member Lee Fleming Reese of San Diego, California.

### "The Unsung Mechs" by Lee Fleming Reese

There are garlands for flyers in Europe,  
For aces and victors in war,  
And for Lindbergh who flew the Atlantic,  
Touched down onto France's west shore;  
For Byrd who flew over the North Pole,  
For Corrigan's strange "wrong way" trek,  
But where are the towering markers  
To the faithful and capable mechs?  
For a plane is as good as its weak spot,  
Each pilot is risking his neck  
If the plane isn't properly cared for  
By the faithful and capable mechs.



Norris J. Domangue, Jr.  
15 River Drive  
Tequesta, Florida 33469  
(407)--746--0754

896 Words  
First Serial Rights

A Near War Story

by

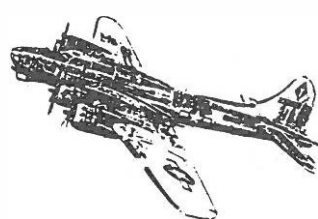
Norris Domangue Jr.

Not all war-time fears and dangers were enemy induced. As a B-17 navigator, during World War II, I was stationed in Italy. We bombed much of South Eastern Europe; Munich, Vienna, Innsbruck, the infamous Ploesti oil complex in Rumania, and many a marshaling yard. I suspect we also damaged, unintentionally, some vacation resorts and innumerable hostile wheat fields.

Fifty years pass. Florida's mellow retirement life dimmed my war recollections--until I got a phone call from a Florida-visiting Jim Parrish. He had been the bombardier on the above mentioned, ill-fated Yugoslavian experience. This call resulted in an engrossing two and a half hour luncheon. I had been temporarily assigned to his crew for that flight, so I had never met Jim before, nor since, the one week we spent, in 1944, "evading" in Yugoslavia.

During nostalgia bouts at this luncheon our rambles touched on which of our war-time experiences caused us the most apprehension and / or fear. Dramatic instances associated with some of my flights might get me a few beers at a veterans' reunion. I did bail out of a badly damaged plane over Yugoslavia, earned a Distinguished Flying Cross for some action on a Munich raid, and got a Purple Heart and much sympathy for an attempted raid on Innsbruck. That particular flight was worthy of a chapter in the book, Confederacy of Dunces. Of the several more dramatic memories from which I could choose I must go with the following, however--the one that surged, uninvited, to the forefront. Passage of time, fifty years in this instance, generates a perspective probably more valid because of the length of time.

At Lincoln, Nebraska, components for our new ten man crew, from pilot to tail gunner were assigned. Then on to Ardmore, Oklahoma where melding took us from complete strangers to "bloods-brothers". Now it was serious practice time, our dress rehearsal coalescing our various skills into an efficient, war weapon.



Out on the Oklahoma waste lands were a series of giant bull's eye targets painted on the desert floor, at intervals suitable for simultaneous, multiple bomb run practice. The navigator's first duty was to align the plane's compass as accurately as possible. His next duty was to reassure his new pilot/leader that this navigator's recent, expensively acquired skills could get the pilot's fully crewed B-17 to his specifically assigned bomb target.

Having achieved this minor ego booster, I had nothing to do while Lou Setek, our crew bombardier, practiced dropping a plane load of flour filled "bombs", one at a time on our target. The flight pattern was racetrack in shape with the long leg the simulated bomb run. Lou's improving scores were documented by the highly visible flour spills as each bomb made contact with the target.

So, having nothing to do for the next hour or so, I asked our pilot, John Plummer, over the intercom for permission to visit the waist. Permission granted, with the reminder to strap on a portable oxygen bottle and my chest parachute, as we were flying at 20,000 feet. Squirring my way from the nose, through the narrow space between the pilot and co-pilot's seats, through the radio operator and flight engineer's territories, I arrived at the sealed off bomb bay section. I opened the hatch--gaped and froze with terror. I was on the brink of an open abyss with a 20,000 foot drop!

Too late it dawned on me that on short, repetitive runs the opened bomb bay doors were probably never closed. To get to the waste gunners I would have to cross this vast open space on an extremely narrow, eight inch I beam. I never envied steeple jacks who build sky scrappers, now I knew why. The sole support was a one inch rope handrail, on one side only, extending the length of the I beam. I was fearfully hesitant--petrified was what I was. Winds, up rushing and swirling, buffeted and tugged at my baggy flying suit. Errie noises combined with the raw roar of four engines. I was staring, numbly, at the glaring openness of the bomb bay, the ground 20,000 feet below, and this silouetted, narrow cat walk.

My intercom request publicly committed me to visiting the waist. As a new officer, (both time in grade, and as a crew member), this was the first exposure of my courage, to me as well as the crew. A negative impression would last a life time. Gripping the handrail as tightly as possible, I tentatively slid each foot forward a few inches at a time, allowing no space between my shoes and the I beam. At that moment the bomb mechanisms released a bomb. The unanticipated noise at head level, and the resulting plane shudder all but undid me. I am sure I left finger prints on that rope handrail. With my free hand I managed to grab an empty bomb cradle. When the plane and I stabilized, I covered the remaining distance in record time.

My heady relief on reaching the waist overflowed into my "bonding" with my new crew buddies. Going back to the nose was out of the question until those bomb bay doors were closed and secured.

It still chills me when I think of it.



Dear Bernie:

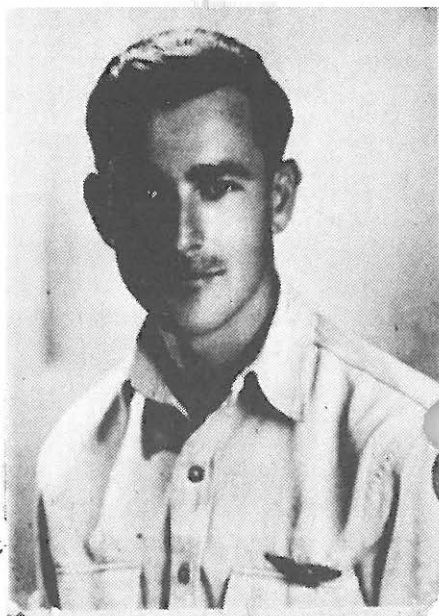
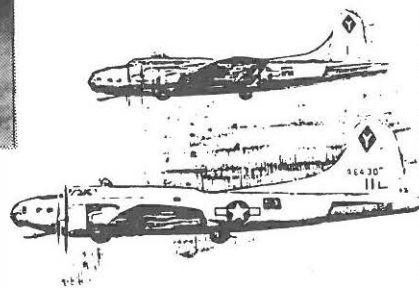
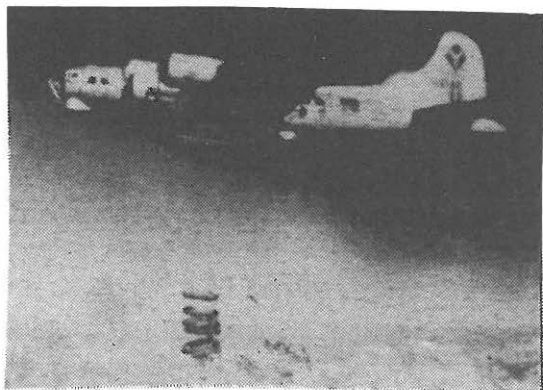
Enclosed is a photo of B-17G #46196. This photo has appeared in several newsletters so I thought the members would like some information about it.

It was assigned to the 347th Squadron on 4/7/44 and completed 96 missions before being retired to Kingman, Arizona on 11/21/45.

My crew members, listed below, flew several missions in this aircraft. This photo was taken over Vienna, Austria 4/16/44 with our crew on board.

Pilot - Maj. C.B. Katzenmeyer	Engineer/Top Turret-T/Sgt Mike Johns
Co-Pilot-Lt. Edward M Gray	Radio Man/Gunner-T/Sgt E.W. Morton
Navigator-Lt. James King	Ball Turret Gunner-S/Sgt Cecil Hicks
Bombardier-Lt. Chas. W. Gardner	Tail Gunner-S/Sgt Nicholas Mosley
Waist Gunners- S/Sgts Henry Schumacker & Carl Sherman	

Sincerely, *Mike Johns*



### ALABAMA 4-17-96 Charles Johnson, famed pilot, dies

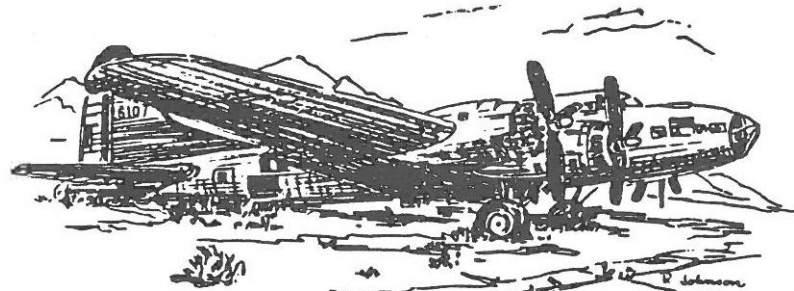
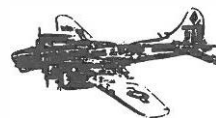
Charles Alfred Anderson, who taught himself to fly and then trained the Tuskegee Airmen, America's first black military pilots, died Saturday He was 89.

Anderson was considered the father of black aviation. He ran Tuskegee University's pilot training program, an experiment begun before World War II to disprove the belief that blacks could not learn to fly airplanes.

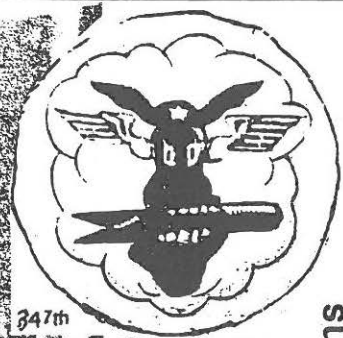
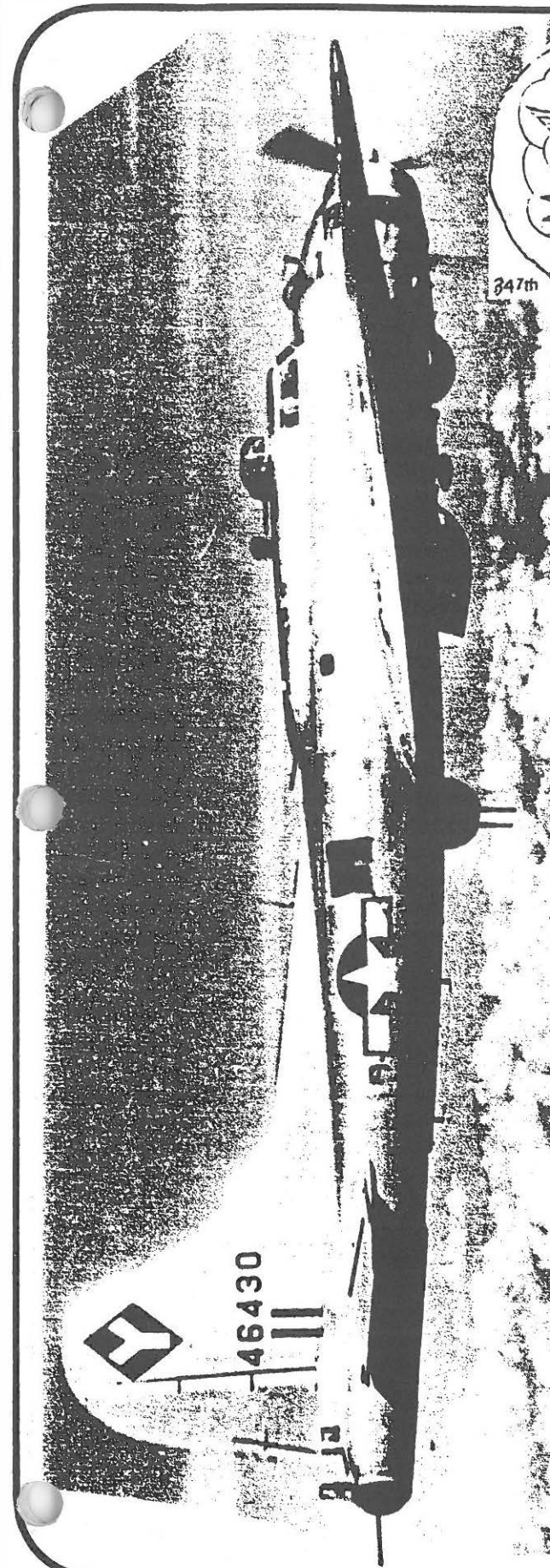
Anderson, affectionately known as "Chief," trained the first black pilots for the Army Air Corps.

Found this interesting obituary on the Godfather of much of the black fighter escort for the 99th's Italian based operations.

Roy Worthington



Once an Eagle. B-17F 1943

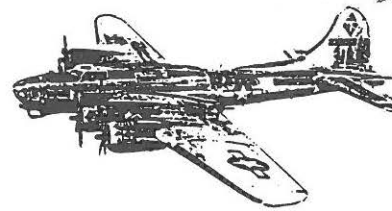
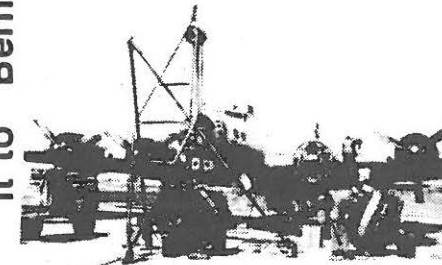


When the bomb bay doors on this 347th Squadron, 99th Bomb Group B-17 jammed, the Bombardier was unaware of the problem. Arriving over the target, the Tordinone Bridge in Northern Italy, the Bombardier dropped the bombs THROUGH the bomb day doors, seen bulged out below the wing. The aircraft is a B-17G-50-DL with the staggered waist gun positions and Cheyenne tail turret. (USAF via Ethell) Does any 347th Sq. member remember this mission? If so, lets have your story. Send it to Bernie Barr.

# DADS \* Like You are FEW <sup>AND</sup> FAR BETWEEN.

Kind of like  
the hairs  
on your head.

Happy Father's Day  
Sunday, June 16, 1996



# Crew of crashed B-17 collects pieces of its past in Germany

ASSOCIATED PRESS

BAD MUSKAU, Germany — It took 51 years, but the B-17 Flying Fortress bomber, tail number 42-297683, is finally on its way back home, albeit in pieces.

More important, however, to the four veterans from the 15th Air Force who witnessed the recovery of a few pieces of metal from a farmer's shed yesterday, is what may soon follow. The search is on for the remains of the only member of their 10-man crew who didn't make it out when the plane was shot down over eastern Germany on March 15, 1945.

"We're here to find him," said Dale Thornton of Fontana, Calif., pilot of the World War II bomber.

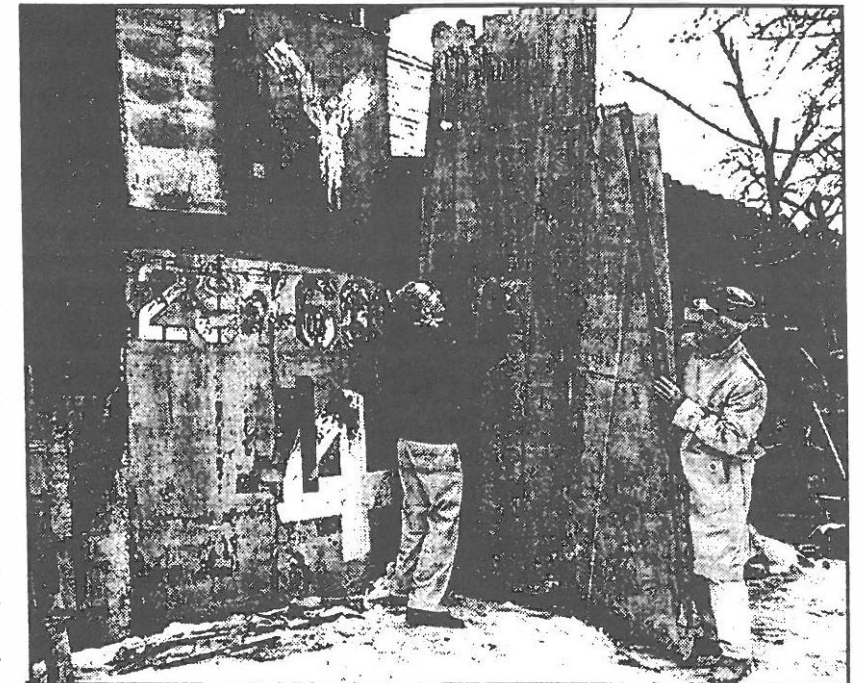
Thornton and his fellow crew members, all in their 70s, have spent the past couple of days talking with residents of Bad Muskau, a town of 3,500 on the German-Polish border, hoping to find more clues to the burial site of Tech. Sgt. Sator Sierra Sanchez of Joliet, Ill.

"They know where he was buried originally," near the crash site, Thornton said after the conversations with the area residents. "They put up a cross with his name on it. But then the Russians came and the Germans came and dug a lot of those graves up. . . . No one knows what happened to him after that."

During the war, the dead were often buried where they fell. When the Red Army moved in, captured German soldiers were put to work moving the bodies into cemeteries, and the cross with Sanchez's name may have been lost in such a transfer.

The crew members have narrowed the search to two unmarked graves in the Bad Muskau area. That was accomplished by ex-navigator Leslie J. Tyler's field work and a search in Pentagon archives by former radar bombardier Stephen Stofko.

With permission from the local authorities, a team of forensic scientists from the U.S. Army Central Identification Laboratory will arrive in May or June to dig up the remains in those graves and send



ASSOCIATED PRESS

Relics of war: Dale Thornton (left) of Fontana, Calif., and Eduard Narracci of Denver look at wreckage from their B-17 bomber, shot down 51 years ago yesterday.

them to Hawaii for DNA tests, said Stofko, of Mountclair, Va.

"I think he's deserving of a burial with his family," Stofko said of his fallen comrade. "Maybe it's called closing the circle."

In the meantime, the visit has provided the chance for World War II veterans from both sides to meet again under friendlier circumstances.

On March 15, 1945, Herbert Werner was a young German soldier on the front lines, just across the Niesse river, when he saw the B-17 explode and nine parachutes open in the sky.

"I had written them all off," Werner said.

Gunter Rotter, a 17-year-old German soldier at the time, took Stofko prisoner.

"No hard feelings," Stofko said yesterday as the two men laughed together.

Said Rotter: "I can understand that the crew wants to honor the memory of their comrade. I would do the same thing."

While the veterans reminisced, U.S. Air Force crash recovery team from Spangdahlen Air Base in western Germany worked to remove two pieces of sheet metal, each about 6 by 12 feet, from a shed belonging to Ernst Kollar.

Kollar said he and friends found the metal in nearby woods and hauled it to his family farm.

"When you're 11 years old, it's something interesting," he said.

When he put up a shed in 1960, Kollar nailed the metal to an outside wall to protect the wood underneath.

"It was definitely an inventive use of the material," said Senior Master Sgt. Roger Edwards, head of the crash recovery team.

The Air Force Museum at Wright Patterson Air Force Base near Dayton, Ohio, is covering the Air Force's costs — about \$2,000 — to recover the pieces and send them to Dayton, where they will be incorporated into a World War II exhibit.

Dear Bernie,

I am enclosing pictures from the mini in Omaha last October. Sorry I am so tardy getting this done but I just finished the roll of film. These were taken at the Air Museum. It was a fun outing.

We had a lot of discussion about the layout of the Air Base for the 99th B.G. I am enclosing two maps describing the bases around Foggia and the 99th Base. I would appreciate any one updating and expanding the detail. I would also like to find copies of any photos of the base showing the layout. I would really appreciate any information you or others have, including some hand sketches. I plan on attending the San Diego reunion where I hope to talk to the real experts.

I am enjoying all the stories that are being written. I encourage all the 99th B.G. members to write their stories down. My dad, Jerome Buckingham, was a radioman in the 347th and was at Foggia from October 1944 through May 1945. He never talked much about the war or his experiences at Foggia. The things he did talk about we did not write down and now have a difficult time remembering. He died three years ago, so now it is a formidable task to get these stories from other crew members who were there. As a child of a veteran I am very concerned that we maintain the attitudes and ideals of these very special people. Please get your stories written down.

Best wishes and see you in San Diego.

*Jerry Buckingham Jr.*

Jerry Buckingham Jr.  
637 S. 44th Avenue W.

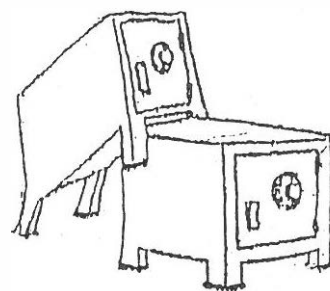
Newton, IA 50208

Phone: Home 515 791-7534

Work 515 964-6344



**DID YOU WANT THE  
MAN-IN-CHARGE  
OR  
THE WOMAN WHO  
KNOWS WHAT'S  
GOING ON ?**



**SAFE SEX**

## A B-17 (Tail) Tail Tale

(From BAD 2 Assn News)  
(From 43rd BG Newsletter)  
(From George White in NJ)

The B-17 bomber of WWII was in a class of its own, as anyone who ever flew one will tell you. Disgruntled B-24 crews invariably grumble about the popularity and the "good press" that the B-17 always seemed to have. The following tale, however, would seem to prove the merits of the wonderful things written and said about the grand old "Flying Fortress."

A B-17 received a direct hit in the bomb bay over the target, causing it to break into pieces. The wings, fuselage, and engines spiraled down separately, and the tail fluttered like a maple leaf toward the ground. The tail gunner, seeing that the rest of the airplane was gone, tried to bail out, but couldn't because of the mangled wreckage blocking him in.

Like the typical tail gunner, he decided to make the best of the situation, and strapped himself back into his seat. He reached overhead and grabbed a rudder cable, and then reached down and pulled on the cables that controlled the elevator. The controls checked out OK, so he turned the tail around and proceeded to steer a course back to England. All went well, and as he

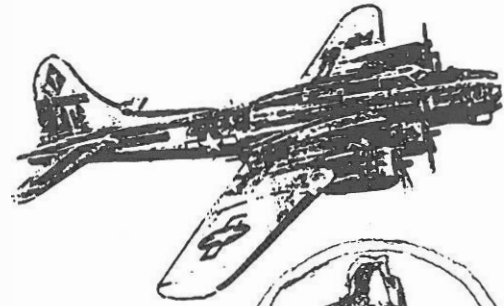
Mike Hayman, a very loyal associate, sent this fun column. Thanks Mike, will see you and Jenny in San Diego.

approached the coast he radioed the tower: "Tower, this is B-17 tail gunner. The rest of my plane was shot away and I need clearance to make an emergency landing straight in on runway 27."

The tower responded, "Roger, B-17 tail gunner, give me a call on five mile final."

When he was five miles out, the tail gunner radioed again: "Tower, this is tail gunner, five miles out on final approach. Am I cleared to land?"

The tower operator answered frantically, "Negative, B-17 tail gunner! Do not land. Pull up and go around. There is a B-24 in the traffic pattern with one engine shut down!"



346th



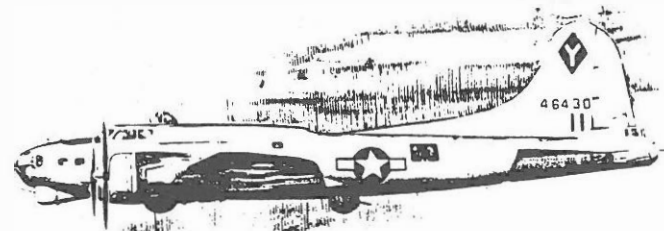
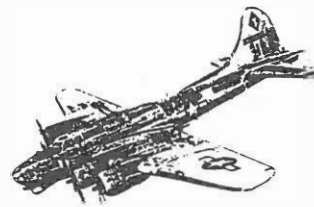
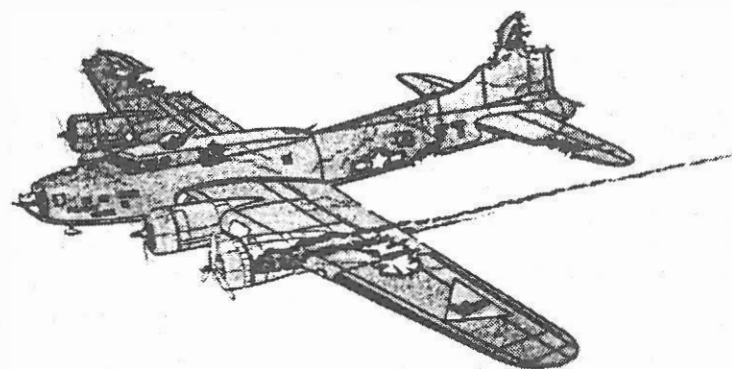
347th



349th



416th



Friday, April 13, 1945

## Hundreds Killed In Bari Blast

### Over 1,000 Injured As Bomb-Carrying Ship Blows Up

AFHQ, April 12—Hundreds of Italian civilians and unannounced numbers of U. S. and British servicemen were killed and more than 1,000 injured when an American Liberty ship loaded with ammunition exploded in the Bari harbor April 9 in what Associated Press called "one of the major disasters of the war in the Mediterranean Theater."

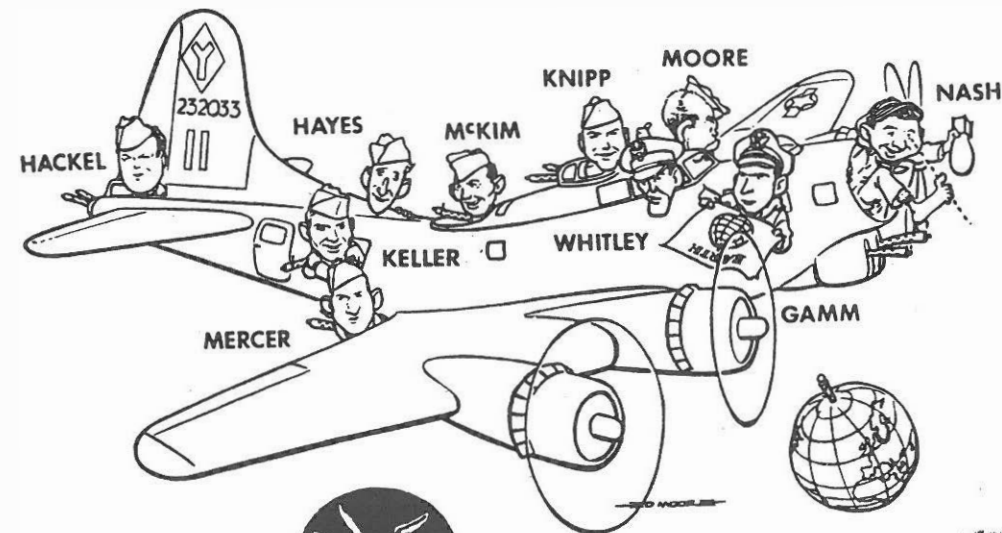
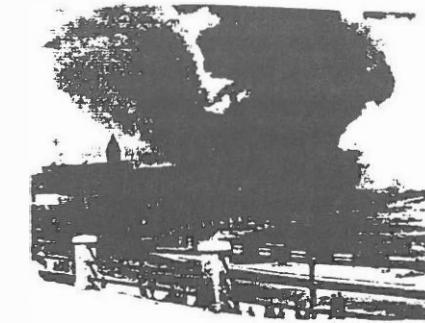
A brief announcement issued late today by the first official disclosure of the explosion, said that the merchant ship blew up, causing service and civilian casualties, damaging a number of harbor installations and civilian buildings and setting three other merchant ships on fire, one of which was towed out of the harbor and beached. The cause of the explosion has not yet been determined.

A spokesman for the Italian Government was quoted by AP as placing the number of civilians killed at 267 and injured at 1,600.

The ship, carrying aerial bombs, blew up in a huge ball of fire at a little before noon. Hundreds of panic-stricken Italians were injured by flying glass and even by doors, desks and chairs as the blast rocked the town, said the AP dispatch. The roof of the thousand-year-old cathedral collapsed, killing workmen in the church. Scores of other persons were killed and injured as the explosion hurled them through the air. Some Italians were screaming through downtown streets carrying dead and wounded.

Lt. Col. Robert H. Harper, Washington, D. C., who was reportedly only 200 yards from the merchant ship when it exploded, described the scene to an AP correspondent as one of "indescribable horror."

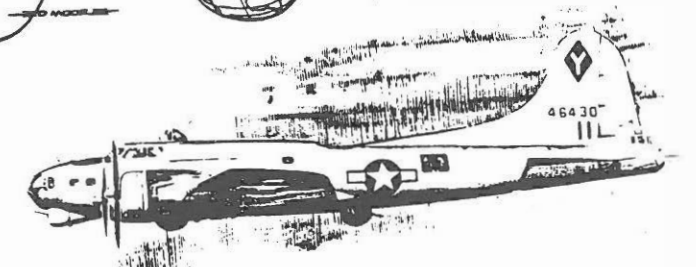
He said that trunks were blown against buildings, and that huge blocks of cement were hurled through the air.



I thought we would all enjoy the art work I received recently from Art Knipp. Roy Worthington



347



## NEWS, NOTES AND LETTERS

February 15, 1996

Dear Bernie

Ella and I are looking forward to the 99BGHS Reunion in San Diego. We were unable to make last year's reunion in St Louis because I was recuperating from surgery.

We both really enjoy the Newsletters. Which, however, is what prompted me to write. My name is frequently mis-spelled and more often mis-pronounced. In the case of my concern is an item in the November 1995 Newsletter, page 24, which names the officer succeeding Capt Allard as Squadron Bombardier in the 416th Bomb Squadron. Since this is part of the 99 Bomb Group history, I felt compelled to correct the mistake. The entry should read: 1st Lt Joseph M. Joffrion succeeded Capt Edward T. Allard Jr. as Squadron Bombardier on March 16, 1944.

With warmest regards.



*Joseph M. Joffrion*

JOSEPH M. JOFFRION

Dear Bernie:

Some of the 346 Squadron's aircrews might remember our crew during the period October 1944 through May 1945. We flew B17G "Old Folks".

I am writing about our pilot - Bill Flynn. Bill was a young man of twenty-two years and we all thought he was the greatest pilot in the service. However, Bill liked to show off.

I am relating two incidents of Bill's flying ability.

One night while we were stationed at Gulfport, Mississippi, we were doing a practice mission over the Gulf when Bill decided to check out New Orleans. Bill decided to see what was playing at the movie theaters on Canal Street. So, Bill buzzed the theater district at 300 feet or there about. After this we had to hide over the Gulf until it was safe to fly back to Gulfport.

Our second incident was February 1945. We were flying to Naples for "R & R" at Capri. Bill decided to give our crew a Cook's tour of Mount Vesuvius. However his idea of a view was not above the volcano, but inside the crater. I still remember seeing the lava bubbling below.

All the time that I have belonged to the 99BGHS, I have never met any of our crew at any reunion, although at one time Bill was a member.

Very truly yours,

Walter O'Neill  
312 So. 16th Street, #905  
Omaha, NE 68102



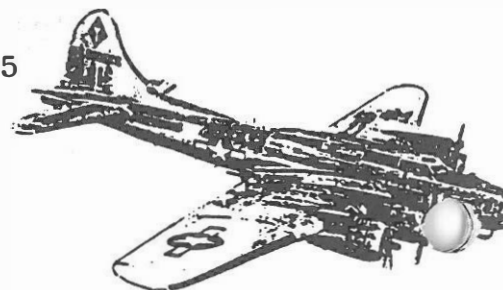
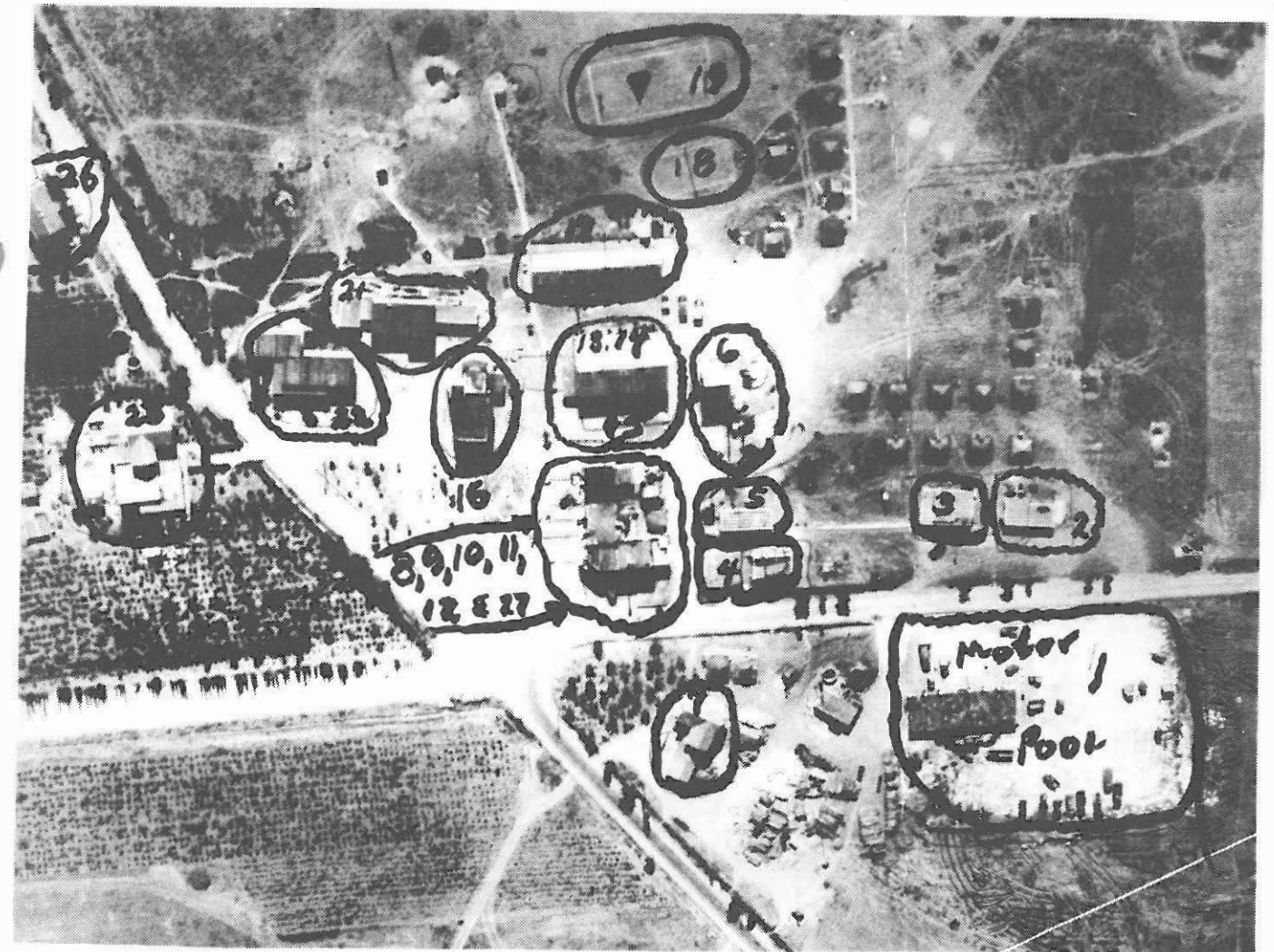
## 'ARMY OF OCCUPATION ESTABLISHMENT' Headquarters 99th Bombardment Group (Heavy) Tortorella, Italy - August 1945

The photograph below gives a rough idea of group headquarters layout.

#1 - Motor Pool, #2 - Oil Supply, #3 - Ordnance, #4 - Showers  
#5 - Graphics Shack, #6 - Water 'tower, #7 - Special I & E, #8 - ? School  
#9, 10, 11, 12, & 27 - Quarters, S-2, Air Inspector, Mail Room, &  
Communications

#13, 14 & 15 - Briefing Hut, Tailor Shop, & Barber shop  
#16 - Chapel, #17 - Hospital, #18 - Volleyball Court, #19 - Basketball  
#21 - S1, C.O. & Exec., #22 - S3, Operations Etc., #23 - Mess Hall  
#26 - Photo Lab., Next to Mess Hall were two latrines, one male, one female.

(This map/photo was supplied by Philip J. Roy, Group Radar Officer, 51 Hitree Lane, Rochester, NY 14624)



# BEHIND THE MEN WHO FLY.....



FLYING DISPATCHER



DRILL PRESS OPERATOR



INVENTOR MECHANIC

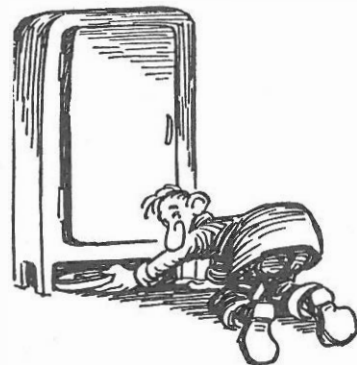


TELEPHONE REPAIRMAN



TELEPHONE OPERATOR

## THE LEFTOVER



SGT. GEORGE BAKER

## NEW MEMBERS

DON BAKER, 309 Shermon Street, Port Townsend, WA 98368

Associate

WILLIAM A. HUNNEWELL, 17704 Interuban Blvd., Snohomish, WA 98290-5338  
346th Squadron

JOHN A. PATTERSON, 665 Las Alturas Road, Santa Barbara, CA 93103-2105  
348th Squadron

NORM TVEDTE, 15455 Glenoakes Blvd., SP 329, Sylmar, CA 91342  
347th Squadron

TAPS • TAPS • TAPS • TAPS • TAPS

CHRISTINE P. BUTLER \*\* VIRGINIA T. SMITH \*\* ALLEN W. STOEHR  
\*\*\* JOHN THISTLEWOOD \*\*\*

Obituary - Wednesday, February 28, 1996 - Christine P. Butler.

Christine excelled as an athlete and later as a physical education instructor, family members say.

"She was an athlete at Artesia High School and then at Texas State college for Women," said her sister, Elizabeth Brosmer.

"She used her knowledge and skills in basketball, soccer, softball, volleyball and other sports to instruct her students,"

Butler, 71, died of cancer Sunday at home. Services were scheduled for today at French Mortuary Wyoming chapel with the Rev. Gerald White officiating. Burial was to be at the National Cemetery in Santa Fe.

Butler was a physical-education instructor for three years at McKinley Middle School and for two years at Albuquerque High School after moving to Albuquerque from Odessa, Texas in 1958. She had taught physical education in Odessa for 10 years.

She retired from teaching when she was married.

"She liked to be with me when we went on trips," said her husband, Walter H. Butler. "She especially enjoyed the reunions I had with members of the 99th Bomb Group which operated in North Africa and Italy during WW II."

Butler was a board member of the New Mexico chapter of the Myasthenia Gravis Foundation and was active with St. Paul's Methodist Church.

#####

## 1997 99TH BOMB GROUP HISTORICAL SOCIETY REUNION

JIM LaVEY, 2414 Grindwood Road, Timonium, MD 21093, Phone (410) 252-5688, our Host for our 1997 Reunion in Baltimore, Maryland has selected September 10-13, 1997 for our next annual reunion.

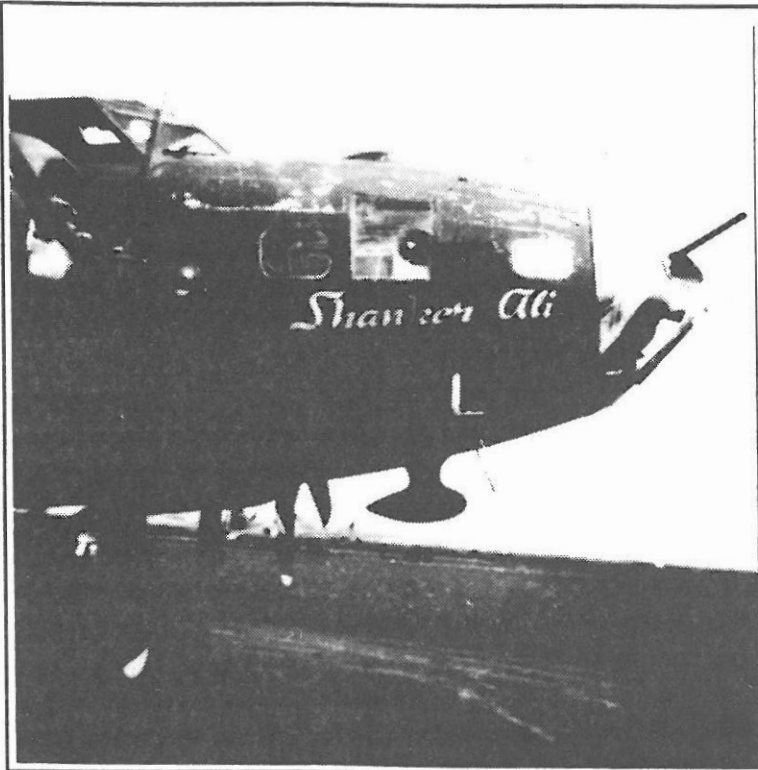
**THIS IS ADVANCED NOTICE SO YOU CAN MAKE PLANS TO JOIN US. SEE YOU THERE . . . .**

NOTES NEWS LETTERS

Dear Bernie, Mother (Pauline Hinton) and I may not be able to attend the reunion in San Diego as she is scheduled to have some surgery. I live next door to her in Annapolis and have been here for about a year and a half. Hope all is well with you and Doris. s/Carol







**B-17F #425765 ORIGINAL CREW**

Pilot - Thistlewood      Ft. Engr. - Daniels  
 Copilot - Amundson      Radio - Mazu  
 Navigator - Strasberg      Ball Turret - Eyer  
 Bombardier - Fisher      Waist Gun - Fallon  
 Tail Gunner - Lippolt  
 #####

*In Memory of*

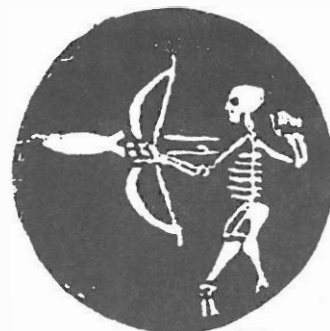
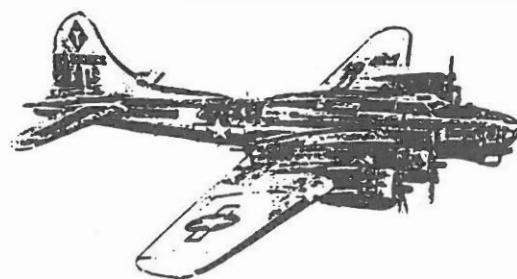
Virginia T. Smith  
 Born  
 July 14, 1920

Died  
 February 28, 1996

**SAFELY HOME**

*I am home in heaven, dear ones;  
 Oh, so happy and so bright!  
 There is perfect joy and beauty  
 In this everlasting light.  
 All the pain and grief is over,  
 Every restless tossing passed;  
 I am now at peace forever,  
 Safely home in heaven at last.*

*There is work still waiting for you,  
 So you must not idly stand;  
 Do it now, while life remaineth—  
 You shall rest in God's own land  
 When that work is all completed,  
 He will gently call you Home;  
 Oh the rapture of that meeting,  
 Oh, the joy to see you come!*



**ATTENTION**

ONE LAST REQUEST FOR NAMES OF PERSONNEL THAT SERVED IN THE 99TH BOMB GROUP (416, 346, 347 AND 348 SQUADRONS). THIS INCLUDES PERSONNEL WHO DID NOT FLY; CLERKS, ENGINEERING, ORDNANCE, MEDICS, CHAPLAIN, COOKS, MOTOR POOL AND AIR CREWS. WE WOULD LIKE ALL MEMBERS TO SEND THE NAMES OF THEIR CREW, TENT MATES, BUDDIES OR ANY NAMES THEY REMEMBER. SEND TO: DON WAMSER, 8318 BELDING ROAD, ROCKFORD MICHIGAN 49341.

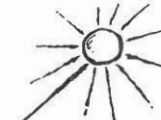
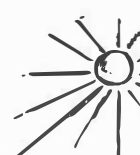
Dear Bernie:. . . Per our telecon, it is with sadness that I write about the loss of our dear comrade, JOHN THISTLEWOOD, who passed away January 19, 1996 at a nursing home in the Denver, Colo. area where he had resided for the past several months. He was laid to rest at nearby Fort Logan cemetery with full military honors. He served with the 99th Bomb Group from its formation at Boise, Idaho, as a commander of a combat crew in the 416th Squadron. His plane was named "Shaker Ali" as a parody to the native peoples of North Africa. The plane, a B-17F, was a prelude to the B-17G with 'Chin Turret', having been modified at the Oran, Algeria base, where an extra 50-Calibre gun was installed near the bombsight so as to defend against frontal fighter attacks. Our Bombadier claimed only one fighter kill with it, but the added gun was credited with discouraging many head-on attacks. All of us who knew John will remember him as a person who enjoyed being with other people, and who made friends easily. He loved to fly, and made the Air Force his career. We all salute him, and extend our thoughts of comfort to the family members he left behind. *Steve*

Steve Amundson, 2/14/96

**The Joys of Aging**

I have become quite a frivolous old gal. I'm seeing five gentlemen every day. As soon as I awake, Will Power helps me out of bed. When he leaves I go see John. Then Charley Horse comes along, and when he's here he takes a lot of my attention. When he leaves Arthur Ritis shows up and stays the rest of the day. He doesn't like to stay in one place very long so he takes me from joint to joint. After such a busy day, I'm really tired and ready to go to bed with Ben Gay. What a day!

**V MAIL**



SGT. GEORGE BAKER



**SPECIAL REQUEST**

In stripping up the newsletters I have used our B-17 outlines to separate items or fill in borders. Our ground crews and equipment were equally vital for mission success. If anyone has photos of ground equipment (any kind) I would appreciate receiving same (any size). I will make sure they are returned to the owner when I make copies to use in our newsletters along with the flying machines. ...Send to Roy Worthington, 16786 Air Force Village West, CA 92518-2918 (Please use all 9 zip code digits.)

**99TH BOMB GROUP HISTORICAL SOCIETY - 'FAMILY GET TOGETHER'**

Where: **HOLIDAY INN, ELYRIA, OHIO**

Host: **ROBERT J. BACHER**

When: **September 11th to 14th, 1996**

Phone: **(216) 365-3023**

\*\*\*\*\*  
 Mail Registration and Banquet Fees to: Robert J. Bacher, 692 North Abbe Road, Elyria, Ohio 44035-3044 **Please send fees as soon as possible. I'll refund if you can't join us.**

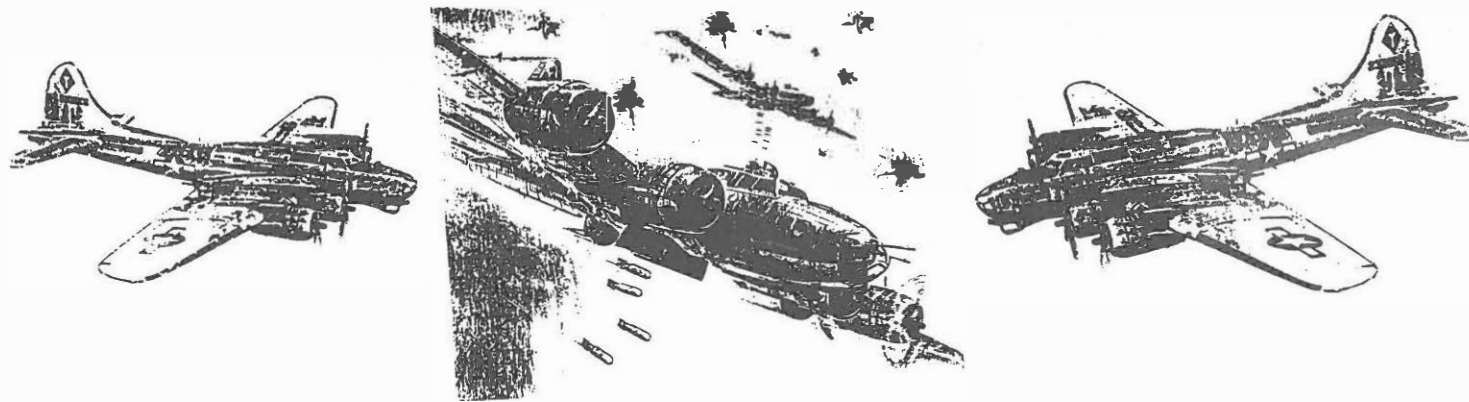
Name: \_\_\_\_\_  
 Spouse or Room Mate: \_\_\_\_\_  
 Address: \_\_\_\_\_ City: \_\_\_\_\_  
 State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone: ( \_\_\_\_\_ ) \_\_\_\_\_

	<u>No. Attending</u>	<u>Fee Per Person</u> <u>Until 8/10/96</u>	<u>Fee Per Person</u> <u>After 8/10/96</u>	<u>TOTAL</u>
Wed., Sept. 11 REGISTRATION	_____	<u>\$15.00</u>	<u>\$20.00</u>	_____
Sat., Sept. 14 BANQUET	_____	<u>\$15.00</u>	<u>\$15.00</u>	_____

(Open Bar-1800 hrs.\*\*\* Dinner-1900 hrs.)

\*\*\*\*\*  
 I have two (2) Tours lined up, but the price depends on at least FORTY (40) passengers. The Tours are: (Check 'Yes' or 'No')  
 1. NASA LEWIS RESEARCH CENTER \$23.00 Fee Per Person YES \_\_\_ NO \_\_\_  
 Thurs., Sept. 12th - Includes 100th Bomb Gp, Buffet Lunch.  
 2. TROLLEY TOUR OF CLEVELAND \$20.00 Fee Per Person YES \_\_\_ NO \_\_\_  
 Fri., Sept 13th - Tour includes the Flats & other points of interest.  
 I'll need your tour(s) desire by August 1st. Please send no tour fees, I'll collect at our get together if enough vote YES. Thank you!

**PLEASE SEND THIS FORM TO ROBERT BACHER WHEN COMPLETED.**



\*\*\*\*\*

**PLEASE SAVE THIS PAGE FOR YOUR INFOBINATION.**

Call 1-800-321-7333 for **FREE shuttle TO & FROM Airport.** Plan on about 25 minutes wait. If you let the Hotel know your arrival time they will try to meet you. \*\*\*\* **RVers**-Free parking behind Hotel with no hook ups. Across street from Hotel is an RV camp with all hook ups. **SOMMERS** is name of park. Last year their charge was \$20.00 per day.  
 \*\*\*\*\*  
 Make Hotel reservations by mail or toll free phone. Reservations made AFTER August 10, 1996 will be charged full rates. The Hotel will refund your deposit as late as 10 hours before your arrival date.  
 OUR 'FAMILY GET TOGETHER' Hotel Rate is \$64.00 daily (City & State tax included). Mail your Hotel reservation request with deposit to: Holiday Inn, 1825 Lorain Blvd., Elyria, Ohio 44035 or call toll free 1-800-321-7333 with a credit card account number.

\*\*\*\*\*  
**IF YOU ARE DRIVING:** From Ohio Turnpike(I-80) use EXIT 8 to State Route 57 North. Turn right at Midway Blvd. and bear right.  
 From I-90 use EXIT 145 A to State Route 57 South & follow Holiday Inn signs.  
 From I-71 turn North at State Route 301 or West Salem turn North till Route 10, turn East till Route 57, turn North . Stay on Route 57 until you arrive at Hotel.

Dear Sir,

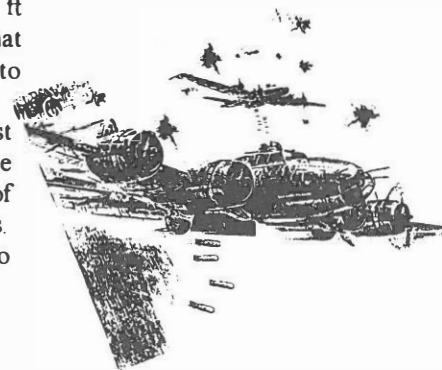
Mr. Larkin, a member of the Ellsworth Heritage Foundation Board of Directors and a member of the 99<sup>th</sup> Historical Society, recently was telling me that he had quite a few inquiries about disposition of the 99<sup>th</sup> exhibit at the Museum since the 99<sup>th</sup> Wing was transferred to Nellis AFB.

I can assure you that the Museum will be here for quite some time and that the 99<sup>th</sup> Wing exhibit, both past and present, will be part of the history of Ellsworth AFB. The Ellsworth Heritage Foundation is confident that the museum will be around even if the base were to close in the next few years. In fact, the Ellsworth Heritage Foundation is in the process of planning a capital fund drive to raise money to expand the museum building so that we can develop new exhibits. The expansion will give us an additional 10,000 sq ft of exhibit space. I hope that this will alleviate any fears that the museum will close and that the donated 99<sup>th</sup> memorabilia will not be lost. Mr. Larkin requested that I explain this to you so that it might be included in one of your newsletters.

The South Dakota Air and Space Museum has gained a reputation as one of the best field museums in the Air Force and we continually strive to maintain this distinction. The contributions made by members of the 99<sup>th</sup> Historical Society both in donations of memorabilia and money is greatly appreciated and helps the Museum maintain it's success. On behalf of the Ellsworth Heritage Foundation and myself please express our thanks to your members on helping make our Museum grow.

Sincerely,

*R. Alley*  
 Ron Alley  
 Director  
 South Dakota Air & Space Museum



APPLE POLISHER

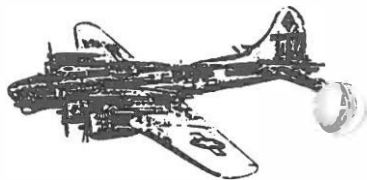


#####

Your newsletter composition editor requests you take advantage of the relatively inexpensive word processing services available today to have the material you submit for printing in future newsletters set in a medium to bold faced type of 10 or 12 point size. 'Writ' by hand and the light gray printed matter generally produced by dot matrix printers do not make suitable material for clear printing in our newsletter. It is best not to fold your submissions. Mail the original flat in a suitable envelope. We will return your material in good shape. If you don't want to send your original please have your pages photo copied at a quality copy service so the material we receive is good 'black' copy. We don't want this request to prevent anyone from sending newsletter material. If you cannot comply send us the best you can and we will do our best to make it ready for the printer. Much Thanks !

THE BIRTH OF A CANDY BAR

One PAYDAY, MR. GOODBAR wanted a BIT O'HONEY so he took MISS HERSHEY behind the POWERHOUSE on the corner of CLARK and FIFTH AVENUE. He began to feel her MOUNDS with his BUTTERFINGERS. That was pure ALMOND JOY. It made her TOOTSIE ROLL and she let out a SNICKERS as she screamed O' HENRY", while squeezing his PETER PAUL. MISS HERSHEY said "You are even better than the THREE MUSKETEERS". Soon she was a bit CHUNKY and nine months later had a BABY RUTH.....



HECTOR MACPHERSON JR.  
29626 CHURCH DR SW  
ALBANY, OR 97321

February 6, 1996

Dear Bernie,

"Disaster at Bari, Dec. 2, 1943" raises an interesting coincidence. Jim Flex was not the only Ex-99th Bomb Group crew member to serve in the 15th Air Corps Headquarters and witness a ship being blown up in the harbor. I was there on April 9, 1945 when a shipload of bombs exploded. The Stars and Stripes news clipping tells the story.

I, Hector Macpherson, was navigator on Charles K. ("Ken") Carroll's crew in the 416th Squadron. Ken went on to become Operations officer of the 416th but I was pulled out of combat in January of 1944 after 12 missions to take PFF Mickey training. In April I navigated new PFF plane number 297615 back to the 99th. I found all the crew but Carroll had been shot down over Steyr, Austria. Ken had been checking out as squadron lead that day.

To make a long story short, I finished up my fifty flying PFF lead, some with the 99th but mostly with the 2nd Bomb Group. Like Jim Flex I was invited, some would say coerced, into becoming Air Force Mickey to help with mission planning and directing the PFF training program.

And so it was that on April 9th at noon I was walking up the street that led from the Bari harbor, past 15th Air Force Headquarters, to chow down. The explosion was the loudest I have ever heard with a fire ball like a small atomic bomb. We were far enough away so the blast did not knock us down. My companion, Lt. John Doty, who had been shot down over Yugoslavia and had made it back with the help of the Partisans, hit the deck anyway. Soon hysterical Italians were streaming up the street from the devastated area.

I am enclosing a picture of the 15th Air Corps Mission Planning Conference. I am the fellow immediately behind Colonel Rogers who ran mission planning. General Born, mentioned by Jim Flex, is to his left. By this time Jimmy Dolittle had been replaced by General Nate Twining who did not attend mission planning.

I include the picture because my regular seat was in front of that window. Had the blast been ten minutes earlier I would have received a greater injury than I did during my fifty missions. That window was blasted out with glass and frame scattered across the room.



Hector Macpherson



416th

MONTH OF MAY, 1944

Prepared by D.W. Woodard, 1st Lt. A.C. Asst. S-2

DAY	EVENTS
-----	--------

1. An operational day but due to weather the group turned back about two hours out. The target being Trento M/Y, Italy. The following 17 combat men were assigned to the squadron today: 2nd Lts William S. Boyd Jr 0-807997, Edward J. Owens 0-818203, James F. 0-697923, Joseph J. Gorman 0-750077; S/Sgts Irving (NMI) Lerner 11071508, Alan D. Mackie 12184644; Sgts Robert H. Gulick 365742240, Wilbur C. Jones 34700164, Edward C. Karpinski 32913746; Cpl Harold L. Gessler 18046125. The other crew is as follows: 2nd Lts John W. Musgrave 0-747887, William L. Rucker 0-755757; S/Sgts William H. Aspengren 4765 542, William J. Carter 14138199, Fred (NMI) Matvias 32744724; Pfc Charles (NMI) Forte 12142734, and Edward (NMI) Zukrow 36800953. On 13 September 1943, one officer and twenty seven Enlisted Men, comprising the Ordnance Section of the Squadron, were transferred to the 6632nd Ordnance Airdrome Service Company for the purpose of activating its own unit as a separate company from the Air Corps. Due to Army regulations and official word from Washington, the change has been amended. In accordance with this, one officer and 29 enlisted men are now on the squadron roster and were nearly on detached service. There were two other changes in the squadron today, 2nd Lt Grant, Squadron Asst. operations officer made 1st Lt. and the squadron Bombardier, Lt. Collins is transferred to group where he will become group Bombardier.

2. A nonoperational day and little happened with the squadron. Another "Mosquito bar" inspection was held today and offenders are being put on details that are arising in accordance with the campaign on Mosquitoes. A hot soft ball game was held this evening with the 346th playing the 347th Squadron. Major Schroeder pitched a good ball game but due to weak support the opponents were able to gain a tie, 8 to 8 at the end of the 14th when the game was called.

3. An attempted operational day but due to weather the mission was again canceled. One thing about the Air Corps is that they are eager. Time is precious and time spent bombing means victory in a fast way. The rest camp at Capri is still in operations and nine men left this morning to spend a week. The tales of Capri are really good. The trouble seems to be money. They are disappointed because they can't tie one on for the whole week. Quite a few promotions came out this month, with 15 enlisted combat men making a grade. The squadron armament and communications chiefs made Master Sergeant. Sgt Goldman taking over the communications department took Sgt Davenport's place. Sgt Davenport left for the States several days ago to train on the new B-29s.

4. Another attempted operational day with the men coming back right after taking off. There was a Bingo game at the enlisted men's mess this evening, but for some reason the squadron does not go in for Bingo. The squadron CO made a tent inspection today and comment on some tents were not too good, but the squadron as a whole pleased him.

5. Finally after three days of attempting missions the squadron completed one to Ploesti M/Y. This afternoon down at the group theatre area, an Italian stage show was held. The men who attended remarked on the leg display.

6. Another operational day and the target today was Brasov A/D, Roumania. The men on Lt Simpson's crew who were in the Adriatic for seven days after going to Bari yesterday are now awaiting their orders to go home. They certainly deserve it and they are wearing big smiles today. A show over at group today, "True to Life."

7. An operational Sunday. The target today was Bucharest, Roumania. The names of the men who left today for home after being in the Adriatic for seven days are: 2nd Lts Joseph (NMI) Eder 0-736693, Horace H. Jacks 0-746354, William G. Rayon 0-44331, and S/Sgts relan C. Bradbury 15067965, Lorenzo W. Lawson Jr. 31206477, John W. Scott 18186903. The other four men are separated, two being POW, one in the hospital and the other man, Pilot Simpson, no word has been received. Over at group this evening a Red Cross Truth or Consequence program was held. The 99th band played and the opinion heard is, they are getting better.

8. Due to unsettled weather, today was no-op. However, this afternoon a practice mission was flown. Six ships and crews flew for about an hour and a half, flying formation. Two men, Ralph J. Schwartz 33135823, and Victor R. Green 12030118 were transferred out of the squadron today going to a navigational aid squadron. They are both Corporals. Two new men were assigned today, they are S/Sgt Zalman S. Altschuler 32347055, and Eldon S. Gordon 37459604, a Pfc. The new rest camp for the ground enlisted men is now open down at Bari and five of our tired, war weary men left today for five days of recuperation. The show over at group tonight is "Claudia."

9. It has been a miserable day today, windy and dusty. It is days like this that makes one appreciate good buildings. No matter how hard you try to keep clean, it is impossible. It was no-op again today due to the weather, but tomorrow is scheduled op and perhaps the weather will clear up, allowing a mission. Down at the group outdoor theatre this evening a USO show was held.

10. An operational day with the target, Reiner Neustadt, Austria. The mission can be termed as rough. Only one ship came back that was serviceable. One man, Sgt Edward F. Martin, 32590096, Ball Turret Gunner on ship No. 021, had his left foot severed at the ankle by flak. The plane landed at Foggia Main where the Sgt was rushed to the 61st Hospital. Six officers received promotions to 1st Lt today. They are: William A. Garrett, William A. Hummewell, Leonard E. Kliikumas, Robert R. Weisberger, and John C. Wertz. For the third straight night we have had entertainment in the way of show. This evening at group "More the Merrier."

11. The big event of the day: a tent and area inspection by the commanding officer, Col Lauer. The squadron took the group honors in stride. Col Lauer termed the results of the inspection as excellent. No other squadron came close to the 346th. Again, the men showed they can come through when they are asked to. Due credit must go to Captain Kusterer, executive officer, who, with his untiring efforts, has continually governed the squadron in a very masterful manner. Ten more combat men left for the Isle of Capri this morning to spend a week. Those who were there this last week came back this evening tired but satisfied. The fad of the squadron is a little silver bell, bought on the Island. The men wear them on their collars. The big attraction on the soft ball diamond this evening was a game between the squadron and 801st Bomb Group. The squadron came out on the tail end of tough ball game, the score being \_\_\_ to \_\_\_. Lt O'Reilly, squadron navigator was promoted to the rank of 1st Lt.

12. The squadron flew two missions today, both being to the German Hq. north of Rome. They did not succeed the first mission due to an overcast at the target. As an alternate target an airfield at Tarquina was hit. On the second mission, they succeeded in their objective. Five enlisted left today for a five day rest at the 15th AR rest camp at San Spirito,

near Bari. The men returning from the preceding five days say that it is really nice! Six combat men were assigned to the squadron today, they are as follows: 2nd Lts Robert R. Blackman, Pilot O-78451, John J. Hedrick O-\_\_\_\_\_, Bombardier, James F. Hendrix O-\_\_\_\_\_, Co Pilot; Gunners, S/Sgts Max R. Humphreys \_\_\_\_\_, Francis R. Truman, \_\_\_\_\_, and Sgt John H. Harrell Jr. \_\_\_\_\_.

13. Another operational day with the target being Trente M/Y, Italy. The squadron showers were open this afternoon after the finishing touches were put on. The water wasn't exactly hot but the showers are as nice as any one could expect, within several more days the heating system should be in good working condition and we will have showers 24 hours a day. The officers had a Saturday evening party today, but it wasn't much of a success due to a "woman shortage."

14. The first men of the squadron to be sent home on the "Rotation Plan," left yesterday for the States. They are not original men, men who were in the squadron when it was formed, but have joined since we came across. They have spent over twenty months overseas. Altho we do not want to spend that much time overseas it is enlightening to know that men are going home. We have served overseas for over a year now, but do not expect to be sent home for at least another three to six months. It was operational today with another communication center being hit. The results are uncertain, but all the men and ships returned safely. Altho it was operational and seeming to be another day but Sunday, several truck loads of men went to services. The other big event of the day was ice cream or dinner this evening. Good things to eat certainly arouses a lot of conversation.

15. A nonoperational day. A six ship practice mission was flown however, and two practice bombs were taken. The target for practice missions is off the east coast of Italy. A little island named Pianosa. The squadron is alerted to an inspection by the Inspector General's Office and the squadron is all cleaned up fit to kill. A practice softball game was played last night and the first string took a 3 to 2 loss.

16. Another lazy nonoperational day with little activity about the squadron. Passes were given out this afternoon and a number of men took the afternoon off. Five more enlisted men came back from the rest camp at Bari with tales about the camp, and the waiting list is getting longer every five days when the men come back. The squadron softball team traveled over to the 2d B.G. this evening and proceeded to take a 5 to 0 defeat.

17. A scheduled operational day but due to weather the mission was canceled at H-Hour this morning. Again passes were held up until noon, and the combat men were down on the line all morning having a gun inspection and Dingy-Drill. This afternoon we had a heavy shower settling the dust and making the air fresh. Looking over the ball diamond this evening we noticed that the rain hardened the field and made it more suitable for play.

18. An operational day with the squadron being credited with one mission that was not completed. The group had to turn back after they had gotten to 24 thousand feet and still had not cleared the overcast. The Inspecting Officer finished his tour this afternoon on the S-1, S-2, S-3, and S-4 offices and we are now waiting for the result. Everything seemed to be all right, but we still have our fingers crossed.

19. Operational day for the squadron with the target being an oil refinery in northern Italy. We had another early H-Hour but the planes were back by noon and the crews had all afternoon off. We have a few results on the inspection today. All together the squadron was satisfactory and above the other squadrons of the group. The Engineering, Communications, Tech Supply and S-1, S-2, S-3, S-4 received very satisfactory ratings. Armament received a satisfactory. So as a whole, the squadron did well.

20. Another nonoperational day, with a practice mission scheduled. But due to weather it was canceled when the men had gone to briefing and reached their ship preparing to take off. The long awaited show finally came to the Group theater located on Tavernola Ave. This evening, "See Here Private Hargrove." There were a number of comments after the show and everyone enjoyed it. It reminded us of our rookie days back in the States.

21. A long practice mission was held today and with all the practice, something special must be coming off. With the struggle intensified here on the Italian front, we all are anxiously awaiting the big invasion somewhere. A formal tent inspection was held this morning with good results. The squadron area is continually spic and span.

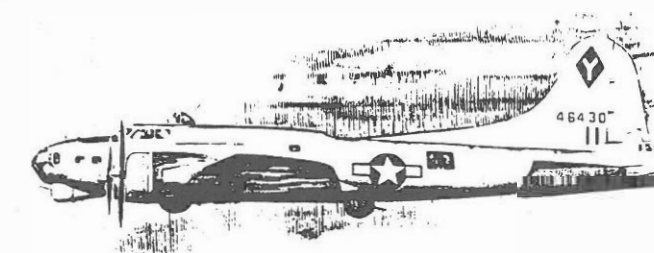
22. An operational day with nine crews participating on the raid to Avezzano, Italy. It was a tactical mission, backing up the ground forces up on the front. This town is the junction point of important highways and was an ideal target to catch the retreating Germans. In the way of entertainment, the old show, "Wintertime" was cast upon the group movie house screen.

23. An attempted mission to Ferentina, Italy. It is a little town up over the line, full of German personnel and equipment. The mission was not completed due to a heavy overcast at the target. Three passes were made without finding the target clear. Two officer navigators joined the squadron today, being Stanley C. Millner, 2nd Lt, O-805367, and 2nd Lt Robert R. Underwood, O-\_\_\_\_\_.

24. An operational day with the target being Atzgersdorf, Austria. A new crew came into the squadron today and bringing a new ship. The men are as follows: 2nd Lt Glenn, Robert H. O-707897, F/Os Edgar F. Bell T-61993, Co-Pilot; Sidney R. Carr T-61533, Pilot; John J. Flynn T-123637, Bombardier; S/Sgts Vernon R. Lerner 30198773, Harry (NMI) Stach 32732980; Sgts Louis Ahr (NMI) 32831910, John C. Neel, Jr. 14074307; Slavomir (NMI) Nepil 32762877; and Runyan, Richard D. 17078792. The two F/Os, Howard E. Christiansen and Harold J. Larsson received their commission today, being presented to them by Lt Col Hampton.

25. An operational day with the squadron starting out for Lyon M/Ys, France, but due to navigational miscalculations the group turned back at Rome. The only event around camp for the rest of the day was a ball game between the squadron and group engineering. The squadron lost the game on several important errors. It was the three hundred dollar league game and a tough one to lose. Over at the group movie house this evening, the show "Her Primitive Man," was shown for the personnel of the group.

26. An operational day with the target being Bihac, Yugoslavia. It was a "milk run," as the boys stated and the target was believed to have been hit with good results. Eighteen "Fifty Mission Men" left for the States this morning, going home for a furlough, and upon completing thirty days at home, they will again report back to the squadron for active combat duty. The men who left are as follows: 1st Lts Harold E. Grant, Robert \_\_\_\_\_, Neisherger, William H. Lorenz, Joseph F. Smejkal, Leonard E. Klihunus, John C. Hertz, Donald E. Benjaminsen; T/Sgts Herbert G. Peacock, James J. Howard, Adelard E. Cournoyer, Thomas J. Wright, and William E. DeGroff; S/Sgts Harold G. Kringle, John M. McKiernan, Virgil S. Limpach, Joseph I. Greer, Glenn H. Miller, and Robert Fishman. These men are to report to Atlanta City where they will be granted a furlough. Two other fifty-mission men who went home but are transferred out of the squadron to go on active combat in another theater are 1st Lts Morris Borerstein and David F. Zuckerman.



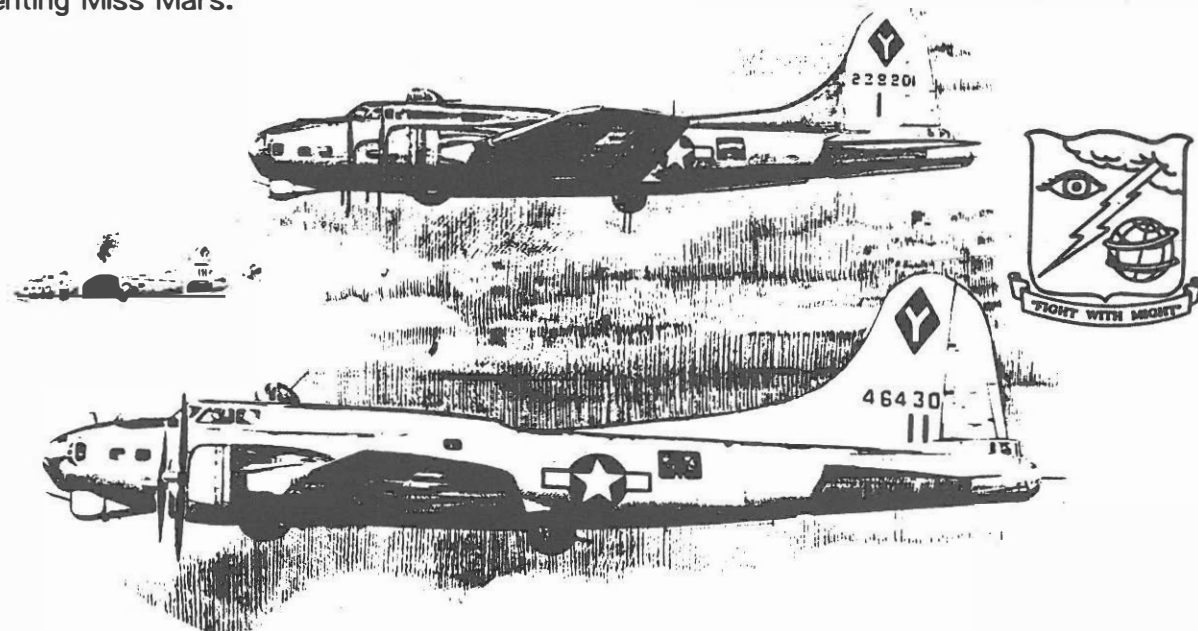
27. With today's mission completed the group now has two more missions to complete before the second century mark is made. As we think back and remember last November, and in Africa we celebrated our 100th mission. At the time we considered ourselves veterans and some said we would never reach the next hundredth mark. Fifteen new combat men have joined the squadron the last several days and are as follows: 2nd Lts Harold E. Burke 0-812766, Constantine E. Alexis 0-820692, Co-Pilot; Charles H. Jeffers Jr. 0-708129, Navigator; Raymond D. Berendt 0-761388, Bombardier; S/Sgts Vincent C. Ashwill 17115841; Benjamin A. Audia 36726940, Howard C. Brown 35682227, Alce J. Cortez Jr. 38541976; Sgts Rudolph J. Cugini 31290407, Leo H. Drouin 31107315, James I. Murphy 33310740; Dale B. Musgrove 37523235, Edward J. O'Brien 32884855, William W. Parker 14119516, and Zigmund K. Olejarski 12189253. Knowing that we are really veterans now, any daily routine is all the same. We just take it in stride. The movie for this evening is "Hi Good Lookin," featuring Ozzie Nelson and his orchestra, Harriet Hilliard and Jack Teagarden and his orchestra.

28. A practice mission was flown today with eight ships going out for about five hours. The weather continues to hold good and we are experiencing sunny Italy at last. Not much happened around camp; the baseball game that was scheduled was not played because the opposition didn't show up. For dinner this evening we had ice cream again and all you could eat.

29. An operational day with a double mission being completed to Woodenddorf, Weiner Neustadt A/D. This noon today the order came from group that, every one was to be restricted for an indefinite period. When all the men heard this the rumors and gossip were flying thick and fast. It proved to be nothing but a false alarm however, and at eight o'clock this evening the restriction was called off. The show at the group theater this evening "Jam Session," starring big time bands, was shown.

30. Another nonoperational day with further preparations being made for the coming X mission. The combat men were down on the line all morning cleaning guns and ships, getting them in top condition. The engineers have been restricted to the base and are all working hard getting the ships in perfect condition. Two new men came into the squadron today, one a clerk, T/4 Robert P. Walker 37351740 and S/Sgt Herbert (NMI) Kellar 3436186 a gunner.

31. The last day of the month and pay day for all personnel. Once again the Casino will go full blast and money tossed around in regular army style. Of course there are men who do not gamble and send a large lump of their pay home. One officer promotion came through this day and it is now 1st Lt Richard E. Hanna, a pilot and member of the squadron for several months now. A movie was shown over at group this evening, starring Judy Garland in "Presenting Miss Mars."



BATTLES OF 346TH BOMBARDMENT SQUADRON (H)

5-5-44 Nine of our B-17Gs, 201, 984, 068, 055, 570, 021, 032, 064, 028 and 436 took off at 1044 with a bomb load of 500s to bomb the M/Ys at Ploesti, Rumania. The results are unknown due to the target being covered over by smoke, the results of the group ahead. Flak was heavy, intense and accurate with 5 ships returning with damage. There were 5 to 7 E/A seen but no encounters were made. All ships returned safely at 1839.

6-5-44 Seven of our B-17Gs, 032, 028, 064, 055, 021, 436, and 068 took off at 0815 with a bomb load of frags to bomb the A/D at Brasov, Rumania. The results were not good in as much that the target was covered over by smoke and our assigned target was not hit. Exact results are uncertain. Flak was heavy, moderate and fairly accurate. Only three fighters were observed and only one attack was made on the squadron. All the ships returned safely at 1538. Ship #021 returned early.

7-5-44 Ten of our B-17gs, 615, 039, 021, 055, 984, 028, 068, 436, 064, 032 took off at 0710 with a bomb load of 500s to bomb the M/Y at Bucharest, Rumania. The results were air to good with several good patterns of bombs falling in the M/Ys. Also several buildings were hit and several large explosions were seen. They were attacked by about 20 E/A and the gunners claimed four ships either destroyed or damaged. Flak was heavy, moderate and moderately inaccurate. All ships returned safely at 1500.

10-5-44 Nine of our B-17Gs, 055, 436, 032, 028, 068, 021, 201, 064, and 570 took off at 0700 o'clock with a bomb load of 500s to bomb the A/C factory at Weiner Neustadt, Austria. The results were very poor, target being missed completely. Flak was very heavy, intense and accurate. All the ships but one were hit and several will be unserviceable for several days. They encountered from 10 to 15 E/A, one claim was made. One man on ship #021 suffered a severed foot at the ankle, caused by flak. There were no early returns and all the ships returned at 1430.

12-5-44 Mission number 189: Eight of our B-17Gs, 055, 467, 987, 032, 036, 436, 474, and 513 took off 0612 with a bomb load of 2x1000 and 2x2000s to bomb German Hq. north of Rome. The target was covered over by an overcast and as an alternate target, Tarquina A/D was bombed. The results showed the runway hit rendering it unserviceable. Several roads were hit and one shed near the runway received a near miss. There was no flak at the target and no enemy fighters seen. Major Schroeder landed at Naples before the target in ship number 068. The rest of the planes landed safely at 1105.

12-5-44 Mission number 190. Five of our B-17Gs, 055, 436, 036, 987, and 032 took off at 0200 with a bomb load of 2x2000 and 2x1000s to bomb the German Hq. north of Rome. The results were good with a building receiving direct hits and the area about the Hq was post holed. There was no flak at the target, but when passing over Verona, a barrage of heavy and intense flak was encountered. No enemy fighters were seen and all the ships returned safely at 1730.

13-5-44 Mission number 191. Eight of our B-17Gs, 436, 996, 467, 984, 028, 201, 032, and 513 took off 1020 with a bomb load of 12x500s to bomb the M/Ys at Trento, Italy. The results were very poor, due to a poor bomb run. No bomb bursts are visible on the M/Y, altho dense smoke may have obscured some hit. There were no fighters encountered. Flak at the target was heavy, intense. One ship was hit necessitating a change of gas tanks. There were no early returns and no losses. All ships landed safely at 1610.



14-5-44 Nine of our B-17Gs, 064, 467, 032, 570, \_\_\_\_\_, 028, 201, 061, and 436 took off at 0915 with a bomb load of 500s to bomb the A/D at Piacenza, Italy. The results are uncertain due to an overcast at the target. Several reports stated however that the target was hit and smoke was dense. No flak or fighters were encountered at the target and all ships which completed the mission returned safely at 1304. Ship #436 returned early.

18-5-44 Mission number 193. Nine of our B-17s, 650, 570, 055, 088, 201, 032, 021, 436, and 064 took off at 0710 o'clock with a bomb load of 12x500s to bomb the M/Ys at Ploesti, Rumania. Due to a high overcast which the group could not get over, the formation turned back, returning there bombs. Moderate flak was encountered and a few fighters were observed. All the planes returned safely at 1215.

19-5-44 Mission number 194. Eight of our B-17s, 028, 055, 570, 201, 068, 032, 021, and 064 took off at 0700 with a bomb load 12x500s to bomb the oil storage disposal at Porto Margheia, Italy. The results were very good with many fires being started and tank cars in the M/Ys being hit. There was no flak at the target and no enemy fighters encountered. No casualties were suffered and all the ships returned safely at 1245.

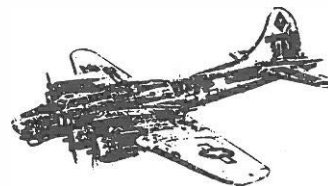
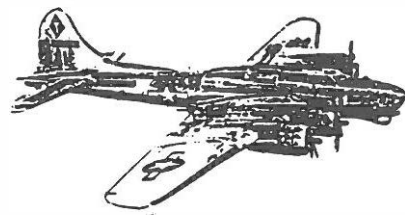
22-5-44 Nine of our B-17s, 650, 851, 028, 068, 436, 021, 570, 855, 064 took off at 0845 o'clock with a bomb load of 12x500 to bomb the town of Avezano, Italy. There were German replacements centered in the town and equipment. The results were very good with the M/Ys receiving many direct hits and also large storage sheds being demolished. There were no casualties and all the ships returned safely at 1312 o'clock.

24-5-44 Nine of our B-17s, 064, 570, 851, 201, 055, 253, 021, 032, and 436 took off at 0700 o'clock with a bomb load of 12x500s to bomb the A/C factory at Atzaersdorf, Austria. The results of the bombing are unknown due to an overcast at the target. Bombs are believed to have hit to the south and west of the target however. Flak was heavy, intense and fairly accurate as to altitude. Fighters were observed but no encounters were made. There were no early returns and all the planes returned safely at 1415 o'clock.

26-5-44 Mission number 197: Nine of our B-17s, 201, 436, 064, 055, 570, 021, 068, 851, and 513 took off at 0700 o'clock with a bomb load of 12x500s to bomb the town and M/Ys at Bihac, Yugoslavia. The results are believed to have been fair with a good concentration of bombs fall through the city and parts of the M/Ys. There was no flak at the target and no fighters were observed or encountered. All planes returned safely at 1145 with no casualties.

27-5-44 Mission number 198: Nine of our B-17s, 733, 570, 351, 201, 055, 062, 021, 064, and 355 took o at 0600 o'clock with a bomb load of 12x500 to bomb M/Ys at Avignon, France. The results are believed to have been very good with solid concentrations in the yard area. There was no flak at the target and no enemy fighters were seen or encountered. There were no early returns and no casualties. All the ships returned at 1420.

29-5-44 Seven of our B-17s, 833, 436, 744, 068, 851, 570, and 055 took off at 0630 with a bomb load of 12x500s to bomb the A/D at Wollendorf, Austria. The results were very good with the assigned area being well hit. The target was installations on the A/D. Our group covered the left half with good patterns of bombs. Flak was heavy and intense but not very accurate. There were no fighters and all ships returned safely at 1230. There were no casualties.



No. 74 War Diary, 346th Squadron

TORTORELLA, FOGGIA, ITALY

MONTH OF JUNE, 1944

prepared by D.W. Woodard, 1st Lt. A.C., At. -2

DAY

EVENTS

1. The final preparations are being made for the X mission and everyone is quite concerned about it. New clothing was \_\_\_\_\_ by all men going and rations were put on the ship for several meals. Naturally no one knows where they are going and many wild guesses are being made. The best is that they are going back to the States. The 200 mission celebration formally [sic] scheduled for the 3rd of June has been postponed until a later date. No one knows how long they will be gone on the mission and we will just have to wait and see what develops.
2. The squadron was aroused this morning at 0130 o'clock and the big secret mission was about to be gotten underway. Col. Lauer was to fly with Col. Lawrence, the 5th Wing Commanding Officer. Just before take off, Major General Twining gave the boys a big send off. Eight of our crews totaling 75 men left and are now on detached service. Three of our ground officers left this morning for a new rest camp located at Villaggia Mancuso, here in Italy. They will be gone for a week.
3. There isn't much activity around the squadron since the eight crews left on the secret mission. It is now known to the squadron that the mission was on Debrecen, Hungary, and they landed in Russia. This bit of good news along with the men up on the front entering Rome brings the morale and hopes of the squadron up to new high. A new Major was assigned to the squadron today and will take over when Major Schroeder completes his fifty missions. He is Major Thomas L. Wiper, O-375046. We understand he is fresh from the States and the squadron welcomes the new future CO.
4. A very quiet Sunday going by with little activity in the squadron. A good percentage of the men went to church this morning and this afternoon they took off for town.
5. The enlisted men of the squadron were out on the ball diamond this morning having a brisk drill and gas mask inspection. The rest of the day was spent performing the usual camp duties. The weather continues to be warm and every day around noon and wind starts and it is very unpleasant with the dust reaching everywhere.
6. The first raid out of Russia was pulled today. The airdrome at Galatz, Romania was the target and our scanty reports say that the target was well covered. They met some opposition but no losses were sustained.
7. A bright beautiful Tuesday and seven combat men were sent to the rest camp at Capri. The men leave on Tuesday and generally spent the night in Naples rest camp hotel. Then in the morning they either ride out to the island in a water tug or ferry that makes the trip every day. They spend a week on the island and sleep in many of the hotels. Once again the enlisted men remaining on the base were out on the drill field at 0830 o'clock, drilling with a marked improvement. The strong wind continued to blow today and the dust reached everywhere.



8. T/Sgt Paul W. Tramble 17055076, the last man rescued on the ship that ditched on the Adriatic after the Regensburg raid, February 25, was transferred out of the squadron this morning and will be sent home in a short time. Tramble suffered the worst effects of the men rescued, after being out in the sea for seven days. It has been a routine day here at camp with the enlisted men drilling this morning and a tent inspection following. At the outdoor theater this afternoon a USO show was given and it proved to be about the best one we have had.
9. The three ground officers who were at the new rest camp, at Villaggio Mancuso came back this morning. They displayed satisfaction about their week of rest and a very nice time was spent. Captain Johnson and Lt Martin left this morning and will also spend a week there. Again drill was held at 0830 this morning and the men are showing a marked improvement. Right after drill in the EM day room, the Articles of War were read. A ball game was played and lost this evening against an engineering unit.
10. We received word this morning that 300 combat men have been assigned to the group and that means our 346th family will again increase. It has been another routine day, drill this morning and everyone making themselves scarce this afternoon. A ball game was held on our field this evening against the 317th Signal Corps. They defeated the 346th Rattlers 5 to 2.
11. More activity around the squadron today than there has been for the last week combined. The crews are back from Russia and we are anxious to hear of the experiences. From what we have already gathered, they enjoyed the experience and gained a lot of respect for the Russians. They were based on the outskirts of the city Poltava, a town with a normal population of about 250 thousand. There were, however, only about 20 thousand in the city now. The town was demolished by the retreating Germans and hardly a building was untouched. The Russia people were happy to see them and were very much impressed by the bombers. The men slept in tents on the field put up by the 5th Air Force men who have been in Russia for some time. Thirty combat men came into the squadron today and are as follows: 1st Lt. Marvin A. Smith, 0-613076; 2nd Lts Harold V. Corbin, 0-606139; Donald J. Sopp, 0-712930; Lorin A. Zick, 0-762853; Wayne W. Snyder, 0-693601, Pilot; Richard A. Stack, 0-817292, Pilot; Elwin C. Johnston, 0-710269, Nav.; John D. Zamorski, 0-762624, Bomb.; Jay Reese (?), 0-755809, Pilot; Robert Winstead, 0-818263, Pilot; Robert M. Whyte, 0-712250, Nav.; Thomas O. Thompson, 0-762611, Bomb. S/Sgt's Emerson (NMI) Lewis, 11068507; James W. Reichert 18006449; Ben (NMI) Vallandigham Jr., 6988406; George (NMI) Carmignani, 19159294; Edmund T. Clarke, 6835043; Norman (NMI) Jacobon, 33025985; Paul B. Kollar, 37552520 (?); Ernest E. Bones, 19176593; Harry S. Hill, 19114484; Arthur P. Pietrolungo, 33574624. Sgts Anthony S. \_\_\_\_\_, 37601138; Howe, Robert G., 10175001; James R. Boggess, 35531987; Roy C. Fowler, 37343410; Charles C. Wettner, 35424202; Robert D. Ekwall, 17098280; Leroy E. Hawksley, 31257806; Robert A. Williams, 33591538.
12. Ten officer promotions came through today, three 1st Lts. being promoted to the rank of Captain and even 2nd Lts. receiving the silver bars of 1st Lts. The three new captains are: John J. Richmeier, Communications Officer; Joseph H. Chance, Jr., Engineering Officer, and Elmer L. Kirkendall. The 1st Lts are all combat personnel. A nonoperational day, but much preparation being made for the first mission since the men are back from Russia.



13. An operational day with six ships completing a mission to the Oberpfaffenofen A/D and assemble factory near Nurnich, Austria. Everyone in the squadron has learned how to speak Russian. They say Da instead of yes now. a USO show was given at the outdoor theater this evening, consisting of three women and one man. It was called the 111 Unit.
14. An operational day with another Hitler oil refinery receiving a good pounding from the Fifteenth Air Force. It was change of men to the Isle Capri today. Under the present setup, all combat men will have their week at Capri. Only they are now sent and with a crew each week, it is possible to have every man go before he completes his mission. It has been a routine operational day, with everyone going about his duties in the usual manner.
15. A scheduled operational day but due to weather the mission was called off. Four new ground personnel were assigned today and are as follows: S/Sgts Donald L. Cook, 34803681; L.A. Flinn, 14160392; Cpls Michael \_\_\_\_\_. Onusheo, 33517988; John B. Oclalck, 36519717. The wind and dust has blown all afternoon, continuing to burn up all vegetation in the area. With summer, a large number of men go swimming at the \_\_\_\_\_ beach every day. Generally two trucks leave the squadron at 1 o'clock.
16. Another oil refinery was bombed today on the outskirts of Vienna, Austria. Twenty two enlisted men promotions came through today. THE REST IS ILLEGIBLE.
17. A practice mission was held this morning, with six ships taking off about 0915 o'clock. Within several weeks the old experienced pilots will be completing their missions and today's practice was for the benefit of newer men. All ships returned safely at 1100 o'clock. The squadron Adjutant, 1st Lt. Robert W. Masters, received a promotion to Captain today. The show at the outdoor theater this evening was Knickerbocker Holiday, starring Nelson Eddy.
18. A scheduled operational day, but due to bad weather the mission was called off before take-off. The personnel are getting tired of these early H-hours, going to briefing and down to the line only to have the mission canceled. H-hour was 0230. Another quiet Sunday has gone by. A typical non-op Sunday with men going to services and catching up on their over-due letters.
19. Another scheduled operational day, but due to weather the mission was canceled after briefing. The rest of the day was spent loafing and writing letters. This evening down at the group outdoor theater the show, "Fired Wife," starring James Craig and Louise Allbritten.
20. The crews took off again this morning but were called back. The weather was bad and it was threatening to rain. A tough mission was canceled and the boys were satisfied to be called back. With a difficult and dangerous mission they don't want the additional worry of weather. A new man was transferred into the squadron today, S/Sgt Donald L. Cook, 34603681. We believe he works in the kitchen. A ball game was scheduled today but was called off due to rain.
21. Again a scheduled operational day with five planes taking off and being called back immediately. While ship number 021 was attempting to land with a full bomb load and capacity load of fuel, the landing gear collapsed. Fortunately no one suffered from the results and the ship was all; the ball turret was damaged beyond repair and the ship will be out of service for some time. Lt Lester C. Brock, former Bombsight Officer is on detached service to the States training to become a gunnery officer. He will return to



the squadron upon completion of training and then be transferred to group to take over his new duties. Captain Donald L. McCullough, formerly of this squadron, following it overseas and flying 14 missions, was grounded and then sent to 5th Wing as assistant operations officer. He is now back in the squadron and will complete his fifty missions and take over as squadron operations officer when Capt. Chamberlain is sent home. We congratulate the following officers upon their promotion to 1st Lts. They are as follows: Dexter E. Barlow 0-785267; Archie I. Flowres 0-698278; Joseph (NMI) Galba 0-757085; ay A. Kite 0-696108; William M. Norwood 0-814384; George (NMI) Saleebey 0-611754; Raymond B. Schuck 0-252628; Frank A. Spincler 0-741420; and Robert R. Winters 0-685047.

22. Operational for the squadron with the communication centers receiving the blow once more. Modena, a junction in the east and west rail line, coming up, Italy received the weight of seven of our bombers. Down at the group outdoor theater the long-awaited Arabian dancing girl named Rouhia showed her wares for a large goggle-eyed group of men.
23. Operational again, the target being Ploesti Oil Refinery. The ships returned safely and no casualties were suffered. Upon the completion of today's mission, immediately after our ships landed, a group of Eight Air Force planes were to land on this field. They did not show up however. The squadron lost another ball game to the group engineering team this evening, knocking them out of first place in the 300 dollar league. Over at the group theater the 21st Engineer band was featured putting on a good show and beating it out for the men.
24. A scheduled nonoperational day with nothing scheduled for the combat men. Two other squadrons i the group flew a practice mission and carried "Garbage," metallic sheets used to jam radar on the ground. Three officers had about a half hour training on the link trainer but the rest of the men in the squadron were off for the day. At the outdoor theater this evening, "In Old Oklahoma" was shown starring Randolph Scott.
25. After a day's lay-off, another oil refinery and marshaling yards received the high explosives of seven of our bombers. A very early H-hour (210 o'clock to be exact) and a long mission--over six hundred miles one way. The men were very tired on their return and most of them went to bed early. Of course, today being Sunday, a few went to church.
26. An operational day with a dangerous mission--the Vienna Winterhafen oil depot. Remnants of the Eighth Air Force who recently shuttled to Russia from England landed here today, completing two-thirds of the circuit from England to Russia to Italy and hack to England. It is another success of the Allies in their total war with Germany. It proves that there is no part of Germany that cannot be reached by the heavy bombers of the combined air force. Another movie was shown at the outdoor theater this evening, "Dangerous Blond," featuring Ben Blue.
27. Another operational day with the mission again being completed. The month of June has been the slowest month for the group this year. Several days were spent in Russia and therefore bringing the possible operational days down. There was a stage show at the open air theater this afternoon, featuring four women and a man. All the ships returned safely from the raid and mission number 210 being completed.



28. An operational day. The combat men were busy, however, cleaning their ships and guns. The squadron has changed squadron navigator with the completion of fifty missions for Lt O'Reilly. Our new first navigator is a squadron old-timer and has over thirty missions. Down at the outdoor theater this evening, the show, "Mister Big" with Donald O'connor was given before a large audience.
29. A nonoperational day with the mission being canceled due to weather. Again, the men were down on the line cleaning guns and standing an inspection before Captain McCullough and Major Schroeder. It is the day before pay day and once again we can figure on a big night at the two clubs.
30. Operational with six ships taking off and not reaching the primary target due to a large front approximately two hundred miles from their destination. They did, however, drop their bombs on Budapest, Hungary. Pay day today and after all loans were paid off the men went back to the table and lost for another month. Of course there were some big winners for the first night. A new communication man joined the squadron today and is classified as a teletype operator. He is Pfc Marvin D. Stocks, 37106814.

#### BATTLES OF THE 346TH BOMBARDMENT SQUADRON (H)

2-6-44 Eight B-17s, 733, 028, 855, 201, 021, 055, 851 and 068, took off from Tortorella L/G at approx. 0500 o'clock to bomb the M/Ys at Debrecen, Hungary, and to land at Poltava, Russia. The results of the raid proved very satisfactory with both the choke points being closed and great destruction done to standing stock. There were no early returns and all ships landed safely at approx. 1100 o'clock.

6-6-44 Eight B-17s, 733, 028, 855, 201, 021, 055, 851 and 068 took off from their Poltava base in Russia to bomb the A/D at Galatz, Romania. Results were good with 12 to 14 A/C destroyed on the ground. Buildings and installations were hit and a number destroyed. All ships returned safely to their base in Russia.

11-6-44 Eight B-17s, 733, 028, 855, 201, 021, 055, 851, and 068 took off from Poltava L/G, Russia, with 24 incendiary bombs to Foscani A/D, Romania. The results were very good with the landing field being well covered with good patterns of bombs. Also installations were hit and several large fires started. Fighter opposition was scanty, but flak was heavy and somewhat accurate. All the planes returned safely to their home base at Tortorella, Foggia.

13-6-44 Six B-17s, 733, 028, 055, 032, 064, and 851 took off at 0830 o'clock with a bomb load of 12x500 to bomb the installations at the Oberfaffenhofen A/D, Austria. The results of the bombing were impossible [sic], the target was obscured by smoke raised by bombs of groups ahead. Eight to ten fighters were observed but no encounters were made. Flak was heavy, intense and accurate. Several units received minor damage. There were no casualties and all ships returned safely at 1330.

14-6-44 Mission No. 204. Eight B-17Gs, 021, 064, 733, 028, 068, 436, 032, and 055 took off at 0630 o'clock with a bomb load of 20x300s to bomb the oil refinery at Budapest, Hungary. The 99th Group was not the first over the target and positive results are uncertain. The bombs were dropped through the smoke and wide-spread damage probably was inflicted. Several fighters were observed, but no encounters were made. Flak was heavy, moderate, and fairly accurate. Ship numbers 032 and 055 returned early. The rest landed safely at 1400.

15-6-44 Seven B-17Gs, 733, 436, 861, 558, 021, 064, and 035 took off at 0645 o'clock with a bomb load of 20x500s to bomb the Kagran Oil Refinery near Vienna, Austria. The target was covered by clouds and results are uncertain. Hits are believed to have been made however. Fires and smoke were observed after leaving the target. Flak was heavy, intense and accurate. Four ships received minor damage, but no casualties were suffered. Fighters were observed but no encounters were made. Ship \_\_\_\_\_ returned early with the rest landing safely at 1330 o'clock.

22-6-44 Mission Number 206. Seven B-17Gs, 851, 301, 855, 064, 734, 055 and 068 took off at 0830 o'clock with a bomb load of 12x500s to bomb the M/Ys at Modena, Italy. The results were not too good with most of the bombs hitting long and on either side of the yards. There was no flak at the target and no fighters were encountered. All ships returned safely at 1400. No casualties were suffered.

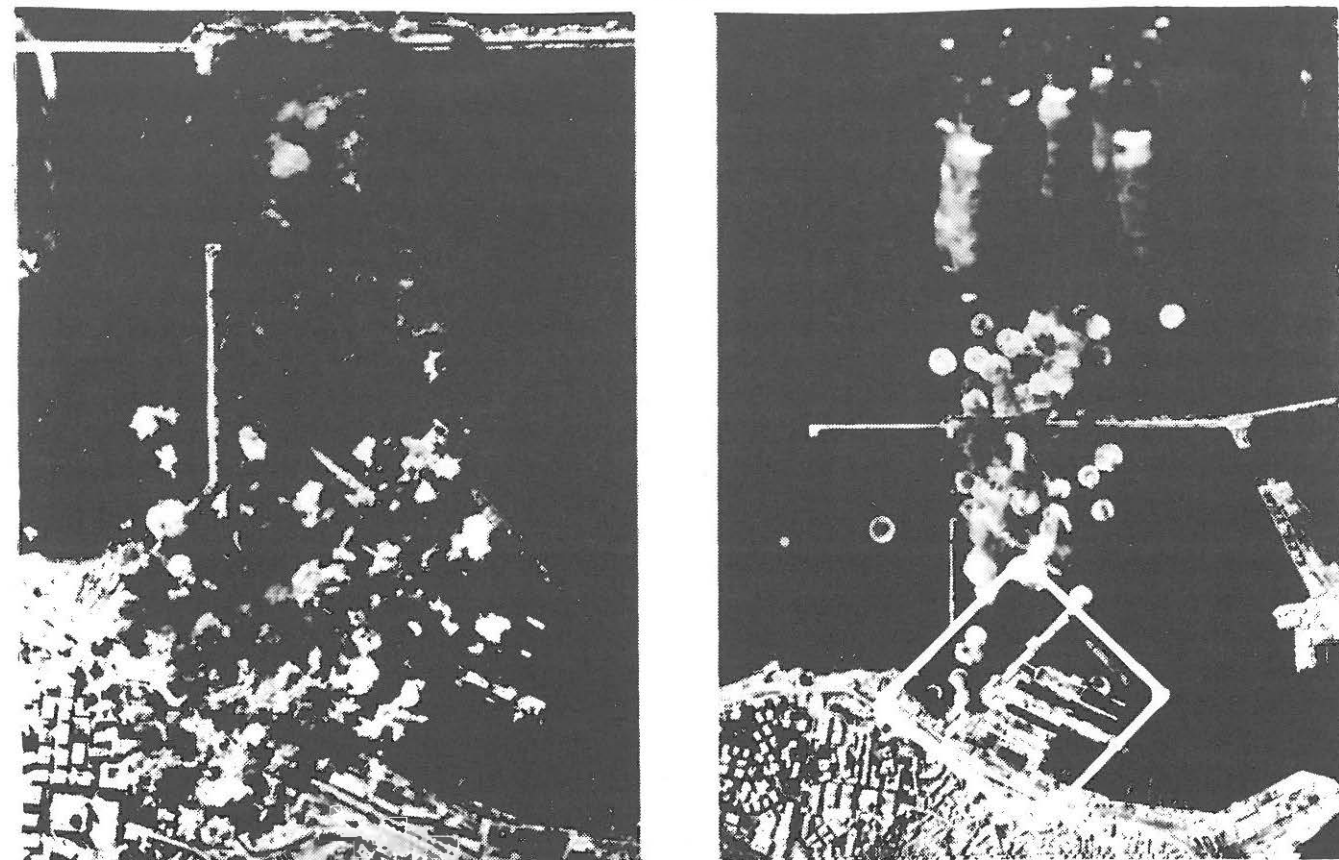
23-6-44 Mission number 207. Seven B-17Gs, 733, 068, 631, 436, 023, 055, and \_\_\_\_\_, took off at 0630 o'clock with a bomb load of 20 or 24 100lb bombs. The target was completely covered over by smoke screen and observation of results were [sic] impossible. Flak was heavy, moderate, and fairly accurate. Four ships received minor damage. Twenty-five to thirty fighters were seen and several encounters were made. One claim of \_\_\_\_\_ made. All ships returned safely at 1330. No casualties were suffered.

Mission Number 208. Eight B-17Gs, 733, 055, 064, 028, 436, 855, and 851 took off at 0600 o'clock with a bomb load of 12x500s to bomb the oil refinery at Sete, France. The total distance traveled was 1230 miles, the longest mission ever attempted by this group, non-stop. The observation reports were not too encouraging but photo pictures confirmed a good job. There were no enemy fighters and only three bursts of flak were observed by our men. Ship number 851 returned early due to trouble with the number three engine. The rest of the ships returned safely at 1330. No casualties were suffered. 25-6-44.

Mission number 209. 26-6-44. Eight B-17Gs, 055, 855, 436, 028, 851, 064, 570, and 733 took off at 0600 with a bomb load of 250 and 300 pound bombs. One ship jettisoned with the rest dropping on the primary target. The target was Vienna Winterhafen Oil Depot. The squadron bombing was fair. The aim was excellent as to deflection, but long; bombs began to hit 400 feet inside aiming point, just beyond oil tanks and warehouses, carrying thru M/Y and into the water. Fires were started among tank cars in the M/Y. Ten to fifteen fighters were seen with several encounters, one claim being made. Flak was heavy, intense and fairly accurate. No ships were lost and no casualties were suffered. Several ships returned with flak damage, but will be in operation within a day. All ships landed at 1230 on Tortorella landing field.

27-6-44 Mission number 210. Ten B-17Gs, 733, 851, 436, 570, 754, 855, 032, 028, 068, and 084 took off at 0630 with a bomb load of 300 pound bombs to bomb Budapest Oil Depot. Due to an overcast at the target an alternate target was hit. Nine ships dropped on Brod M/Y with part of the squadron dropping a nice strike pattern on the East end of the M/Y. The rest of the squadron bombs were strung out, beginning at 1000 feet south of the M/Y, a few carrying into airfield, 4000 feet southwest of the target. Flak was heavy, moderate and fairly accurate. Ten to fifteen fighters were seen with several encounters. Two claims were made. All ships returned safely at 1400 o'clock.

30-6-44 Mission number 211. Six B-17Gs, 058, 570, 733, 064, 055, and 851 took off at 0641 o'clock with a bomb load of 12x600 to bomb the oil refinery at Ujest, Germany. Due to a high front starting at Lake Balaton the group was unable to continue on. On the return they dropped their bombs by pathfinder on Budapest, Hungary. Flak was heavy, moderate, and fairly accurate. Two ships received minor damage. No fighters were seen and all ships returned safely at 1317.



Maj. Gen Nathan B. Twining commended the 99th Bomb Group on its excellent bombing of Genoa Harbor, Italy on 4 September 1944. This is the last port available to the enemy in the Mediterranean Area.

### San Diego Reunion Preliminary Information.

**As of April 12 when our hotel special rate expired we had the following numbers preregistered for San Diego:**

- 1.) 205 to attend reunion
- 2.) 82 to take Navy Ship tour
- 3.) 88 to take Tijuana tour
- 4.) 130 to Marine Boot Graduation & Parade followed by business lunch overlooking harbor.
- 5.) 120 for beach picnic.
- 6.) 95 to San Diego Wild Animal Park
- 7.) 200 for Banquet/Dance
- 8.) 100 for Sun. departure breakfast.

99th Bomb Group Historical Society  
Walter H. Butler, Treasurer  
8608 Bellehaven Place, N.E.  
Albuquerque, NM 87112

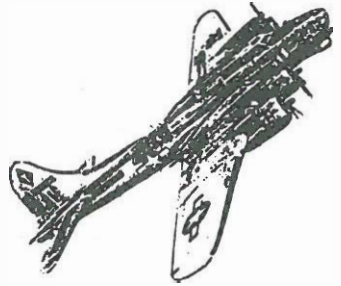
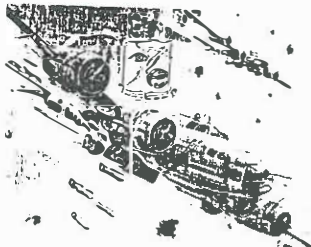
NONPROFIT ORG.  
U.S. POSTAGE  
PAID  
Lompoc, CA  
Permit No. 115

Assoc.\*\*\*\*\*1998  
Robert H. Penoyer  
123 N. New,Apt D  
Monterey Park CA 91755

\*\*\*\*\*

One should submit information to be included in our quarterly newsletters (FEBRUARY, MAY, AUGUST, & NOVEMBER) no later than the first of April, July, October, of January. Information should be directed to Bernie Barr or Walter Butler. **EVERYONE HAS A STORY! PLEASE SEND IT ALONG (TYPEWRITTEN) FOR A FUTURE ISSUE.** BERNIE'S ADDRESS IS: 7408 VISTA DEL ARROYO, ALBUQUERQUE, NM 87109. WALTER'S ADDRESS IS: 8608 BELLEHAVEN PLACE, N.E., ALBUQUERQUE, NM 87112.

# THE 99TH BOMB GROUP HISTORICAL SOCIETY NEWSLETTER



WORLD  
WAR II



Squadron



Squadron

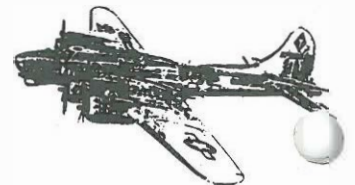
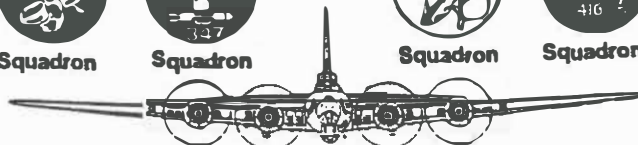
B-17 Flying  
Fortresses



Squadron



Squadron



The Group Flew B-17 Flying Fortresses  
For A Total Of 395 Combat Missions From  
North Africa & Italy To Bomb European  
Targets During 1943 & 1945.