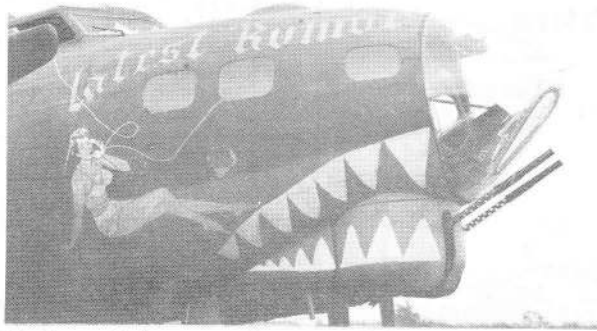




COMBAT UNITS

HQ. SQUADRON
548th BOMB SQ.
549th BOMB SQ.
550th BOMB SQ.
551st BOMB SQ.



"The Mighty Eighth Reunion Group"

385TH BOMBARDMENT GROUP REUNION ASSOCIATION

GREAT ASHFIELD — SUFFOLK, ENGLAND
STATION 155



SUPPORT UNITS

424th AIR SVS. GP.
877th CHEM. CO. (AO)
DET. 155, 18th AWS

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& REGISTERED ADDRESS**

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NEWSLETTER

Volume VII, No. 8

15 February 1979

Editor: John C Ford

GREETINGS FROM ANOTHER GROUP

**A 94th BOMB GROUP
MEMORIAL ASSOCIATION**

1942-1945

CLIFF C. HATCHER III 217 ROCK CREEK DRIVE GREENVILLE, SC 29605

5 January 1979

Mr. John C. Ford
President
385th BGRA
7204 Easy Street
Camp Springs, MD 20031

Dear John,

On behalf of the 94th Bomb Group Memorial Association, I want to extend to you and the members of the 385th Bombardment Group Reunion Association a very belated thanks for the contributions you and your members made during our recent memorial dedication ceremonies in Bury St. Edmunds, England.

Your presence, along with that of Earl L. Cole and John F. Pettenger, your splendid letters from General Ira Eaker and Senator Kennedy added immeasurably to the dedication ceremonies and the banquet, which in my humble opinion was a tremendous success.

I would appreciate it if you would convey my personal thanks to the members of the 385th BGRA who were responsible for providing the three beautiful wreaths that were placed at the base of our memorial after its dedication.

Sincerely yours,

Cliff C. Hatcher III
President

NOTE THE NEW DECALS ON THE TOP LEFT OF OUR MASTHEAD. ONE IS A VERY CLOSE FACSIMILE OF THE ONLY AUTHORIZED 8TH AIR FORCE SHOULDER INSIGNIA. SEE STORY ON PAGE 2.

KANSAS CITY REUNION - 4-6 MAY 79

(See page 6)

POINT & COUNTERPOINT 8th AIR FORCE INSIGNIA

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE MILITARY PERSONNEL CENTER
RANDOLPH AIR FORCE BASE, TEXAS 78148



23 August 1978

Lt Col John H. Woolnough
Editor, 8th AF News
Box 4738
Hollywood, Florida 33023

Dear Colonel Woolnough

Attached is a photograph of the 8th Air Force emblem as it was originally approved. No other versions or modifications are authorized; we are not aware of the emblem design used in any other form.

As you requested, a copy of your letter has been forwarded to Hq SAC/DPAP, Offutt AFB Nebraska for their direct reply to you.

Sincerely

Nancy Carroll
NANCY CARROLL
Special Programs Division
Directorate of Pers Program Actions



8TH AIR FORCE

NOTE: The above letter is a result of our continuing search to find the history of the 8th Air Force emblem. SAC historians have confirmed that the curved wing version was never authorized. In view of the wide-spread use of the curved wings by historians and emblem makers, we urge 8th AFers to use the authorized wings whenever practicable to avoid extinction of this version in historical records. In a related subject, readers are reminded that we were in the Eighth Air Force. There was no "Eighth U. S. Army Air Force" ever. How can history be preserved if we repeat inaccuracies.

By John Ford

The above Air Force letter was printed in the 8th AF News for November 1978. Both the letter from The Air Force Military Personnel Center at Randolph AFB, and the NOTE added to the bottom of the letter annoyed me. The 8th Air Force insignia shown was not the emblem as originally approved, although it was originally forwarded to the U.S. Army's Heraldic Division of the Quartermasters Corps for approval. The balance of the statement in the first paragraph indicated that little or no research had been done on the matter. In the "NOTE" typed on the bottom of the Air Force letter, the Editor of the "8th AF NEWS" became a "we" instead of John Woolnough.

But perhaps what annoyed me the most was that I had completed research on the subject in late October and was awaiting the zerox copies that would refute the statements in the article and perhaps many firms and other groups would be misled by the article. A case in point was "The Friends of the Eighth" (FOTE) in England, whose window decals carried the curved wing version of the 8th Air Force insignia, plus the Publisher of the "Airfields of the Eighth - Then and Now", who had gone to considerable expense to have a hand carved leather plate made to press the cover of the deluxe American edition of that book.

When the copies did arrive, I circulated them to various persons and decided to reproduce them for the benefit of our group members. The reproductions were not the clearest in the world and it was necessary to slightly retouch some of them before they could be reduced in size and printed in these columns. These copies were taken from the original submissions which are on file at The Institute of Heraldry, U.S. Army, Cameron Station, Alexandria, Virginia, 22314. The Institute, while under the Department of the Army, is used by the other Services to review, assist, redesign and approve emblems of heraldic nature.

The story of the 8th Air Force emblem approval began when the War Department Cable 1880, dated 25 March 1943 was sent to the field. Many members of the 8th Air Force were wearing the patch indicated in the

letter above, but the War Department cable requested that all insignia or emblems be submitted to the Commanding General, Quartermasters Corps, through the Commanding General of the Field Forces concerned. For that reason, Major General Ira C. Eaker submitted the following request to the Commanding General, Army Air Forces, Washington, D.C.:

HEADQUARTERS
EIGHTH AIR FORCE

0001750

9 April 1943.

421.

SUBJECT: Proposed Insignia - Eighth Air Force.

TO: Commanding General, Army Air Forces, Washington.

1. Pursuant to the instructions contained in War Department Cable No. 1880, 25 March 1943, it is recommended that the following shoulder insignia be adopted for the Eighth Air Force:

a. Insignia: On a disk of ultra-marine blue, a winged figure eight in gold, a white five-pointed star with a red center, superimposed in the lower lobe of the figure eight.

b. Description: Blue and gold are the colors of the Army Air Forces. The winged figure eight represents the power and mobility of the Eighth Air Force. The white five-pointed star with the red center is the Army Air Force star. The disk to be 2 1/2 inches in diameter.

c. To be worn: On the left shoulder as prescribed by current Regulations.

Ira C. Eaker
IRA C. EAKER
Major General, USA,
Commanding.

1 Incl:
Proposed Insignia, Eighth Air Force.

PS 4



Incl #1

The record shows that two Indorsements later, the letter arrived at the Heraldic Section of The Quartermasters Corps. On 20 May 1943, a letter with the approved 8th Air Force shoulder sleeve insignia was sent to the Commanding General, Army Air Forces. In the copy below, the upper left hand corner of the letter contained the following typed lines: SP to 421.4 - 8th Air Force (Shoulder Sleeve Insignia). These lines are almost illegible on the zerox copy. It will also be noted that 20 May 1943 appears on the letter, while the approved date on the heraldic sketch is 27 May 1943. Historians believe the date on the letter was the date the letter was typed and sent to the Heraldic Section, where personnel were still putting the finishing touch to the new design. The letter was signed by Colonel D. H. Cowles, Assistant to the Commanding General, Quartermasters Corps. The heraldic approval document, which was inclosed with the letter, was signed by Arthur E. DuBois, Chief, Heraldic Section.

The Quartermasters Corps was charged not only with the design, but also with the procurement of all approved items of issue. It is to their credit that first issues of the new design were in the field in

(Cont'd Page 3)

the last week in June 1943.

There is no record at The Institute of Heraldry that anyone ever contested or sought a change of design of the originally approved 8th Air Force shoulder insignia. This includes any request from the Strategic Air Command (SAC), which was formed after World War II at old Bolling Field, Washington, D.C., and moved to Andrews Field in Sep-Oct 1946, where it was housed in the same building now occupied by the Air Force Systems Command (AFSC).

Following is the letter of approval:

AG 421.4 - 8th Air Force
(Shoulder Sleeve Insignia)

May 20, 1943

SUBJECT: Shoulder Sleeve Insignia for 8th Air Force.

TO: Commanding General, Army Air Forces, Washington, D. C.

1. By the authority delegated to The Quartermaster General by 2nd Indorsement, AG 421.7 (9-15-42), OD-I, The Adjutant General's Office, October 8, 1942, the following shoulder sleeve insignia for the 8th Air Force is approved:

On a blue disc 2 1/2 inches in diameter a winged numeral "8" 1-3/4 inches in height in golden orange, in lower lobe of numeral a white five-pointed star charged with a red disc.

For The Quartermaster General:

F. H. COOLES,
Colonel, U.S.A.,
Assistant



SHOULDER SLEEVE INSIGNIA FOR THE
EIGHTH AIR FORCE

On a blue disc 2 1/2 inches in diameter a winged numeral "8" 1 3/4 inches in height in golden orange, in lower lobe of numeral a white five-pointed star charged with a red disc.

O.Q.M.G. MAY 27, 1943

Approved

Arthur E. Doubois
ARTHUR E. DOUBOIS, CHIEF, HERALDIC SECTION

Incl #2

Before going to press with this article, I was privileged to have a telephone conversation with Lt. General Ira C. Eaker, in which I made inquiries on his personal recall with the subject of the insignia. Much to my surprise, the General stated the original patch as indicated in the "8th AF News", was designed by one of his staff members very early in 1942, and just shortly before the arrival of the first bomber groups. To General Eaker, the selection and readiness of a distinctive shoulder patch was a needed morale item....and anyone familiar with his planning will acknowledge that any vital item, no matter how small, was included in his over-all planning.

One must also remember that Brigadier General Eaker and his very small contingent of personnel did arrive in England on 20 February 1942, just 24 days after the 8th Air Force was activated at Savannah Air Force Base in Georgia, under the command of one Colonel Asa N. Duncan, and at that time the General did not know the 8th Air Force was intended for the United Kingdom. Major General Carl "Tooney" Spaatz, a World War I veteran had been advised by General Arnold that he (Spaatz) was to be the Commanding General of the Air Forces in England. General Spaatz then convinced General Arnold that he wanted the 8th Air Force in England, and it was early April when General Eaker was told by General Spaatz that the 8th Air Force would be transferred to England in the summer of 1942 when he, General Spaatz, assumed command of all air forces in England. Thus, the design of the shoulder patch was really the intended insignia of the VIII Bomber Command, which was under the command of B/Gen. Eaker! And so it was that VIII Bomber Command personnel scurried around England to find a manufacturer for the Eaker selected patch. One was found, and the patches were ready for issue when the first flying units were originally scheduled to arrive in May 1942. However, Japanese action in the Pacific area caused a delay in the first arrivals and meanwhile, Major General Spaatz arrived in England on 18 June 1942 and the 8th Air Force became active. General Spaatz accepted the VIII Bomber Command patch as the 8th Air Force shoulder insignia. The original, but not the duly authorized insignia, was used until the War Department Cable No. 1880, dated 25 March 1943 notified all Commanders in the field to submit their suggested insignia to The Quartermasters Corps for review and/or redesign and official approval. By this time, Major General Eaker was the Commanding General of the 8th Air Force. So it was that while the original VIII Bomber Command insignia selected by the General, was also the candidate for the 8th Air Force patch. For reasons unknown to the author, the design was modified to the curved wing shoulder sleeve insignia that was the only duly authorized 8th Air Force insignia. The decision to modify was not contested as far as General Eaker can recall. The curved wing shoulder insignia was first issued in July 1943 and that is why many of us possess two distinct shoulder insignia for the 8th Air Force. Incidentally, the Army Regulation governing the approval authority for all insignia and emblems, dates back many year before World War II. It was just overlooked in the mass build-up of force. That's why the War Department Cable was issued.

This article was intended to indicate the great amount of time and effort that must be expended to present history in its "factual" truth. As the conversation with the General proves, many facts are never written down for posterity and some history is presumed in the light of circumstantial evidence. Such history should never be used for self-serving purposes. After watching historians such as Roger Freeman collect facts or "factual" statements, it is a revelation to a person such as myself, how he and others agonize over using such material. My research in this matter makes me very happy. The "Friends of the Eighth" (FOTE) in England, by having the authorized insignia on their auto badge decals, indicates to me they know how to get facts...even if they dig them out of the earth!

The new decals on the top of this issue of our Newsletter are the handiwork of Robert Cribb, Route 7, Box 9A, Spartanburg, SC, 29303. Bob was in the original 31st Station Complement and is a regular contributor to the Association.

3rd SCOUTING FORCE

It is a constant surprise to me how many different roles were played by various members of the 385th Bomb Group during World War II. There were a few who made a major contribution to the effectiveness of our bombing efforts, and yet very little is written about their saga. Take the Scouting Forces as an example. Colonel Budd J. Peaslee had been the Commander of the 384th Bomb Group when it arrived in England and later was the Commanding Officer of the 40th CBW, where he had flown many missions as the Task Force Commander. He had been the leader on the Schweinfurt mission in October 1943, that had proven to be a very costly mission, and not because of his leadership. Weather had proven so damaging to our bombing efforts, that many times he had been faced with the decision to bomb or not to bomb and at one time he was even forced to maneuver an entire B-17 wing around the Knaben area, just to find a cloud break that would allow them to bomb the target. From that experience in November 1943, Colonel Peaslee evolved a plan to set up a Weather Scouting Force, whose aircraft and personnel would fly minutes ahead of a bombing task force, apprising the Task Force Commander of conditions. The Commander could then make a choice of options on how to avoid changing fronts and seemingly unpassable cloud formations. The wing would then have sufficient time to change course or altitude to avoid enroute incidents, accidents, or disasters.

Colonel Peaslee sold his idea to General Doolittle and began his original planning in May 1944. A short time later, Major Merrill J. Klein, one of the 385th's finest Air Command Pilots and former Operations Officer of the 549th Bomb Squadron, was requested for re-assignment to the Operations staff of the 3rd Air Division. After assignment, Merrill convinced General Partridge, then Commanding General of the Third Air Division, that Peaslee's idea should be accepted and acted upon in that Division. When asked by the General who could build-up such a force, Major Klein suggested Major Vincent W. Masters of the 551st Bomb Squadron, 385th Bomb Group.



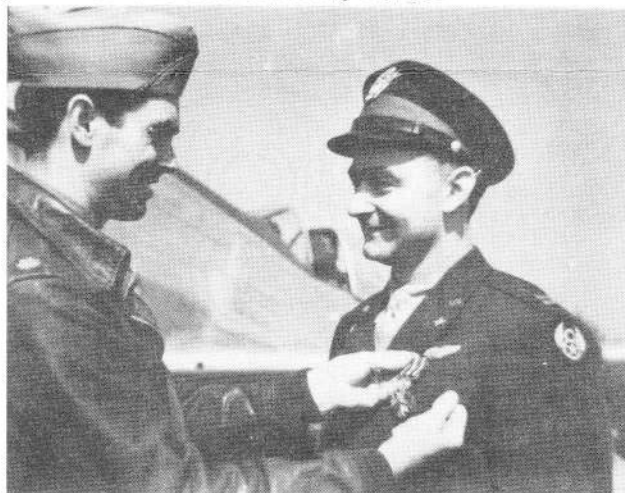
Major Vincent W. Masters, CO, August 1944

Major Masters, one of the original four B-17 Lead Pilots assigned to the 385th, was just flying his last (28th) mission as an Air Command Pilot with the 385th when he learned of his new opportunity. And so it was that in August 1944, the same month that the 1st Scouting Force became operational, Vince Masters was faced with the job of selecting personnel to activate the 3rd Scouting Force. He was most selective about his pilots, and of those selected, all were Lead or Command Pilots who had completed their tours and who wanted to transition to the P-51. The pilots selected - one of whom was Captain O.V. Lancaster of the 550th Bomb Squadron, 385th Bomb Group - proved to be most exceptional men. They began by flying one AT-6 trainer that had been assigned. It must also be remembered that each man had volunteered to fly another tour in fighter aircraft and had given up their chance to have an R & R stateside before reassignment. There were men



L to R: Lt. Meyers, 385th Ftr Squadron Flight Instructor at Goxhill Station; Herb Howard, 100th BG; O.V. Lancaster, 385th BG; L. Abendroth, 486th BG; Andrew Fuller, 486th BG; Wes Lundholm, 100th BG; Bill Sandbloom, 486th BG; Don Guthrie, 486th BG, and Stan Gagon, 447th BG.

in intensive competition for a place on the Scouting team, and the selectees were the finest. After very few hours in the AT-6, they were graduated to the P-51 Mustang when they demonstrated their ability to handle that quick-response aircraft. After only 20 hours in the P-51, the airmen were combat ready. Among this very select group of men was another 551st Bomb Squadron member, Captain Edward J. Grabowski, who had completed his tour as an outstanding Lead Navigator. Ed was the Navigator for the 3rd Scouting Force.



Major Masters decorates Capt Ed Grabowski

There had been quite a bit of thought, arm-twisting and discussion before the unit was assigned to the 55th Fighter Group at Wormingford. None of the fighter groups were over-excited at the prospect of have a bunch of war-weary ex-bomber pilots messing up their fields. The personnel were all on detached service from their parent unit and the P-51's, with their ground crews, were on detached service from the fighter squadrons of the 55th. It is probably true that most of the personnel felt they were being treated like a baby born out of wedlock, to unwanted parents. But there was too much to be done in a short period by too few! Major Masters doubled as Command and Operations Officer, while his Ground Exec doubled as the Intelligence Officer. Only two enlisted personnel were assigned for administrative purposes and they did every job imaginable. Despite all the obstacles, the 3rd Scouting Force flews its first mission on 15 September 1944, just two months after the 1st Scouting Force had blazed the way, and a little more than a month after organization. In the blue! Major Masters

(Cont'd on Page 5)

SCOUTING FORCES.....(Cont'd from Page)



Captain O. V. Lancaster

had Ed Grabowski as Navigator and O.V. Lancaster flew as lead of the second flight. Their purpose was to report weather conditions enroute and over the target, timing their arrival over the primary target about ten minutes before the arrival of the bombers. Later on, they were utilized to help form the bomber stream in the assembly area.

The aircraft were fully armed but they were under strict orders not to engage the enemy - only to protect themselves. The unit had five confirmed destroyed enemy aircraft and in more than 1300 sorties, they encountered more than 20 enemy aircraft in combat.

The turnover in pilots was rapid after the Scouts entered operations, since the unit flew every operational day. Four pilots were killed in action - three of them attributed to the weather.

In February 1945, the 3rd Scouting Force became the 3rd Scouting and Weather Force, and the unit was brought up to a Bomber Squadron strength, inheriting the Table of Organization (T.O) from the 862nd Bombardment Squadron. Ten B-17's were assigned with their crews, in addition to extra fighter pilot crews. The 55th Fighter Group was really bent out of shape since they were the only fighter group having a bomb squadron in their midst.

The purpose of this reorganization was to place all weather aircraft under the command of then Lt. Col. Masters. Up to the point of this change, the esprit de corps of the Scouting Force was extremely high, but the ground forces from the 862nd Bomb Squadron arrived in a rather demoralized state. They had arrived overseas with B-24 aircraft and as part of the 493rd Bombardment Group at Debach in May 1944. They were converted to B-17G's on 8 September 1944, and now, on 1 February 1945, they had been stripped from their Group and assigned to what they regarded as a somewhat mongrel outfit.

The B-17's assigned to the 3rd Scouting and Weather Force were all stripped of their turrets and could really move. Some were old - some were new. Despite growing too fast, the 3rd Scouting and Weather Force molded into a going outfit and morale improved to the point that General Partridge presented them with a Commendation.

The task of the 3rd Scouting and Weather Force ended, Lt. Col. Masters was assigned as Deputy Chief of Staff for Operations, 3rd Air Division in May 1945, where he was given the task of scheduling the aircraft and bomber crews home for reassignment. His section may well have been termed "The Masters Travel Agency" since he also began running rubber-neck flight tours to the Ruhr, Rhine and Schweinfurt, Germany. This was a period in his Air Force

career he did not know he had so many friends. Colonel Masters left the 3rd Air Division to form a Scouting force for General's LeMay and Partridge for the 20th Air Force. Personnel were ready to start training at Bolling Field when VJ Day ended the requirement.

Offered a job flying a desk at the Pentagon, Vince opted to get out of the service and began flying for TWA. He was being checked out as Captain of a Constellation for the Shannon-London-Paris run when he was overwhelmed with a desire to return to Medical School. Today he is still heading up a significant Scouting Force as the Director of Obstetrics and Gynecology at the Georgia Health Center, University of Georgia, Athens, Georgia. It all ties in. Even back in 1943-45, men of the 385th were giving birth to many good ideas. Mastersfull ones!



Constructive criticism of 55th Fighter Group Commander after this ground loop: "I knew it!"



Captain Lancaster's flight returns from winter mission. L to R: Sandbloom, Abendroth, Fuller and Lancaster.



The unit's Ordnance personnel

REUNION NOTES

Since the last Newsletter there have been several important changes in the planning for the seventh Reunion.

The most significant change has been in the booking for rooms at the Hilton Plaza Inn. Up to and including 1 April 1979, all bookings will be handled by John Ford, President and Editor. The primary reason for this change is that we have blocked 225 rooms in a 250 room Inn. That's 90 percent of the available room space. It also makes it possible to work very closely with Ms. Janine Raspotnik, our Hilton person charged with our reservations and room assignments. Everything possible is being done to arrange rooming to meet your individual desires. It must be remembered, however, that some room assignments may have to be changed at the last moment, due to reasons beyond the control of the Hilton Plaza Inn staff. As an example, if one or more guests are booked into the Inn for the 2nd, 3rd, or 2nd and 3rd of May and at the last minute decide to stay another day or two, there is no way the Inn personnel can force them to move out or change their plans. Please keep in mind that such instances can and do occur frequently, and your cooperation is being sought in advance. Another problem that faces Inn personnel is the times of your arrivals. Every good hotel or motel keeper has a number one rule to satisfy arriving guests by having a clean and available room ready for them. But each hotel is also faced with the fact that a checkout time is set to make the best interface with the arrivee and the departee. Even this rule must be bent at times such as unforeseen instances of illness of one or more of the guests.

If at all possible, would you please notify John Ford of estimated time of arrival at the Inn, so they can be prepared to greet you in the best manner possible, and keep in mind that the established checkout time is not the most desirable arrival time. Above all please keep the 385th spirit high in moments of stress, for a cool head can sure ventilate a hot tongue. You are at the controls.

For the benefit of members living in isolated areas where a travel agency is not available to assist you in your air travel, this office will also attempt to take care of your problems. Just send your desired departure time and the nearest airport to this office and we will secure the most direct and reasonable fare available for your convenience. If you wish to charge the fare to a major credit card, you must supply the name of the credit card company, your account number, the Interbank number, if applicable, and the card expiration date. Your tickets can then be mailed direct to your home, or, if you wish, they can be held at the airport desk for your arrival there. If you wish to pay for the tickets, make checks payable to the Flynn Travel Agency. The tickets will be sent to your home, or you can pick them up at the airline desk at the airport of departure.

Considering that it is approximately three months until the Reunion date, a banner crowd is predicted.

More than ninety-five reservations have been received at the time of going to press, with eighty-five paid in advance.

Competition among air and ground crews is great, with the present leader being the Robert S. Milligan crew of the 549th BS (Milligan, Abrahamson, Baldwin, Immel, Martin, Panfile and Rembert); Wayne Montgomery's crew, also from the 549th (Montgomery, Leyerly, Noble, Stermer, Strout and Trousdale); Robert B. Bailey's crew from the 548th (Bailey, Brucker, Coble and Gillis), and O. V. Lancaster's crew from the 550th (Lancaster, Bommersbach, Heard and Larry Russell, our Kansas City Host). If their was one thing most crews prided themselves about, it was personal interaction. So come on, you other crews, let's heat up the attendance competition! Get on the phone or back to letter writing and urged your buddy to get together on 3-5 May 1979, at Kansas City, Missouri. As a matter of fact, many persons who have already signified they will be at the reunion, have requested rooms next to, or near someone who has not yet indicated their intention of being with us.

Colonel Sep Richard cannot be with us, unfortunately, since he is a Committeeman on a convention that was scheduled at the same date as our reunion, but Bill Tesla, 550th Commander, has stated he intends to try to

be at his first reunion, while Archie V. Benner Jr. and Frank W. Bexfield have already registered. Now if Danny Riva, H.T. "Spoon" Witherspoon and Herb Hamilton will make their reservations, we may be able to hold a "mini-reunion" of Squadron CO's. That would be a treat for many persons.

Just as I was getting ready to print an updated list of persons attending the reunion, the mail man brought another. It was from Curtis A. Ailes, another air crew member of Bob Bailey's 548th crew. Curtis is an outstanding artist, whose scenics are on several postcards in the midwest.

The following list of attendees is coded as follows: (1) or (3) indicates a single or more than two persons. an asterisk (*) indicates an additional days reservation.

- | | | |
|-----------------------|-----|-----------------------|
| Ailes, Curtis A. | (3) | Lyke, Samuel E. |
| Abrahamson, C. L. | * | McGuire, Robert Q. |
| Albrecht, Harold W. | | McMicking, Henry A. |
| Andrew, Hugh S. | (1) | McWilliams, Clovis M. |
| Bailey, Robert B. | (1) | Mann, Sol |
| Baldwin, Robert R. | * | Manning, George W. |
| Beam, David E. | | Martin, Earnest E. |
| Bember, John K. | | Masters, Dr. Vincent |
| Benefield, A.L. | | Miller, Richard M. |
| Benner, Archie V. Jr. | | Milligan, Robert S. |
| Bennett, R.E. | | Montgomery, Wayne |
| Bexfield, Frank W. | | Murray, John R. |
| Bommersbach, L.L. | | Neal, Gerald |
| Bushey, Dr. H.L. | | Noble, John D. |
| Brucker, Noble W. | | Panfile, C. Thomas |
| Cavan, Charles H. | | Raper, Marion E. |
| Coble, Barney J. | * | Relyea, Merle M. |
| Cole, Earl L. | | Rembert, Howard T. |
| Colthorpe, Sidney E. | | Richardson, Howard |
| Corriveau, Al | * | Rivard, Raymond |
| Crosman, Dorland L. | | Roop, William J. |
| Dillon, James L. | | Salvador, George |
| Edelstein, Charles | | Schneider, Joseph S. |
| Emmons, James H. | | Smith, Charles C. |
| Fife, W. A. | | Smith, Dr. Lewis A. |
| Ford, Emory N. | | Stermer, Edward J. |
| Ford, John C. | * | Stern, Edward R. |
| Gaul, Norman W. | | Strout, Clarence L. |
| Gillis, M. Drue | * | Taubkin, Dr. Milton |
| Gorchak, Joseph | * | Toman, Florian A.J. |
| Grabowski, Edward F. | | Traudt, Ernest A. |
| Hale, Don | * | Trousdale, Harold A. |
| Harter, Emmett A. | | Valliere, Robert A. |
| Heard, Lyman B. | | Varady, Capt. Bert J. |
| Hess, James A. | | Walls, Frank B. |
| Hite, John D. | (1) | Wheaton, Richard A. |
| Immel, John A. | | Weikert, Ruel G. |
| James, Ben E. | | Weisgarber, Glenn P. |
| Jameson, Russell F. | | Wilson, Robert W. |
| Johnston, Grier F. | | Wilson, William J. |
| Keen, Pauline | (1) | |
| Knight, Robert A. | | |
| Lancaster, O.V. | | |
| Lee, Robert E. | | |
| Lemon, Harry V. | | |
| Leyerly, Dean | | |

**REMEMBER, THIS IS NOT
THE END, YOU ARE IN-
VITED...BE THERE!**

At the reunion, Arky Huber will have a large selection of "T" shirts available for sale. All will have the Group or Squadron insignia silk screened on them, including many with the 8th Air Force insignia. The Squadron insignias and the Group insignia will be also on display in full color, so you camera bugs can make photographs of them. These insignia were painted at Nellis Air Force Base during our last reunion and are a joy to behold. Also on display is a replica of our 385th Bombardment Group (H) Headquarters sign that you will want to photograph. Please send photos* (as sharp as possible) of yourself and wife, for reproduction into slides for a special slide show. Mail them as soon as possible to John Ford and please include a return envelope, stamped, for their return to you. Group history's will also be on sale, since we have sufficient orders to allow us to go to press in the next few days. Every day say: "MIDWAY USA".

(*) Taken before, during, or just after WW II.

NEWLY FOUND MEMBERS.....

NEW MEMBERS:

| | | | |
|--|--|---|---|
| Allison, Billy H. Box #9, Box 236 Valdosta, GA 31601 | Elliot, Henry P. 901 Ireland Ave Muskegon, MI 49441 | Lamica, Stanley B. 7822 Willow Brook Rd Fairfax STA, VA 22039 | Starkel, Robert H. 710 Bolton Rd Vernon, CT 06066 |
| Ault, Joseph R. 985 W. Morgan Marshall, MO 65340 | Elman, Larry P.O. Box 4043 Panorama City, CA 91412 | Leach, Edward 17 Milk St Attleboro, MA 01913 | Suffin, Mark 96 Twig Lane Levittown, NY 11756 |
| Baker, Henry P.O. Box 6423 Santa Ana, CA 92706 | Emerson, David 317 22nd Ave Great Falls, MT 59404 | McLaughlin, Vincent P. 202 Sackville Rd Garden City, NY 11530 | Smith, Theodore B. 2011 Keswick Way Norristown, PA 19403 |
| Boble, Barney J. 2404 Mabley Trail Greensboro, NC 27407 | Eshelman, R. E. 3946 West Point Dr Los Angeles, CA 90065 | Mertens, Milford 2200 Volley Rd Meadow Vista, CA 95722 | Summers, Robert S. 6709 Dodd, N.E. Albuquerque, NM 87112 |
| Brucker, Noble W. 1385 No. High St Lancaster, OH 43130 | Fabeny, S. A. 4135 N. 27th St, Apt 7 Phoenix, AZ 85016 | Newton, Thomas J. P.O. Box 34 Dallas, OR 97338 | Vance, M. Thomas 7513 Radnor Rd Bethesda, MD 20034 |
| Buss, Milton E. 3460 Yellowstone Ann Arbor, MI 48105 | Fugate, Corbett Quincy, KY 41166 | Powell, William 35 Hinckley Circle Bella Vista, AR 72712 | Wright, Lloyd 2353 W. Ingomar Rd Pittsburgh, PA 15237 |
| Byers, C. Russell 1149 E. Lingard St Lancaster, CA 93134 | Fyda, Louis 8156 N. Wisner St Chicago, IL 60648 | Rohrbaugh, Rev. Laverne E. 2205 Reddfield Dr Falls Church, VA 22043 | Young, George W. 2203 Westover Dr Panama City, FL 23405 |
| Call, Wayne M. Rt #1, Box 40-A Burley, ID 83318 | Gegonine, William 308 W. 4th St Oil City, PA 16301 | Rosener, Neal No. Devil's Gulch Rd Stanley Hts, Estes Park, CO 80517 | <u>RETURNED MAIL - NFA:</u> Matuna, Joseph Price, Charles K. Sanders, Harry A. |
| Cavan, Robert K. 439 Donegal Rochester, MI 48063 | Gilchrist, Rev. Howard M. 213 W. Henry St Saline, MI 48176 | Staats, H. H. 3201 E. Denton Ave St. Francis, WI 53207 | <i>NOTE: Due to lack of space, 38 changes of address will not be listed. The Roster is nearly ready for the printer and will be distributed first at the Seventh Reunion and mailed in May 1979 to all other members sending a 28¢ stamp to cover cost of mailing. Manila envelopes will used in the mailing.</i> |
| Chaar, Robert 716 Berkley St Harrisburg, PA 17109 | Gillis, M. Drue 9409 Pin Oak Dr Silver SPGS, MD 20910 | | |
| Clause, Homer Box 118 Somerset, OH 43783 | Hoffman, James V. 18 Lake View Ave Woodlawn, Buffalo, NY 14219 | | |
| Cohea, Howard 637 Montg NE, Apt 431 Albuquerque, NM 87110 | Ihlenburg, Frederick H. 553A Fairways Circle Ocala, FL 32670 | | |
| Corbin, Wayne D. Star Rt #2, Box 72 Canyon Lake, TX 78130 | Immel, John A. 6927 Skyline Dr Peoria, IL 61611 | | |
| Cooper, Lowell Rt #1, Box 58 Peabody, KS 66866 | Irons, Clement I. (Clem) 443 Naoma Court Fairfax, VA 22030 | | |
| Cunin, John R. 3348 Chelsea Dr Cleveland Hts, OH 44118 | Jackson, Loren E. 513 North N St Lompac, CA 93436 | | |
| Curtis, Eugene 2027 Broadway Mitchel, NE 69357 | King, James 16 Silver St Norwood, MA 02062 | | |
| DeFrancisco, D. H. 633 Third Ave New York, NY 10017 | Kapler, F. A. 403 Westbourne Rd Waterloo, IA 50701 | | |
| Durrant, Colin 101 Avondale Rd Ipswich, Suffolk England | Kent, A. P.O. Box 68 Oregon City, OR 97045 | | |
| Durrant, Van 1514 Gerry Way Roseville, CA 95678 | Kontos, George 6 Meadowview Rd Readville, MA 02136 | | |
| Elkins, Robert G. 6705 Scott St Allendale, MI 49401 | Kostial, Paul 506 Helen St Greensburg, PA 15601 | | |

Obituary - Guy Riggs, 549th

Just recently it was learned that MSgt. Guy Riggs, former First Sergeant of the 549th Bomb Squadron, 385th Bombardment Group (H), died from a heart attack in July 1978. Colonel Nelson Fuller, USAFR, a friend of Guy and your Editor, was the source of the information. Guy's brother, who lives in England, returned to the U.S.A. for the services. Sergeant Riggs was a mainstay for the 549th's CO, Major Archie Benner Jr. and for the Executive Officer, Major Frank Marano. His friends extended far beyond the confines of the 549th. Guy was buried in Hampton, Virginia. He was 72 years old.

MUNSTER MISSIONERS

Ian Hawkins, our old friend in England and a member of "Friends of the Eighth", is starting work on a book about the missions to Munster. Ian was totally incapacitated during a vicious attack upon him in Saudi Arabia in 1976. For five hours he laid in his own blood, conscious and completely paralyzed before he was found and taken to hospital. He was returned to England, where surgeons at the Addenbrookes Rehabilitation Center in Cambridge have performed near miracles on Ian's behalf. He has written to me over the years, starting with an almost undecipherable left-handed scrawl, which has now grown into a beautifully clear and concise handwriting. Buoyed by the devotion of his lovely wife, Mary, and an indomitable will to develop every faculty possible, he is a man I totally admire. Roger Freeman and Lon Deighton (author of "Bomber") two of England's finest World War II aviation historical authors, are now urging Ian to write. I am appealing to every air crew member who participated in the Munster missions of 10 October 1943 led by Herb Hamilton; 11 November 1943 led by Bill Tesla, and the 22 November 1943 led by Danny Riva, to take time out to write your story of participation. It will provide invaluable help.

Mr. Ian L. Hawkins, 29 Birch Ave., Bacton, Stowmarket, Suffolk IP14 4NT, England.

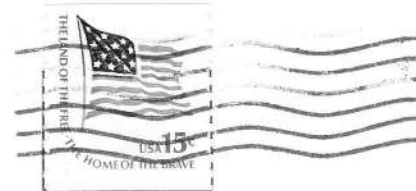


THE ORIGINAL EIGHT

When Major Vincent W. Masters became the Commanding Officer of the 3rd Scouting Force, these were the 8 original selectees. Kneeling is Lt. Meyers, 385th Ftr Squadron P-51 Flight Instructor at Goxhill RAF Station. L to R: Don Guthrie, 486th BG; William Sandblom, 486th BG; Lu Abendroth, 486th BG; O. V. Lancaster, 385th BG; Herbert Howard, 100th BG; Andrew Fuller, 486th BG; Wes Lundholm, 100 BG, and Stan Gagon, 447th BG. All ex-Lead or Command Pilots.

385TH B GRA

JOHN C. FORD, President
7204 Easy Street
Camp Springs, MD, 20031



FIRST CLASS MAIL

Weikert, Ruel G.
6306 Green Leaves Road
Indianapolis, IN 46220

ADDRESS CORRECTION REQUESTED