

HARDLIFE HERALD

Newsletter of the 385th Bombardment Group
Association



548th



549th



550th



551st



1942 - 1945 Great Ashfield - Suffolk, England Station 155 - The Mighty Eighth

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385th BGA REUNION - ST. LOUIS, MO - OCTOBER 2016

HARDLIFE HERALD

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PRESIDENT'S MESSAGE

Over the past several weeks, we have been fortunate to have received several emails from Mike Harvey, whose father was a member of the 385th. Mike's emails included several photos of his dad and others from their days in the 385th. We have been adding these photos to our archives and are in the process of posting them to our website, 385thbga.com.

I'll bet that there are many others out there like Mike who have discovered old photos of family members who were in the 385th and I would encourage to to send us copies of theses photos. They will be valued additions to our archives, posted to our website and possibly featured on our Facebook page or in a future Hardlife Herald edition. So take a minute to think about whether you have some of these visual mementos of 385th history and please consider sending them into us. And if you have other 385th mementos you would like to share, please take a photo and send it to us. We look forward to hearing from you.

And I hope to see you at our reunion in St. Louis!

Tom Gagnon

Letter from the Editor

Page 04 of this issue contains a story recently published in the 8th AF magazine, I'd like to extend a warm "thank you" to Ric Martini and Debra Kujawa for allowing us to re-publish Ric's article for our newsletter.

Also in this issue is an excellent memory regarding short snorters from Mat Leupold. My question is this: Did officers initiate short snorters for the rest of their crew? My grandfather's began with the signatures of fellow officers who were aboard the B-17 he flew across the Atlantic and I am curious if this act of crossing the ocean became the starting point for short snorters. I look forward to hearing more stories regarding this and perhaps those in attendance can bring theirs along to show.

On Page 14 I've listed the B-17s of the 385th. First those with Names and Serial numbers, then by those with Serial Numbers but no names (or unknown names) and lastly by those with names and nose art, but no serial numbers. If you do not see a 385th B-17 listed, please let us know. We are always welcoming and needing photographs from your time with the 385th for our records.

Cheers and I hope to see you in St. Louis!
-Charles Lundsberg

Right: The first currency in Charles Lundsberg's Short Snorter. Along with the officers of his crew, other names are listed who flew from America to England on his B-17 dated June 12, 1944.



BETRAYALS, SECRETS, AND CONSEQUENCES

BY "RIC" MARTINI

Staff Sergeant Frederic C Martini, a Brooklyn native, was the left waist gunner and assistant flight engineer on a B-17 assigned to the 551st Squadron of the 385th Bomber Group. On 12 June 1944, he left Great Ashfield on Mission 132 for the 385 BG (407 for the 8th AF). This would be their ninth - and last - combat mission and their third plane since their arrival in the U.K. in late April. Their aircraft, 42-31762, under the command of Lt Loren Jackson, was Tail-End Charlie of the high group. It was hit by anti-aircraft fire southeast of Rouen and the crew abandoned ship as it went down.

Wounded by flak, Fred was unconscious from the time he left the plane at 21,000' until he was less than 1000' from the ground. Because he deployed his chute at the last possible moment, he escaped detection by German patrols. One other crewman (SSgt Sam Pennell, the right waist gunner) also waited to deploy his parachute. He too escaped capture, although because his opened sooner than Fred's the two airmen landed several kilometers apart. Of the eight other crewmen aboard the plane, called "Crashwagon III" by the Jackson crew, one (Lt Gerald Shaffer, the navigator) was killed when

his parachute streamed and the others opened their parachutes on exiting the doomed aircraft, and German patrols were ready and waiting when they reached the ground.

Fred sprained his ankle and was knocked out in a hard landing near Provement-Chauvincourt. He was found almost immediately by a local farmer, Paul Stinkelbout, and a young associate, Henri Brown. Paul and Henri removed Fred's uniform and Henri buried the clothing with the parachute in the nearby woods. Fred was unable to walk, so the two men boosted him into an empty mule-drawn water cart and took him to the Brown family farm. Fred spent 3 days in the farmhouse, staying indoors and out of sight under the care of Victor and Henriette Brown, Henri's parents, Henri, and Eda, Henri's older sister. Victor and Henriette were members of the MEU (Mouvement Eure, part of the French Forces of the Interior [FFI]). Henri and Eda then assisted him down a dirt road to an intersection where a veterinarian, Marcel Daviaud, picked him up. After an 11 km ride in the trunk, Fred arrived in the small town of Hacqueville, population ~400, where he was entrusted to the care of Capt Max Raulin and his

wife, Yvonne. Raulin was responsible for managing this portion of the MEU, which was headquartered in Chartres.

For the next two months Fred spent most days in the town schoolhouse - Max was the headmaster - and evenings hidden in the nearby church. While hiding in the school he played with, and was tutored in French by, the Raulin's young son Lionel. Soon his French was sufficient for him to leave the schoolhouse during the day to visit other members of the MEU in town. A graduate of Catholic school, he could travel by bicycle disguised as a young priest; if his French failed him he could give a quick blessing in Latin and move on.

Fred was not the only airman the Raulin's were sheltering at the time - they were also hosting SSgt Paul Wilson (391 BG, 574 Sq) and Sgt Alexander MacPherson (207th Sq RAF and the sole survivor of his Lancaster's crew). The three men had very different personalities - Fred was outgoing, Paul more reserved and serious, and Alex rather aggressive and short-tempered, but they managed to get along. When Wehrmacht patrols swept through the town, as they did with increasing fre-

quency in early July, the men took shelter either in the false ceiling of the church or in a tiny concealed space above the bell in the church tower. After the 20 July assassination attempt, the town had to contend with SS patrols as well. This raised the stakes. Capture by the Wehrmacht generally meant transfer to the Luftwaffe and a POW camp. But the French, who by now were all too familiar with the tactics and morality of the SS, assured them that capture by the SS might mean summary execution for the airmen and the complete demolition of the entire town.

This made the airmen very uncomfortable - their fate was one thing, and the fate of an entire town quite another. Things were soon brought to a head by the arrival of a new FFI contact, Jacques Desoubrie. Jacques had been introduced to the MEU by trusted contacts in Paris. He had a car and a pass to get through roadblocks, and he convinced the airmen that he could provide an escape route to Allied lines. In early August the three airmen left Hacqueville over Max's objections and headed to Paris. It was a trap, and shortly after arriving in Paris on 5 August 1944 they were delivered to the Gestapo office at Avenue Foch.

Fred was "aggressively interrogated" before being sen-

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tenced to death as a spy and transported to Fresnes Prison handcuffed to Lt JD Coffman (489th BG). On 15 August 1944, 169 Allied airmen, including Fred, Sam Pennell, JD Coffman, Paul Wilson, and Alex MacPherson, were loaded into boxcars at the Gare de Pantin station. This would be the last train to leave Paris before its liberation. The passenger section carried German officers, staff, and records as well as senior members of the Vichy government. The boxcars that formed the bulk of the train were arranged so that a boxcar of 12 guards separated each pair of prisoner transport cars. Even with dense packing - 70-90 men in small boxcars designed to carry 8 horses - the train was very long, as it carried more than 2,000 French civilians in addition to the Allied POWs. Women prisoners were held in the last 5 prisoner cars. The Allied airmen were in the next three, mixed with Frenchmen. There were 27 airmen and ~63 civilians in Fred's boxcar. It was standing room only. Ventilation was provided by two small openings crisscrossed by barbed wire. There was one 20 L bucket of fresh water for drinking and one empty 20 L bucket as a toilet. The train left Paris near midnight, with the sound of artillery thundering in the distance.

It was very slow going. The FFI was determined to stop

the train before it reached German territory, but repeated ambushes were beaten back by the German troops, many of them hardened veterans of the Eastern front. Near Luzancy, a bridge over the Marne River was blown up and the entire train had to be emptied and the passengers, gear, and prisoners marched along the banks, across the river, and on to a second freight train waiting at the Nantueil-Saacy station. After the first 24 hours, the prisoners were still only 75 km from Paris. In the early hours of 17 August, there was an escape attempt from Fred's boxcar. Five French civilians and two airmen, Flight Officer Joel Stevenson and Sgt David High, both CAF, made it out through the floor of the boxcar before the guards were alerted. The fate of the Frenchmen isn't known, although after the train stopped, gunfire was heard. High was recaptured, beaten severely, and returned to the train. Only Stevenson remained at large and made it back to Allied lines. In punishment the men in that boxcar were stripped and warned that any further escape attempts would result in their mass execution.

In Frankfurt, on 19 August, the boxcars carrying women were uncoupled and rerouted to Ravensbrück concentration camp. When the train continued onward, the airmen started to wonder

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where they were headed - they had been led to believe that in Frankfurt they would be transferred to a Luftwaffe POW camp via Dulag Luft. The next day, 20 August, the train arrived at its final destination, Buchenwald concentration camp.

For the first three weeks the airmen were held in the Rock Pile, an open area of stony ground within the sub-enclosure known as Little Camp. They had been given prison garb with neither jackets nor shoes, and had only a few threadbare "blankets" to share, and lived exposed to the elements as the weather turned to Fall and the rains came. There was little food provided - chunks of hard black bread with sawdust as a major ingredient and a watery broth that sometimes contained bits of meat of uncertain origin. On their first night, the officers among the group organized into a military structure and vowed to keep the men from degenerating into the kind of animal (every man for himself) existence evident among the other prisoners in Buchenwald. The ranking officer was Squadron Leader Philip Lamason, a New Zealander, with his seconds in command being Captain Merle Larson (USAAC) and Flight Officer Thomas Blackham (RAF). Seventeen officers were selected by Larson and Blackham, each placed in charge of a group containing 8-10 airmen. Each group

would be a potential aircrew if (a) they managed to come up with an acceptable escape plan and (b) suitable aircraft could be commandeered.

Buchenwald was run by the third SS-Totenkompf division. Although the perimeter was guarded and manned by SS guards, much of the interior organization and policing was done by prison trustees known as Kapos, who could be just as vicious as their SS masters. On the fourth day, the adjacent Gustloff Werks and the Deutsche Arms Works were bombed by 129 B-17s from the 401st, 351st, and 457th BGs. The accuracy was excellent, and the prison compound was spared, although there were prisoner casualties among the slave laborers who were forced to remain at work while the bombing was underway. There were heavy casualties among the SS staff and their families; the Commandant's wife and daughter were among the dead. In the aftermath the airmen were forced to fight fires and clear debris, despite being weak and barefoot.

The clearing work continued for days thereafter as their physical condition gradually worsened. By the time they were finally granted shelter, the men were already malnourished and suffering from exposure. They were assigned to an overcrowded barracks hall after space

was provided by the removal and execution of 400 young Gypsies.

Over the next 6 weeks the airmen clung to life and sanity while experiencing the general horrors of Buchenwald. The crematorium was processing 200 bodies per day, but it could not keep pace with the death rate among the population of almost 50,000 abused prisoners. The airmen were surrounded by death. Within Little Camp, corpses were stacked by the latrine each morning to await eventual removal by prisoner-drawn cart. Prisoners were shot in the main compound for almost any infraction; others were beaten to death in the holding cells by the front gate, strangled in the crematorium basement, hung in the "screaming woods" nearby, shot in Block 99, a converted horse stables, or machine gunned at the rifle range. Others died in bizarre medical experiments after being exposed to typhus, burned by phosphorus, or subjected to perverse surgeries in the SS hospital.

Early in their confinement the airmen were ordered to board trucks carrying skilled slave laborers to the Mittelwerks V-2 plant. Lamason steadfastly refused to order his men into the trucks, and the SS officer probably didn't execute him only because he felt Lamason would feel differently after spend-

ing another month in Little Camp.

After two months in Buchenwald the airmen were in bad shape; two had died (Flight Officer Philip Hemmens [RAF] and Lt Levitt C Beck [USAAC] and many others were on the brink of collapse. Most had lost 30-40% of their body weight; dysentery was almost universal, as were malnutrition, scabies, lice, fleas, pneumonia, pleurisy, and deeply eroded skin ulcers. In addition, Fred had lost eight teeth, two to beatings, and against all odds he had survived a burst appendix.

In September orders came scheduling the executions of 37 British Special Operations Executive (SOE) men who had been captured after parachuting into France. These men had arrived in Buchenwald a week before the airmen arrived. The first group was executed by strangulation in the crematorium basement on the night of 12-13 September 1944. Ten more were executed, handcuffed together and shot in groups of four, on 4 October, and over the next week their numbers continued to drop. Of the 37, only six would survive; three were on an extended work detail away from Buchenwald, and the others were able to swap identities with French prisoners who died of typhus.

The Buchenwald airmen

were next in line to be executed, but at the last moment they were evacuated by the Luftwaffe. The man who orchestrated their transfer was a Luftwaffe ace, Hans Trautloft. Trautloft had heard rumors that there were airmen being held at Buchenwald, and when he arrived, ostensibly to inspect the damage to the Gustloff and DAW plants, he spoke with one of the airmen, SSgt Bernard Scharf, who was fluent in German. After meetings in Berlin, a senior officer from the Dulag Luft, the main Luftwaffe interrogation center and a transfer point for airmen on their way to POW camps, arrived at Buchenwald. Convinced of their bona fides, he arranged their evacuation by boxcars to Stalag Luft III, in Zagan, Poland. They left Buchenwald on 20 October, four days before their scheduled execution.

On arrival at SL III their condition was so terrible that they had to be deloused and their clothing replaced before they could complete arrival processing. Fred was one of 25 Sergeants assigned to South Camp to act as orderlies for the officers, although they were so weak and sick that they were of little value in that role. Their fellow POWs provided extra food and vitamins, and Luther Cox and the medical aids worked hard to heal their ulcerations, clear their infestations, and help them

regain weight and strength. But the Buchenwald airmen found that their recounting of events was often met with skepticism or disbelief. With few exceptions the POWs had been treated honorably by their Luftwaffe captors; the SS executions of escaped prisoners following the "Great Escape" had been protested by the camp Commandant. So the sheer horror of Buchenwald struck the general POW population as bizarre to the point of being unbelievable. The senior officers shared that view initially, but after hearing consistencies in interview after interview they became believers. Lt Col Clark, the intelligence officer in South Camp, prepared an overview report that survived the war and makes interesting reading,

By the end of January, the Buchenwald airmen had regained some of their weight and their health had improved, but such improvements were limited by the availability of medicine and food, which was now in short supply. On the night of 27-28 January 1945, Stalag Luft III was evacuated to keep the POWs from falling into the hands of the advancing Soviet troops. Twelve thousand prisoners would be on the move.

The men from South Camp were the first to depart at 2300 hrs on the 27th. In the first 27 hours they were force-marched 37 miles un-

der blizzard conditions; the Geneva Convention stipulated that prisoner marches should cover less than 12.5 miles per day. The marching continued for three more days. The men were totally exhausted and disoriented, asleep on their feet. Frostbite was common. Men fell by the wayside, and those too weak to continue or to be boosted by their comrades were left behind. The death count from that march is unknown. Fred survived the march, but in the process lost considerable weight (again) and all sensation in his feet. Their marching destination was Muskau, where they boarded boxcars - jammed in like sardines as usual - for a two-day ride to the train station near Moosburg, the location of Stalag Luft VIIA. For the next three months, the sergeants were forced to clear bomb damage and repair train tracks in and around Munich. This did little to improve their physical condition.

SL VIIA was liberated by Patton's 3rd Army on 29 April 1945. After liberation the Buchenwald airmen were interviewed War Crimes Investigation Unit 6824, under Major Sullivan, and by military intelligence services including the OSS. After a week of delay, Fred was flown to Camp Lucky Strike, one of the camps that processed RAMPs (Returning Army Military Personnel) headed back to the U.S..

When Fred arrived at Camp Lucky Strike, a tent city near Le Havre, he first got acclimated by eating as much as he could hold as often as he could. A week later, he stole a .45 from a sleeping MP and went AWOL to find Jean Jacques and to learn if the Raulins and his other friends in Hacqueville had survived the war.

Fred went first to Paris, to the Piccadilly Hotel on rue Pigalle, where he learned that Louis Gianoni had been killed in the chaotic period shortly before the liberation of Paris. With that trail cold, he went on to Hacqueville. On arrival he learned that the Raulins were fine, but that they'd moved back to Chartres where Max had been placed in charge of the regional airport. His other friends in Hacqueville fed him repeatedly to satiation while they explained that (1) they knew who the traitor was and they'd take care of him, (2) they felt that the best thing he could do for all concerned was to accept a ride back to Camp Lucky Strike, get home as fast as possible, and live a good life. Fred allowed himself to be convinced, and on 22 May he was back at Camp Lucky Strike with no one the wiser. On 25 May 1945 Fred boarded a troop transport that headed for Boston by way of Southampton. He arrived in the US on the night of 11 June.

You might expect that the story ends with Fred arriving home to Brooklyn and living out his life as an honored veteran, but that was not the case. Fred arrived home with severe PTSD, evidenced by anxiety attacks, nightmares, and sudden rages, peripheral neuropathy that made it difficult to stand or walk, escalating blood pressure, gum disease that claimed another 12 teeth, kidney problems, and episodic abdominal pain. Fred was discharged in October 1945.

When he reported to the VA for pension evaluation, Fred's recounting of his wartime experiences was met with skepticism and disbelief that only increased when the Army reported that they had no information to support his version of events in the ETO. The official US position was codified when Congress published a report on German concentration camps that explicitly stated that no Allied POWs had been held in concentration camps. So the VA awarded Fred a long-term pension of 10% for psychological problems, among them alleging to have been in Buchenwald. He appealed this ruling repeatedly, but to no avail.

Other agencies were no less skeptical. In 1947, the prosecutor at the Buchenwald War Crimes trial was unable to provide the names of any Allied POWs held at

that camp. In 1951, the War Claims Commission refused to pay Fred \$1.50/day in POW compensation for his time in Buchenwald because there was no evidence he had been there. Unbeknownst to Fred, the other Buchenwald airmen were having the same problems with the VA and other government agencies. What was going on?

On 11 April 1945, a few weeks before Patton's troops reached the gates of Stalag Luft VIIA, American forces liberated the Dora concentration camp and found piles of emaciated corpses. There were also dying slave laborers who were too weak to be marched away by the SS but too numerous to kill before the site was abandoned. While War Crimes teams interviewed survivors and took photos, intelligence teams explored the Mittelwerks, and Tiger Teams roamed the area looking for German scientists and engineers and their technical documents. The former were difficult to trace and the latter had simply vanished - either burned or buried in unknown locations. Later that day, Buchenwald was liberated and the camp records, including those of the Buchenwald airmen, secured and recorded. By the time SL VIIA was liberated there was a complete security blanket over the Nordhausen area. At the Mittelwerks, former slave laborers were being paid to

help the Army pack up and ship out the ~100 completed V-2 rockets plus as many of the spare parts and components as they could remove before the entire area was turned over to the Soviets. But over that period few key German personnel had been located or interrogated. That was because most had left the area well before the liberation of the Mittelwerks.

Several hundred German staff had been evacuated to SS-General Kammler's HQ in Oberammergau in March. A subgroup, including the brain trust for the rocket program, then slipped away to enjoy the last days of the war at a mountain resort at Oberjoch, a comfortable 600 km from the horrors at Nordhausen.

On 2 May 1945, seven senior V-2 engineers and technicians, including Wernher von Braun and Walter Dornberger, surrendered to Americans. Although most were military or paramilitary personnel - von Braun was an SS Major and Dornberger an Army general - they arrived in civilian clothes. They expected and received the welcome usually associated with visiting dignitaries.

What followed was a devious intelligence operation predicated on the belief that Germans - not their documents, notes, equipment, parts, and completed rockets in hand - were the key to defeating

Japan. When VJ-Day arrived unexpectedly early, the justification became preparation for a future war with the Soviet Union. Thus not only was the Mittelwerks and its contents classified, but the backgrounds of the German engineers and technicians became Top Secret as well. In what would be known as Operation Paperclip, the US public, Congress, the Department of State, the Department of Justice, and the Executive branch were assured that these were apolitical ivory tower intellectuals who were, if not anti-Nazi, at least remote and uninvolved in Nazi war crimes. The truth was very different; the 750 Germans brought to the US to work in rocketry, the aerospace industry, and medicine included a significant number of men who would otherwise have stood trial for war crimes. For the next 40 years investigative reporting would be suppressed or disparaged as the OSS/CIA, FBI, and Joint Chiefs played Whack-a-Mole with information that challenged the official story line.

Over this 40-year period a security blanket also remained in place regarding the histories of the Buchenwald airmen, who had narrowly avoided working for the rocket team. The fact that Allied airmen had been held in Buchenwald was not revealed to the Congressional committee, who were instead given the impression

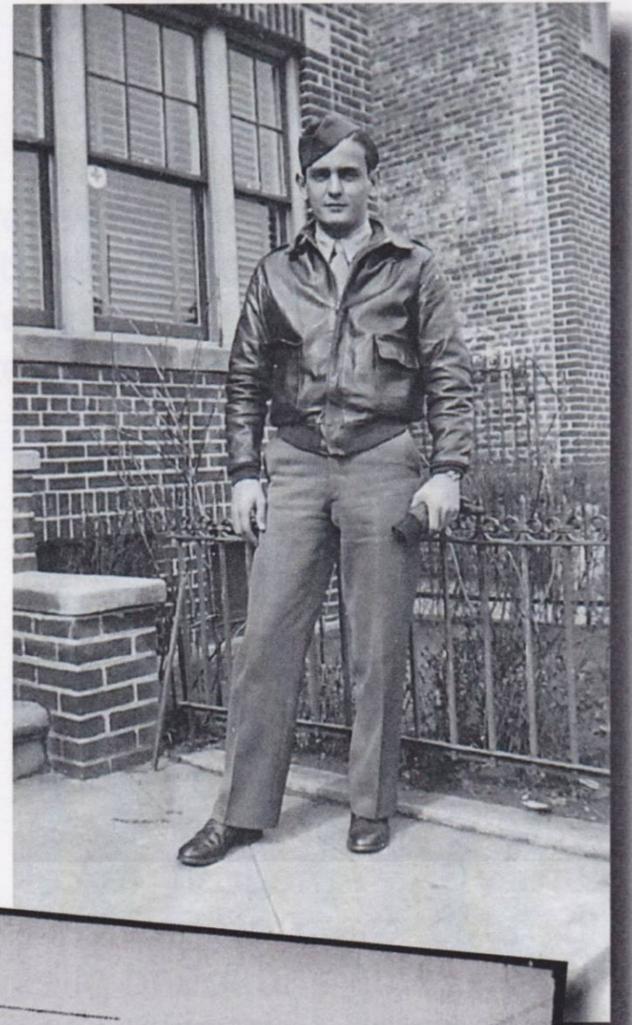
that concentration camps and POW camps were totally distinct. Even the Prosecutor at the Buchenwald War Crimes trial did not have the details or identities of the Buchenwald airmen.

Whether or not the Germans brought to the US under Operation Paperclip were actually essential to our national security is open to debate. But the fact remains that Fred and the other Buchenwald airmen were horribly abused by the Nazis during the war and then shabbily treated by their own government after they returned home. And at the same time Fred was awarded a pension of just \$13/mo, former SS-Major and rocket baron Wernher von Braun was given a contract paying \$863/mo, a sum equivalent to \$10,000/mo today.

Wernher von Braun died in 1977. In the 1980s, the declassification and release of a handful of documents concerning the Buchenwald airmen helped the surviving veterans reconnect. This led to the realization that they'd all been experiencing similar problems with the government and especially the VA.

The KLB Club was formed during the first few days the airmen were in Buchenwald. By the time Fred was contacted by the reactivated club he was very ill and nearly housebound. He died in 1995 while his tenth VA appeal was still being evalu-

ated. In the last few years of life, Fred worked with the other KLB Club members to get the Congress to correct the official record. Joint Congressional Resolutions introduced in the 103rd, 104th, and 105th Congressional sessions were approved in the House but died in the Senate Judiciary Committee for unknown reasons. Most of the Buchenwald airmen are now dead and their survivors discouraged; it seems unlikely that further attempts will be made.



Polizeihaftling

Häftl. Art *Amerikaner* Alte Nr.: _____

Fam.- Namen *Martini* ✓ Häftl. Nr.: *78299* ✓

Geburtsort: *New York* Rufnamen *Frederic*

Rel. *Leat* verh/led/verw/Kinder _____ gesch/ _____ Staatsangehörigkeit *USA*

Letzter Wohnort: _____

Vater: _____

Mutter: _____ Beruf: *Feldwebel*

Ehegatte: *nur weigern nähere Angaben*

Nächst. Angehörigen: _____

Eingewiesen am *20.8.44* in KL *Bu* d. Stápo/Kripo/Sipo

Überstellt am _____ an KL _____

Vorstrafen _____ mal kriminell _____ mal politisch

Sonstige Bemerkungen: *S/SGT. Frederic Martini*
32163997

20.8.1944
BDS Paris

Entlassen 19. Okt 1944

Midsbury

Liberated Apr 29, 1945 By 14th Arm. Div. III

Name: *Martini*

Vorname: *Frederic*

Dienstgrad: *S/SGT*

Erk.-Marke: *8177 Keflg. d. Lw. 3*

Serv.-Nr.: *32 163 997*

Nationalität: *USA*

10/22/44

Baracke: _____

Raum: _____

W. VIII. 2877 K

Book Review of Marie Le Febvre's "Risking and Resisting" by Shannon Muchow

"Risking and Resisting," by Marie Le Febvre, is the story of the author's discovery of her family's involvement in the French Resistance and the rescue of the 385th Bomb Group's Russell Cotts and Jack Davis, two airmen from the B-17 Moonglow, who had been shot down over occupied France.

The book opens with the author pouring through e-mails provided by Russell Cotts's daughter, Amy Cotts Schmidt, telling how Le Febvre's great-grandmother, Christiane Le Febvre and her son, Claude, rescued the airmen and maintained a friendship for decades until her grandparents' deaths. The story would have been lost to history had the Le Febvre family not received a letter from Amy informing the family of the passing of her father, Russell, and how they remain indebted to them for their bravery and courageous actions.

Seamlessly woven together are the stories of the events of August 2, 1944, the author's discovery of her own family secrets, and a brief history lesson from the French perspective. The reader is powerfully drawn into Marie's journey of discovery, and is caught up by this historic page-turner.

The author points out that in school, in France, children are given an overview of World War II, but their education doesn't deal in depth with the Resistance, where people were torn between resisting or collaborating with the Nazis. The author explains that in day-to-day life, war isn't discussed much and neither her grandfather nor her father mentioned the family's part in the Resistance. Through further investigation, and discussions with her international friends, Le Febvre learns more about the war than she ever did in school, and eloquently delivers a concise history.

It is also a tale of family history of "Who Do You Think You Are" proportions. The reader is drawn into Marie's interactions with her family looking for answers to their involvement in the French Resistance. After her father's death, she finds some answers thru her eccentric uncle, archives, and aging participants from their community in Rambouillet. It's a race against time to find what happened firsthand, and a treasure hunt to find letters and memories written down that can provide further clarification.

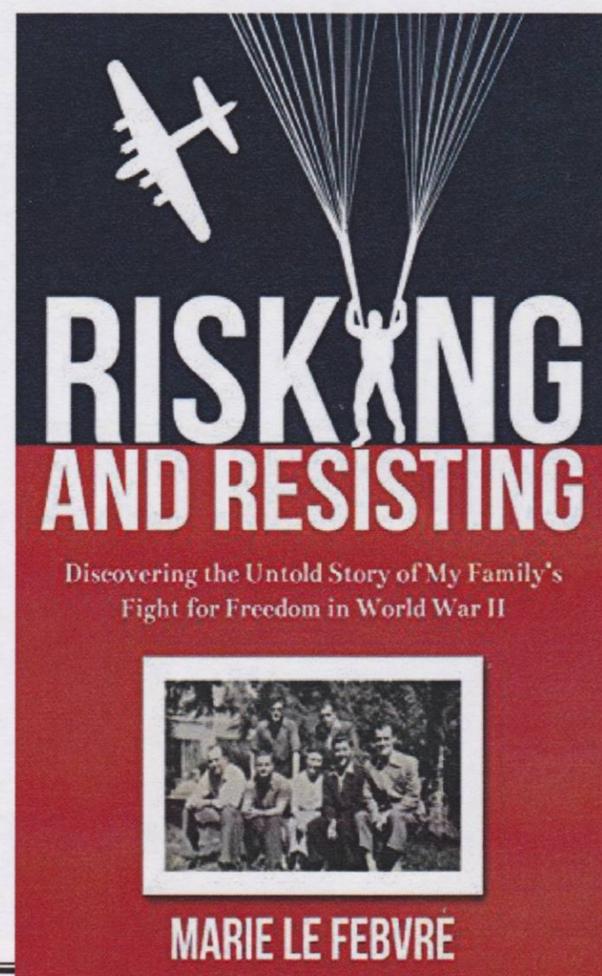
We also learn what happened on Aug. 2, 1944, the

fateful day when the crew of the B-17 Moonglow had to bail out over occupied France.

The airmen's stories of their fight for survival are told through the contributions of Amy Cotts Schmidt and Jack Davis. Marie Le Febvre recounts the actions of her family throughout the occupation and the liberation. The reader is drawn into the suspense of their rescue, their concealment and the incredible journey to return them to safety!

A fight for freedom on two fronts, this is fascinating tale of discovery, bravery and heroism.

Currently available in paperback on Amazon for \$9.99 and for in electronic format.





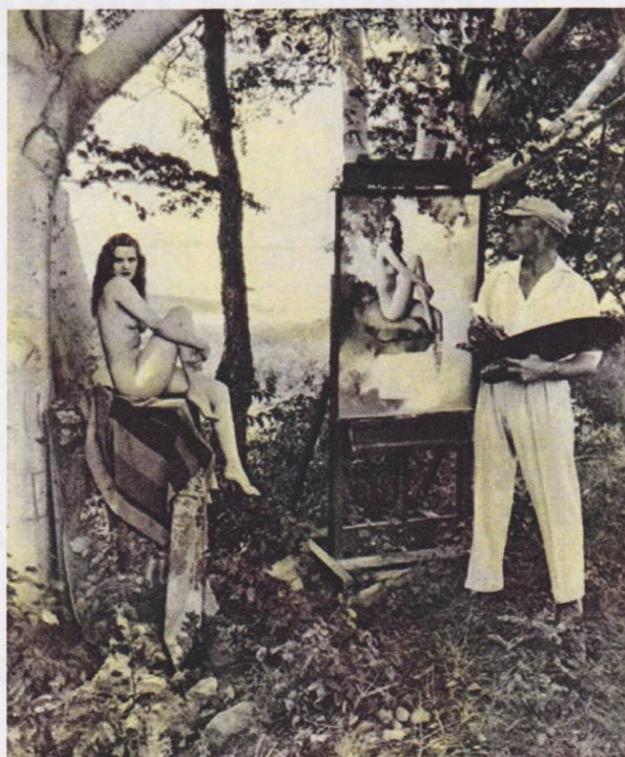
"A Winning Combination" 1945

Featured Pin-Up Artist - Rolf Armstrong (1899-1960)

The pin-up art of Rolf Armstrong was a combination of brilliant lighting, vivid colours, superior craftsmanship and beautiful models - his vivacious, spirited ideals of American femininity.

Born in Seattle in 1899, Armstrong grew up in the rugged environment of the Pacific Northwest. He moved to Chicago in 1908 and later enrolled at the Art Institute, where he studied for three years under the master draftsman John Vanderpoel. He then went on to New York, where he became a student of Robert Henri. Athletic as well as artistic, Armstrong both boxed and sketched at the New York Athletic Club.

After a trip in 1919 to study art at the Académie Julian in Paris, Armstrong established a studio in Greenwich Village and started to paint Ziegfeld Follies girls. In 1921, he went to Minneapolis-St. Paul to study calendar production at Brown & Bigelow. A perfectionist all his life, Armstrong mastered the technical aspects of contemporary publishing because he wanted his work to have the same "freshness and beaming colour" on paper as on canvas. Not surprisingly he refused to work from photographs, and his search for the perfect model was unending.



During the 1920s and 1930s, Armstrong's work appeared on numberless pieces of sheet music as well as on the front covers of many mainstream theatre and film magazines. All the great stars posed for his glamorous portraits - Mary Pickford, Greta Garbo, Marlene Dietrich, Katherine Hepburn. He even persuaded Boris Karloff to pose for him on the set of *Frankenstein*.

Armstrong's covers for Pictorial Review were largely responsible for the magazine's achieving, by 1926, a circulation of more than two million copies per issue. A year later Armstrong emerged as the best-selling calendar artist at Brown & Bigelow. RCA hired Armstrong in 1930 to paint pinups to advertise their products, and by 1933 his popularity was so great that the Thomas D. Murphy Company signed him up to produce a series of ten paintings for their line, an honour shared only by Billy De Vorss.

Armstrong maintained a "fantasy mansion" on Little Neck Bay in Bayside, Long Island, complete with a lagoon and sailboats for his friends to enjoy. Because light was so crucial to his work, he often painted his models outdoors in the glow of the setting sun. Employing an extraordinary selection of pastel colours for most of his work, Armstrong also at times utilized charcoal, pencil, and oils. In the mid-1930s, the artist realised his quest for the "perfect, dream-come-true model" when he met Jewel Flowers, whom he later adopted. He lived in Hollywood, from 1935 to 1938, then returned to New York.

In 1943, Armstrong joined Earl Moran, Zoë Mozert, and Norman Rockwell as the guest artists at a War Advertising Conference in Minneapolis-St. Paul. With Jewel Flowers by his side, the articulate and elegant Armstrong generated a lot of press. Armstrong insisted on using live models.

Armstrong was inspired by the glitter of society and he appreciated beauty in people, cars, furniture, fabrics, and, of course, in art. A collector of swords and antique lances, he built one of the greatest private collections of ancient weapons in America. He died on 22 February 1960, on the island of Oahu in Hawaii, surrounded by his beloved blue ocean and tropical winds.

Rolf Armstrong biography borrowed from *The Great American Pin-Up* by Charles G Martignette & Louis K Meisel.

THE 385TH BOMB GROUP B-17 DIRECTORY

Name and Serial Number

Alexander's Ragtime Band - 42-31237
Always Available - 44-6527
Angel's Sister - 43-38210
Anxious Angel - 43-38035
Babe (aka Patches) - 42-37952
Back to the Sack (aka Jerry Boy) - 42-97507
Badger Beauty - 43-38259
Barbara Lee - 44-8487
Barbara-B - 42-32078
Belle of the Blue - 42-30094
Ben-J - 42-31295
Betty Boom (aka Big Stinky) - 42-3316
Betty Jo - 43-37893
Big Gas Bird - 42-31638
Big Stinky (aka Betty Boom) - 42-3316
Biyou Belle - 44-8415
Black Jacker - 42-30279
Blind Date - 43-38544
Blue Champagne - 42-37977
Blue Champagne (aka Latest Rumor) - 42-3547
Bristol Sterling - 43-38156
Bunney - 43-38720
Cella-Fain Lady - 42-31168
Cellafain Lady (aka half & Half) - 42-97940
Charlene - 42-3347
Charlene the Bama Queen - 42-3447
Charlotte Ann - 42-31554
Clarissa Jean - 42-30662
Crash Wagon III (aka Junior) - 42-31762
Curley's Kids - 42-102606
Daisy June II - 42-5879
Daisy Mae (aka Night Mare) - 42-31117
Dear Mom - 42-38135
Dimples Darling - 42-97593
Dixie Flyer - 42-5112
Dorsal Queen - 42-30264
Dorsal Queen (aka Foolish Virgin) - 42-30822
Dozy Doats - 42-97079
Dragon Lady - 42-30836
Dumb Bunny - 43-38443
El Lobo (aka Raunchy Wolf) - 42-30249
El P'sstofa - 42-30090
Esky - 42-37959
Fickle Finger of ? - 42-3335
Fighting Cock - 42-3397
Flak Shak - 42-97307
Flying Vixen - 44-6569
Foolish Virgin (aka Dorsal Queen) - 42-30822
Four Freedoms - 42-97847
Francis - 43-38566
Fulton's Folly - 42-39908
Gremlin Avenger - 42-31203
Gremlin Buggy - 42-30204
Gremlin Buggy II - 42-97603
Grim Reaper - 42-30179
Ground Hog - 42-3097
Gypsy Princess - 43-39088
Hair's Breath - 42-38199
Half & Half (aka Cellefain Lady) - 42-97940
Hare's Breadth - 43-38464
Haybag Annie - 42-97280
Heavenly Body - 44-6008
Hell N Haze - 44-8345
Hell's Belle - 42-3060
Hell's Belles - 43-37803
Hesitatin' Hussy - 42-5911
Hit Parade, Jr. (aka Joker) - 42-38031
Homesick Angel - 42-107135
Honey-Chile - 43-37857
Honky Tonk Sal - 42-31335
Hot Chocolate - 43-38361
Hubba Hubba - 43-38320
Hustlin' Hussy - 42-30354
In Like Flynn - 43-38549
In The Mood - 42-39951
Island Queen - 44-8366
Jeanie Beanie - 43-38148
Jeanne Ricky - 42-31786
Jerry Boy (aka Back to the Sack) - 42-97507
Joker (aka Hit Parade, Jr.) - 42-38031
Junior - 42-97818
Junior (aka Crash Wagon III) - 42-31762
Just Once More - 44-8854
Katie's Revenge - 42-97643
Kentucky Winner - 42-102481
Kickapoo Joy Juice - 42-97220
Lady Ann (aka Yank) - 42-30250
Lady B Good - 43-38417
Lady Liz - 42-5902
Lady Luck - 43-37528
Lady Lyle - 43-39117
Lady Susie II - 42-30257
Lamplight Lil - 43-37548
Lassie Come Home - 43-37665
Latest Rumor (aka Blue Champagne) - 42-3547
Leading Lady - 42-97668
Leading Lady - 42-97979
Leading Lady - 44-8603
Leakin Deacon - 43-38980
Lenora Linda - 43-37842
Liberty Belle - 42-30096
Li'l Audrey - 42-32008

Lil' Lu - 43-38612
Lonesome Polecat - 42-38160
Lounge Lizard - 42-31354
Lulu Belle - 42-30187
Mac's Hack - 44-8428
Madam Shoo Shoo - 43-37786
Maiden America - 43-38736
Man O' War - 42-30717
Mary Ellen - 42-3285
Mary Ellen II - 42-30601
Mary Ellen III - 42-30816
Mary Pat - 42-3292
Mayfly - 42-3356
Michigan Air Force - 42-3539
Mickey II (aka Mickie II) - 42-31833
Miss Cheyenne - 42-38200
Miss D-Day - 44-6100
Miss Fortune - 43-38118
Miss Nonalee II - 42-30336
(renamed "7+8" after German possession)
Mission Belle - 42-30197
Mississippi Miss - 42-102679
Moonglow - 42-31598
Mr. Lucky - 42-38035
Mr. Smith - 42-5985
Nan B - 42-3355
Night Mare (aka Daisy Mae) - 42-31117
Off Spring - 42-31917
Ohio Air Force - 42-30737
Ole Doodle Bug - 43-38625
Ole-O-Oboe - 42-102614
Pat Pending - 42-30651
Patches (aka Babe) - 42-37952
Perry's Pirates - 43-37871
Piccadilly Queen - 42-30251
Pinup Girl - 42-31102
Pistol Packin' Moma - 42-39925
Poltergeist (aka Vagabond) - 42-32059
Portia's Revenge - 42-30263
Possible Straight - 43-39123
Powerful Katrinka - 42-31928
Powers Girl - 42-31133
Pregnant Portia - 42-5892
Pride of the Yankees - 42-97078
Pulsatin' Polly - 42-30292
Quittin' Time - 42-97530
Ragged But Right - 42-97790
Raggedy Ann - 42-31395
Raunchy Wolf - 42-3290
Raunchy Wolf (aka El Lobo) - 42-30249
Reluctant Lady - 42-107035
Remember Us - 42-31864
Remember Us - 42-97776

Rhapsody in Rivets - 44-8763
Rio Tinto - 43-37919
Roger the Dodger - 42-97275
Roundtrip Jack - 42-5897
Roundtrip Ticket - 42-30285
Roundtrip Ticket II - 42-30414
Roundtrip Ticket III - 42-30827
Ruby's Raiders - 44-6483
Rum Dum - 42-31378
Rusty Load - 43-37663
Sack Time - 42-5914
Satan's Mate - 42-31677
Screamin' Eagle - 43-38804
Shack Bunny (brunette) - 42-3551
Shack Bunny (brunette?) - 42-5913
Shack Bunny (blonde) - 42-30819
Shack N Lady - 43-38553
Shadie Sadie - 43-38639
Sioux Princess - 43-39209
Sky Chief - 42-39912
Sky Goddess - 42-102551
Sleepytime Gal - 42-3338
Sleepytime Gal - 42-3388
Sleepytime Gal - 42-102636
Sleepytime Gal II - 42-31370
Slick Chick - 42-102431
Slo-Jo - 42-30168
Sly Fox - 42-30278
Sly Fox II - 42-31866
Souise Family - 42-5895
Southern Belle - 42-31742
Spare Parts - 42-30091
Spirit of Chicago - 42-31174
Star Dust - 42-39901
Stars and Stripes - 42-3544
Stars and Stripes "2nd Edition" - 42-31349
Stork Club - 42-107109
Stork Club - 44-6136
Stormy Angel - 42-39918
Stud Hoss - 42-30171
Sugar-Jo - 44-8417
Suzanne - 42-3294
Sweet and Lovely - 43-38233
Sweet Chariot - 42-102684
Swinging Door - 42-3502
Swinging Door - 42-37966
Take It Easy - 43-37895
Target for Tonight - 44-8810
Texas Bluebonnet - 43-38060
The Golden Goose - 42-38049
The Jolly Roger - 42-5886
The Old Shillelagh - 42-30270
The Old Shillelagh II - 42-30364

The Purple Shaft - 42-31922	42-37963
The Vibrant Virgin - 42-30275	42-38121
The Wild Hare - 42-30795	42-38195
This Is It - 43-38336	42-38196
Thoroughbread - 42-3337	42-97818 (potentially "Crash Wagon II")
Thunder Bird - 42-5912	42-97842 (Slated 385th)
Thunder Bird - 42-97506	42-97953 (X-Fer)
Thundermug - 42-38205	42-37963 (potentially "Sleepytime Gal")
Vagabond - (aka Poltergeist) 42-32059	42-39938
Vapor Trails - 42-97559	42-39952
Vat 69 - 42-107054	42-39959
War Cry - 42-39860	42-40004
War Cry II - 42-39773	42-40046
War Horse - 42-31764	42-97207
Wee Willie Wilbur - 42-102465	42-97211
Weidner's Wildcast - 42-3488	42-97226
Wells Cargo - 44-31778	42-97296
West Virginian - 44-6159	42-98010
Who Dat Ding Bat - 42-37874	42-98016
Wild Goose - 44-8361	42-102445
Winnie the Pooh - 42-3422	42-102451 (Slated 385th)
Yank (aka Lady Ann) - 42-30250	42-102486
Serial Numbers (unnamed or unknown)	42-102561 (Slated 385th)
42-3169 (X-Fer)	42-107010
42-3308	42-107016 (Slated 385th)
42-3336	42-107031
42-3490	42-107045
42-3535	42-107226
42-3548	42-107232
42-5219 (X-Fer)	43-37542 (X-Fer listed as "Smokey Liz II")
42-5896 (Lost en-route)	43-37687 (X-fer)
42-6155	43-37754 (listed as "Mickey II")
42-30186	43-37843
42-30254 (Lost en-route)	43-37860
42-30281	43-37888
42-30294	43-37903
42-30598	43-38049 (X-Fer)
42-30959 (Slated 385th)	43-38143
42-30970	43-38217
42-31105	43-38270
42-31171	43-38273
42-31181	43-38430
42-31355	43-38548
42-31380	43-38559
42-31413	43-38597
42-31746	43-38666 (X-Fer)
42-31751	43-38667 (X-Fer)
42-31773	43-38700
42-31787	43-38717
42-32003	

43-38743
 43-38798 (X-Fer)
 43-38859
 43-38873
 43-3905643-39112
 43-39181
 43-39199 (listed as "Hare's Breath")
 44-6108 (X-Fer)
 44-6112
 44-6521 (potentially "Big Peter")
 44-6562
 44-6944
 44-8008 (X-Fer)
 44-8077
 44-8080 (X-Fer)
 44-8143
 44-8236
 44-8368 (X-Fer)
 44-8472
 44-8744
 44-8762
 44-8787
 44-8949
 44-8368
 44-83368

About This List

As with any record, over time there may be given flaws in archives, sources and memory.

Names were never official and are based on photographs and recorded accounts. In many cases you will see an alias for a plane that was renamed by another crew.

Serial Numbers include planes that may have been transferred from the 385th and/or borrowed from other bomb groups. While I did try to include all borrowed planes, many may be missing from this current list.

Sources include 385th records, photographs, campaign rosters, Roger Freeman's B-17 Flying Fortress Story."

Any pictures or documented information on these B-17s is always welcome.

Names Proven by Photograph or Record (Unknown Serial Numbers)

Cinderella (photo)
 Damyank (photo)
 Furlough Myrtle (photo)
 Gizmo (photo)
 Gremlin Gus II (photo)
 Is This S Trip Really Necessary? (photo)
 Little Willie (photo)
 Oswald the Volunteer (crew report)
 Our Baby (photo)
 Petaconk Inn (photo)
 Piscosa (photo)
 Princess Val (crew report)
 Randy Lou (crew report)
 The Passionate Witch (photo)
 Unfinished Business (photo)
 Vicious Virgin (photo)
 Virgie, Queen of Hearts (crew report)
 Wandering Dutchess (photo)



SHORT SNORTER - WWII AVIATORS' CUSTOM

BY MAT LEUPOLD

Short snorter is a good subject for HARDLIFE. I still have mine, acquired winter/spring 1945.

The subject came up in a conversation between Ray Fordyce and Al Audette in Chuck's 385th suite in Omaha.

This is the story as Al Audette and I remember it.

It was a WWII flier's talisman.

A flier's short snorter was a string of currency bills from various countries taped end to end. On it were signatures from fliers, encountered usually in some drinking venue.

For his short snorter to be "official" the flier had to be enrolled by an already enrolled Short Snorter. Enrollment was recorded on the first bill. Mine, when I was enrolled in England was a blue seal dollar bill. I was enrolled by Lt. Gene Gerke in the Rendezvoo club in London. Enrollment usually cost the new member a round of drinks.

The penalty for failure to produce it afterwards in a drinking situation with other fliers was generally a round of drinks.

Visiting another country, a flier could add a bill from it to his short snorter and collect signatures appropriately on it.

Eventually, purity was lost and bills were added without the requirement that they be from countries visited.

The bills legitimately on my short snorter are from England, Scotland, France, Belgium, Iceland, US, and US invasion. US dollar bills had the seal in blue; on the ones to be used on the continent the seal was in yellow.

Al has bills from America, Mexico, 2 from England and 3 from France. He acquired signatures on his in visits to London too.

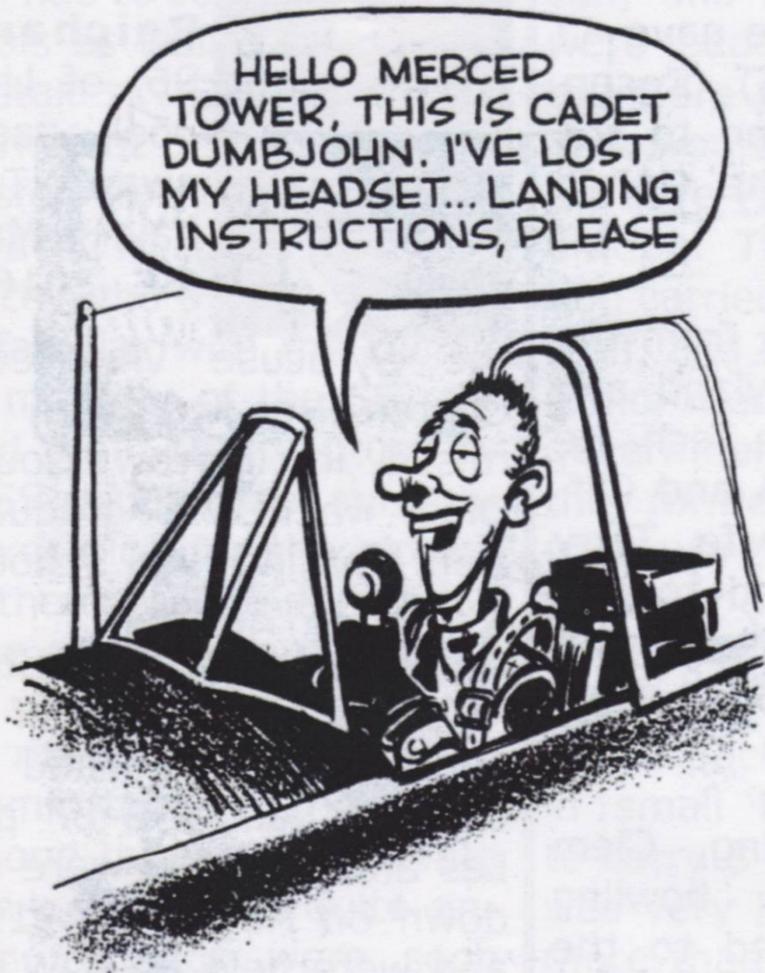
Hope we can hear from more short snorters.



Mat Leupold's Short Snorter

"There I Was..." The Cartoons of Bob Stevens

It was 1944, and our magnificent men and their flying machines were locked in a gargantuan struggle to restore peace to a world in flames. But even in the midst of the holocaust, it was the minor problems dealt with every day that kept things interesting.



* IT WAS T/SGT MICHAEL ROSCOVICH ABOARD 'FESTUNG EUROPA' 8TH A.F. ENGLAND.

Ralph Wayne Detwiler, Greens Fork, IN, age 92, died April 27, 2016. He is survived by his wife of 50 years, Carol A. Detwiler. Also 3 children, 2 step-children, grandchildren and great-grandchildren. A private graveside memorial and Honor Guard was on April 30 at Crown Hill Cemetary, Centerville, IN.

Clement Irons, 94, of Sterling VA passed away on Friday, April 1, 2016.

Clem was born in Ohio in 1921, and grew up in PA. He was a B-17 navigator in WWII when he was shot down on May 8, 1944. He remained a POW in Germany for a year. From 1947-1955, Clem produced text-books and educational materials for the AFROTC program. A Graduate of the USAF Command and Staff College, he was also a member of the USAF National speaking team. His final assignment was Project Officer for training the German Air Force.

After the Air Force he joined the US Agency for International Development. He trained employees for duty in Vietnam and developed an Administrative Management Executive Develop-

ment program for USAID overseas posts. He gave 43 years (1942-1985) of service and dedication to the Government of the United States.

Clem earned a BA from the University of Maryland and a MA from Virginia Tech. He lived in Fairfax VA and Clifton VA with his wife, Terry before they moved to Falcons Landing in Sterling VA in 1997. Terry passed away in 1999.

At Falcons Landing, Clem managed the bowling league, contributed to the Falcons Landing News and volunteered in The Johnson Center. He and his good friend Bert Putnam were responsible for the festive Halloween and Christmas displays that they shared every year in their Lobby. It became a destination for many residents, staff, visitors and grandchildren.

Clem is survived by his daughter Deborah, son Charles, two grandchildren and five great-grandchildren.

A memorial service was held at 2:00PM on May 12 at Falcons Landing, 20522 Falcons Landing Circle, Sterling, VA



Les Reichardt, 96, of Liverpool, passed away Tuesday, March 22, 2016 at

the Syracuse VA Medical Center. He was born and raised in Morrow County, Ohio where he graduated from Harding High School.

Les joined the United States Air Force at the start of WW II, learned to fly and volunteered as a B-17 pilot. Les and his crew were shot down on August 17, 1943, and were held as POW's for 20 months. He retired as Lieutenant Colonel after 24 years of service, receiving several medals and awards for Meritorious Service to his country.

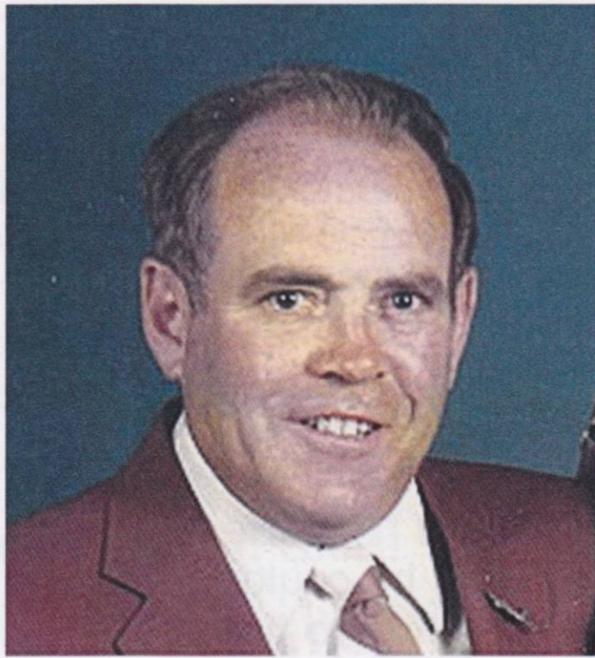
After serving his country, Les came to Liverpool where he resided for 49 years and was employed with Nationwide Insurance, retiring in 1979. Les was a Charter and Life member of the MOAA and the Retired Officers Association serving the CNY Chapter in positions including President and Newsletter editor. He loved to travel and spend time with his family. Les loved sports and being outdoors, especially bowl-

ing, fishing, and golf.

He was predeceased by his beloved wife of 71 years, Betty in 2013; and his brother, Russell, in 2013.

Surviving are his son, Leslie (Teena) Reichardt, Jr. of Boerne, TX.; two daughters, Beatrice (Scott) Sink of Smith Mountain Lake, VA, Joyce (Michael) Rosati of Camillus; five grandchildren, Ashley, Cassandra, Britta, Adrianna, Christopher; four great-grandchildren, Jade, Ethan, Breydon, Kobe; and several nieces and nephews. Calling hours were held on Thursday, March 31, 2016, from 4 to 7 p.m. at the Maurer Funeral Home Inc., 300 Second Street, Liverpool. Funeral services were held on Friday, April 1, 2016, at 10 a.m. at the funeral home with burial to follow in Onondaga County Veteran's Memorial Cemetery with Full Military Honors.

Please consider contributions in Leslie's memory to Honor Flight, Syracuse Inc., PO Box 591, Syracuse, NY 13209-0591, which transports WW II veterans to Washington, DC at no cost.



Charles H. Coughlin, 92, of West Boylston died Thursday May 26, 2016 in UMass Medical Center.

He leaves his wife of 67 years, Concetta M. "Connie" (Russo) Coughlin; a sister in law, Florence Coughlin of Sterling; nieces and nephews and grand nieces and nephews. He was predeceased by his son, Charles P. "Spud" Coughlin and two brothers, Francis and Arthur Coughlin.

He was born in Worcester, son of Frank and Hazel (Young) Coughlin and graduated from Commerce High School. He was a Staff Sergeant in Army Air Corps and a Veteran of WWII serving in the 385th Bomb Group, 8th Air Force. Charles served two years in the European Theatre and was a recipient

of the Distinguished Flying Cross Air Medal with three Oak Leaf Clusters.

Charlie was the Director of the West Boylston Municipal Lighting Plant for many years, before retiring. He was a member of Our Lady of Good Counsel Church, the Greendale Retired Men's Club, a founding member of the Harold N. Keith American Legion Post #204, a life member of the 8th Air Force Group, and a member of the former Veterans of Foreign Wars Post #6907. Charlie was an avid golfer and longtime member of the Wachusett Country Club and in his younger years enjoyed skiing.

A Funeral Mass was held Tuesday, May 31 at 11AM in Our Lady of Good Counsel Church, 111 Worcester Street, West Boylston, MA. Burial will be private in Mount Vernon Cemetery. There are no visiting hours.

In lieu of flowers, memorial donations may be made to the Wounded Warrior Project, PO Box 758517 Topeka, KS 66675. Arrangements are in the care of FAY BROTHERS Funeral Home, 1 West Boylston Street West Boylston, MA.

A Response Letter Regarding Mission 26

This letter is regarding the article by Frank Moll in the August 2016 issue of the *Hardlife Herald* about Mission 26, October 9, 1943. This information was a revelation to me. Finally, another eye witness.

I have been researching this mission for several years to determine what really happened to "Miss Nonalee II" that day. My father, 2nd Lt. Arnold P. Martin, was the co-pilot of "Miss Nonalee II" on Mission 26 to Marienburg. Of course, I wasn't there so cannot verify or dispute any of Bell's statements. However, there are people that were there who dispute his report, including Mr. Moll.

First, I need to correct Lt. Bell's first name, which was Glyndon, not Clayton. Second, I have the crew loading list, so I know who was on the bomber that day. I have Lt. Bell's Escape & Evasion (E&E) report, which was completed by Lt. Bell after he returned to England. According to the report, the mission was to Danzig, not Marienburg. The report also states that the squadron was the 544th; not so; it was the 548th. Part of Bell's statement in the E&E report:

"number two engine ran away and feathered. We

broke radio silence to say that we were turning back and the crew was told to prepare to ditch. The radio operator sent out an SOS but could not get an answer." Other statements like "the radio operator's chute has opened in the plane and he was afraid to jump. I ordered him to put on my chute."

A nice excuse for Bell to stay with "Miss Nonalee II." Bell said he couldn't find his revolver to fire at the gas tanks, so had no way to destroy the plane. But then he states that the plane was burning when he left. I don't understand why the Air Corp didn't notice this contradiction. As we later found out, a German pilot flew "Miss Nonalee II" back to Germany and it was in good condition; no sign of fire.

Joe Ostermann was the bombardier on "Miss Nonalee II" that day. Joe read comments written by Bell's son of his father's account of the mission on the 385thbg.org website some years back. Bell had said that the engines feathered and it lost power as the reason for turning back. Joe then wrote a statement disputing Bell's account of the mission. In Joe Ostermann's account he states that Lt. Bell's account is

incorrect and that Miss Nonalee's target was to Marienburg. My mother, who is still alive, told me that my father told her that there was something very disturbing about why Bell left the formation. My father passed away when I was a child, so I don't have the opportunity to ask him about it.

My mother traveled with the crew to Washington state where the 385th was organized. She was there with my father until the crew left for Europe. She knew all the crew members. She says Bell was a braggart and the crew did not like him.

Suffice it to say, my father was captured; spent 19 months in Stalag Luft III; was there when the Great Escape took place in March of 1944; was on the 50 mile march from Stalag Luft III to Spremburg, where the POWs were herded on cattle cars for the 3-day trip to Stalag 7A outside Moosburg, Germany. Liberated on April 29, 1945 by General Patton himself and his army.

My father died as a result of disease he developed as a POW. If the eyewitness report by Mr. Moll is accurate, I'll never forgive Glyndon Bell.

-Patricia L. Martin

WHATEVER HAPPENED TO "RUM DUM'S" RECEIPT?

Sometimes, the obvious eludes us and we forget to ask for or include certain items in an article. In this case, last issue's "Whatever Happened to 'Rum Dum'?" article may have been enhanced by the receipt mentioned within.

So, without further ado...

121 Wing, Royal Air Force
Fortress No. 42/31378 (Pilot 1st Lt. Muchons)
landed at B. 100 with extensive flak damage
and No. 1 engine on fire at 1715 hrs today.
A guard of the R.A.F. Regt has been
mounted on the aircraft.
10 April 1945
James C. Keep
Wing Commander
for Group Captain
Commanding
121 Wing R.A.F.



BEFORE YOU RECYCLE THIS NEWSLETTER...

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385th BGA REUNION - ST. LOUIS, MO - OCTOBER 2016

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