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9th Reunion 40th Anniversary June 1—5, 1983 Colorado Springs, Colorado



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"The Mighty Eighth Reunion Group"

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION

GREAT ASHFIELD - SUFFOLK, ENGLAND

STATION 155

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**SEE YOU
IN THE
SPRINGS
IN '83**

NEWSLETTER

VOL. IX NO. 2 15 APRIL 1982 EDITOR: PAUL R. SCHULZ

EDITOR SAYS

"I GOOFED"

That's right, I goofed. In the January, 1982, newsletter, I made a premature announcement that our '83 reunion would be held at the Antlers Hotel in Colorado Springs. It seems that when it became time to complete our room reservations, someone failed to examine our original letter of intent and committed some of our rooms to another organization. Well, not to worry, our erstwhile host, Bob Douglas, and co-host, Bill Fife, went to work immediately and contacted the FOUR SEASONS, a large convention center in Colorado Springs. As a result of Bob Douglas' superior work we have secured 200 rooms at lesser rates and more amenities than before. Swim, rain or shine, indoors or out, suanas, hot tubs, exercise rooms (if you must), exercise trail, tennis courts and putting greens, all without leaving the grounds. Sounds too good to be true! Well, you had better believe it!

Your reunion committee has been hard at work. Bob Douglas and the Prez have confirmed all arrangements. Bob was able to secure for us the same rates in 1983 that the American Ex-POW convention will pay in July '82. Rates are: single \$48.00, double \$58.00, poolside rates are \$58.00 single and \$68.00 double. The reunion will begin June 1st for early arrivals in our hospitality room. On June 2, a hosted cocktail party; a surprise program on Friday afternoon followed by a Western Barbeque in the evening (wear your Western clothes). A Saturday morning business meeting and the, usual Squadron meetings. The ladies will have a special program on Saturday morning (9-11:30) with details to be announced later. We will dedicate our memorial at the Air Force Academy on Saturday afternoon at 2:00 P.M. A dinner dance will be held in the evening at the hotel. Sunday morning will feature a breakfast and a short address by a renowned speaker, Colonel Bill Baugh, USAF, Retired, a Viet Nam P.O.W.

In addition, optional tours will be available. A tour to the COORS BREWERY on Thursday, provided we have a minimum of 45 people. ALL THE BEER YOU CAN DRINK! Other optional activities to be announced at a later date.

For those traveling by RV, we have reserved several spaces at a local campground, all with full hook ups at a reduced rate. Also under consideration is a plan to provide transportation to and from the campground for the RVers.

In addition, Bob Douglas is in the process of obtaining reduced rates on rental cars for our group.

Now is the time to begin your vacation planning for June, 1983. There is so much to see and so much to do that one week is not enough time. Plan at least two or more weeks for a thoroughly enjoyable time. SEE YOU IN THE SPRINGS IN '83, WHEN IT IS SPRINGTIME IN THE ROCKIES.

**SEE YOU IN THE SPRINGS
IN
'83**

Story by
CHRIS EVANS

Picture by
ANDY ABBOTT

THE prospect of two years' hard work in a Middle East tax haven was a challenge to Suffolk civil engineer Ian Hawkins.

But within a week of arriving at Jeddah, Saudi Arabia, Mr. Hawkins found himself on a return flight — fighting for his life.

The incident, which cost Mr. Hawkins — a keen amateur footballer and cricketer — the use of his legs and one arm — occurred away from the dangerous building sites that were springing up all over the city.

As he sat at his desk writing about the day's events in his diary — just a week before Christmas 1976 — Mr. Hawkins was hit from behind with an axe.

Now four years later, a man is soon to appear before the courts in Jeddah, charged with his attempted murder, having been detained in a Jeddah psychiatric prison since the incident.

In the meantime, Mr. Hawkins, no w 41, of Birch Avenue, Bacton, near Stowmarket, has undergone 12 major neurological operations to save his life — and restore what little movement he is now able to make. The axe had penetrated three inches into his skull.

"I was found in a pool of blood by one of the houseboys four hours later," he said. "My shirt and trousers were saturated," he added, producing the black bound diary still stained with blood.

"I couldn't feel anything. It didn't hurt at first and I tried to get up but I couldn't move. All I could hear were the flies buzzing around my head."

Mr. Hawkins was rushed to Jeddah Hospital, where flesh from his thigh was taken to temporarily fill the hole left in his head. Forty-eight hours later he was in a coma on a plane bound for England — and Addenbrooke's Hospital, Cambridge.

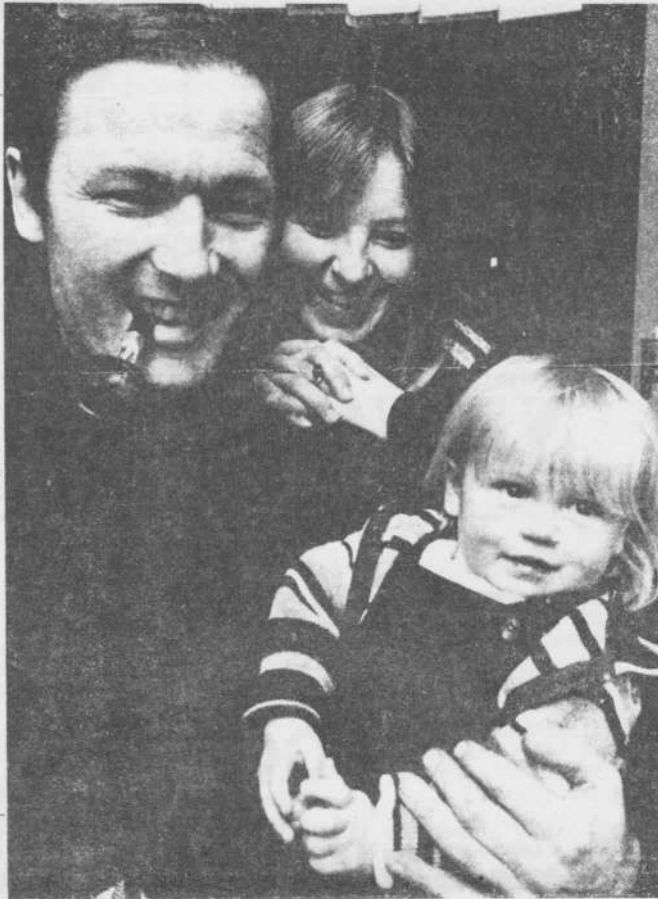
"I woke up on Christmas Day," he explained. "The first thing I remember was hearing the accents of the English nurses and knowing I was in good hands."

"But I couldn't move, I couldn't feel anything and I couldn't speak. I communicated by blinking. One blink of my eyelids meant 'yes' and two blinks meant 'no.'"

But under the care of his surgeon, Mr. Walpole Lewin and a team of nurses and therapists at Addenbrooke's, Mr. Hawkins began to recover from the wound that had damaged three inches of the left side of his brain and 1 inches of the right side.

"I had pipes and tubes sticking out of me in all

The Hawkins family — horror behind them, but happiness ahead.



Lucky to be alive

directions. The whole thing was a nightmare which at first I thought I was going to wake up from. And then I realised how lucky I was to be alive at all. The axe had severed the main artery to the brain and if I hadn't been found when I was I would have died."

Mr. Hawkins spent 18 months in the rehabilitation wing of the hospital after a series of operations which included the insertion of a tin plate in his head and surgery on his Achilles tendons to try to restore sensation in his legs.

"Altogether I spent 2½ years in hospital but the care I got at Addenbrooke's and Ipswich Hospital's Heath Road Wing was fantastic. I couldn't have been better looked after."

During his time of rehabilitation, Mr. Hawkins had twice daily speech therapy lessons to regain his speech. "I was

unable to speak at all at first and it was a very gradual process. It took about six or seven months before I could speak properly again."

Now Mr. Hawkins, whose speech is still slightly slower than normal, is confined to a wheelchair. He is able to stand and balance, if supported, for short periods of time only and his right arm is useless.

But although Mr. Hawkins' dreams of making good in a fast growing country were dashed by the one cruel blow which changed his life, he feels no bitterness about Saudi. "It is the sort of thing that could have happened in any country," he said. "People always feel that things couldn't happen to them like this but, by heck, they can — wherever they are."

Rather than let his disabilities depress him, however, Mr. Hawkins — who now has a 16-month-old daughter, Alice — has, with the help of his wife Marv, turned part of

his sitting room into an office, where he can indulge his life-time interest in American war aircraft and his new-found ability to write.

He is now in the last stages of writing a book about the war-time adventures of the 5th United States Air Force — in particular the historic October 10, 1943 Munster raid on Germany, during which some 33 heavy bombers were lost.

Although a disastrous raid in terms of aircraft lost, it is a story of extreme courage and endeavour on the part of the American and German crews.

Mr. Hawkins had always been interested in the subject but it wasn't until correspondence to an aviation magazine brought him into contact with the war thriller writer Len Deighton, that he decided to put his healthy left hand to use — and write a book.

"I sent off several ideas

to Len and he wrote back saying he thought I ought to write a book. So I began, really because of his help and encouragement."

Ian's research — which had involved "two thousand letters having to be written and hundreds of photographs to be found" — has taken him as far as getting in touch with many of the original pilots and crews of the American war-time bombers based in East Anglia.

"As a child I used to stand and watch them fly overhead and the sound of the engines was always very exciting. Now I've met some of the pilots and exchanged letters with others — even read their diaries. I have a wealth of information which I think is going to turn into a good book."

"But I never would have thought I would write a book. As a civil engineer I never had time to do anything other than work. Now I have all the time in the world."

After being hit by an axe while working in Saudi Arabia Ian Hawkins was found lying in a pool of blood. He spent months in hospital fighting for his life and knows how close he came to death. But despite his injuries Ian is determined to live life to the full

Ian Hawkins, wife Mary, and daughter, Alice, are pictured above. Ian is an active member of The Friends of the Eighth (F.O.T.E.). He is the acting secretary and treasurer of the 390th Bomb. Group Memorial Air Museum. Ian and Mary were hosts of the 385th BGMA in 1976 and again in 1980. If you get to England, stop in and see Ian at,

29 Birch Avenue
Bacton, Stowmarket
Suffolk, IP14-4NT
England

Article submitted by
John Pettenger



The FOUR SEASONS indoor pool in the foreground. A fun place to be. Bring your swim suits. Sorry, no indoor sun but lots of sun by the outdoor heated pool.

The Four Seasons Motor Inn

The Four Seasons Motor Inn is located in the heart of the beautiful Pike Peak Region, known for its majestic national forest, winding mountain roads and variety of recreational facilities. Clean, invigorating air, plenty of sunshine and a low relative humidity make Colorado Springs a most attractive convention site and tourist destination. The management of Four Seasons aspires to compete with the best in handling large meetings and in catering to individual guests. Their success can be attributed to a variety of factors.

There are 21 meeting rooms located on the first and third floors with the Grand Ballroom and the Cotillion Room on the main floor.

There are two tennis courts, an indoor and an outdoor swimming pool (both heated), sundecks, sauna, jacuzzi, a putting green, a gift shop and a boutique.

A gourmet dining room and a colorful disco lounge are located at the TOP O' THE SEASONS, where there is a fine view of the area. The coffee shop is open 18 hours a day. The Deli is open 24 hours a day. The Regimental Lounge, adjacent to the main lobby is a quiet, intimate gathering place, artistically decorated. The Four Seasons Motor Inn is one of the major convention hotels in the State of Colorado.

385th BGMA NOT 8th AFHS

The editor recently received a computer listing of all 385th members who are members of the 8th Air Force Historical Society. In comparing the list to our membership list, 8 new names were discovered. Also, an interesting fact came to light: almost 15 per cent on the list do not pay dues to the 385th Bombardment Group Memorial Association. Since these people have been receiving the 385th NEWSLETTER they may believe that we are affiliated with the 8th Air Force Historical Society. WE ARE NOT. The 385th BGMA is a separate, non-profit organization organized to perpetuate the memory of the 385th Bombardment Group (H) members who died in combat and in peacetime. Our only source of income is dues and the sale of items through our PX. To survive as a viable organization we need the support of all concerned. Only by paying your dues can we continue to flourish. Repeat, to be a member of the 385th BGMA, dues must be paid. Send your checks to:

John F. Pettenger, Treas. 385 BGMA
Box 117
Laurel, FL 335^5

Mail Call

Lamar Peeples, P.O. Box 403, Eugene, OR 97440

In the 15 Jan 1982 newsletter, I noticed a letter from George Behl about a mission to Berlin on 6 March 1944 which does not match up with the list published by the association.

I noticed some discrepancies between this list and my individual sortie record. After looking them up in other records I could find no errors. I did note one thing. All of the questionable missions were ones where the 385th put up more than one group. Remember those "composite" things where each group of the wing contributed one or more squadrons to form a group? I think this is the problem.

In the case of George Behl and his Berlin mission of 6 March 1944, I was on that mission. In fact, I flew formation control officer for the Deputy Lead who was some Colonel from either Wing or Division. I think that the plane was not a 385th plane. I know the crew wasn't. I was the only 385th member on the plane. When Gen. Wilson was shot down our plane was leading the high squadron. We took over the lead and concluded the mission. I seem to remember that we did not land at Great Ashfield. The Colonel took me to a debriefing with him at his office and then he had a staff car bring me back to the 385th. I remember being a little unhappy about the whole thing!

There are at least two cases in my records that do not match up with the 385th list and both were missions where someone from Wing or Division (both Colonels I seem to remember) brought the aircraft to Great Ashfield. I remember one came from Alconbury and the reason I remember it was the tail gunner was incensed as hell that he had to give up his position to the formation control officer! (That was a mission to Fredrichschafen on 24 April 1944 and was my 27th mission.)

You can tell George that if there is a mistake, somebody was being consistent! I remember the date too.

Jerome (Jerry) Leichtman, 1349 Casiano Rd., Los Angeles,
CA 90049

In the last issue of the newsletter, January 1982, you asked for anything of interest and to please write to you.

As a matter of fact, the "Ragged But Right" crew, 549th Bomb. Sq. of Lt. Neil Rosener had a reunion at Neil's home in Estes Park, Colorado, about an hours drive from Denver, on Sept. 24 to 27th, 1981.

I hadn't seen or spoken to Neil since late in 1945, when he and his wife, Mary, visited me in Los Angeles. He phoned me and asked if we would come to a crew reunion, and told me who was coming, and I said, "We're on the way".

There was George Flynn, co-pilot, who came in from Michigan, John and Mary Storer, Navigator, who drove all the way from Indiana, myself and my wife, Pepie, Bombardier, and Lester Esterman, Bamardier, who flew in from New Jersey.

Early last year, you ran a feature story on "Ragged But Right", and just to refresh your memory, on May 12, 1944, on a mission to Zwickau, Rosener gave the bail out order, and John Storer, Harold Mack, the Engineer, and Myself bailed out. Rosie took the injured bird all the way home and then in August of 1944 went down along with George Flynn, and Lester Esterjan, who was on his last mission, flew just that one mission with Rosie.

Anyhow, we really had a high time. Mary Rosener was great and knocked herself out to accomodate all of us. We took a million pictures, and we all brought pictures and memos, and the tall tales flowed like the proverbial wine. We fought the entire war and, of course, reviewed all our prisoner of war experiences. We were all in Stalag Luft III. From all the tales told, maybe it was luck we went down. Who knows, the war could still be going on.

Unfortunately, we couldn't locate any of the other crew members, although Neil tried to find them. Hopefully,

we'll do it again soon and not have to wait 35 years in between. I'm hoping we all make it to the 1983 reunion. In the meantime, keep the newsletter going. I love it, and trust that there may be something in this story of interest to the other ex-flyboys.

Truman Smith, Box 507, Ponca City, OK 74601

Thanks to Ed Stern's article in the Jan. newsletter the light of recognition started to brighten. He was our Exec in the 550th, whom we referred to as the "IF-GO", whose only purpose seemed to be aimed at reminding us that we should be G.I., beautify our surroundings and dumping bundles of mail on our bunks, when we were away on missions, for us to CENSOR in our spare (?) time.

In retrospect I can appreciate Captain Stern. We had to have someone - a real live person - to bitch about. Who better than an "IFGO"? So I am pleased to have the opportunity to ask his forgiveness, because his was not an easy task.

As they say, "War is Stupid". Under normal circumstances, would a bunch of fliers find it amusing for a non-flyer to be the only one to dive into a bomb shelter and find it full of water? Of course not. It is war that makes "IFGO's".

I'm glad that Stern explained why the .45's were picked up. I thought it might have resulted from Baumersbach staggering in one night, picking up his pistol and leaving to shoot the "IFGO" M.P. Major for having picked up my navigator, Moody, and nother pilot, McDonald for having gone into the Ladies Room at a dance at the club.

It appears that McDonald (in his cups) felt that a certain young lady was ignoring him (which she was) by refusing to come out of the powder room. I had seen Mac on the perch, leaning on the doorframe most of the evening. Under oath, I would swear that his shoulder slipped from the frame and he just staggered forward (into the rest room) in an attempt to catch his balance.

Moody, in his defense, did not enter the ladies lounge to retrieve our billet-mate. Rather, he was telling the Major he couldn't lock up Mac when I left. So the Major had Mac and Moody spend the night in his office, while Baumersbach went off into the night firing his .45 and I went to bed, praying that nobody would get hurt.

The next day, 12 July 1944, as I recall, McDonald and White collided in a time-turn north of Munich. There were no survivors.

So goes my memories of the 385th.

Vince Masters, 389 Westview Dr., Athens, GA 30606

We are finally digging out from underneath the ice storms and snows of last month. Reminded me of Casper Army Air Base for a while. Southern drivers just are not prepared for the icy blasts from the North. Watching the news was like watching the Comedy Hour.

It sounds as if another great reunion is shaping up for the 1983 reunion in Colorado. Judy and I would be very happy to assist in any way we can. Let us know what we can do and we will try to accomplish it.

I am enclosing a notice about our forthcoming Wine Wonderland tour for 1982. I would be pleased if you would run it in the next issue of the Newsletter.

I would be pleased to contribute wine articles for the Newsletter. I am enclosing a sample copy of one of the columns which has appeared in the Athens newspapers. Please comment about scope and length of the article. I can modify the column to suit your fancy.

Judy Jay will be writing to you soon about travel plans for the Colorado reunion. Perhaps you all can get together on it.

Richard E. Molzhan, 3350 Pine Rd., Huntingdon Valley, PA

19006

I have only now been informed by a member of our crew that a 385th Bomb Group organization exists. As a former member of that group I would appreciate hearing from you regarding their activities.

Prez Sez

Our treasurer, John Pettenger, wishes to express his thanks to all of you have sent him their dues payment. However, with almost 1000 names former 385thers on the mailing list we are still less than 50 per cent in the paid up column. An examination of the treasurer's report reveals that the association spent more than \$5000.00 last year on mailing costs and the Newsletter publication. In order for the Association to continue to publish an informative publication, delinquent dues must be paid.

Bob Douglas had been extremely active in the planning of the '83 reunion. As noted elsewhere in the Newsletter, Bob was able to secure 1982 rates for a 1983 reunion. No small accomplishment. Thanks, Bob, for a great job. I know that you will continue to keep up the good work.

Neil Rosener has volunteered to host a mini-reunion in September, 1982, at Estes Park, Colorado. I would like to urge every and all of our members who can, to please attend and enjoy a taste of our western hospitality. This will be a sample of "what's in store" for the '83 Springs gathering. There are many and varied activities available in Estes Park. It is a fabulous mountain summer resort but after Labor Day it becomes a small, friendly, close-knit town with a great welcome to all. Please plan on attending. You will enjoy it!

Mini Reunion ■ September 9—12, 1982 Estes Park, Colorado

Neil Rosener, North Devils Gulch Road, Stanley Heights, Estes Park, Colorado 80517 has volunteered to be the host for a mini reunion to be held in Estes Park, Colorado, Sept 9-12, 1982. EVERYONE is invited, especially those who live in Montana, Wyoming, Colorado and New Mexico. One of the purposes of the mini will be to consummate final plans and assign responsibilities for the 40th Anniversary reunion. Neil says that by planning our arrival after Labor Day, prices are less, accommodations better and the crowds are at a minimum.

This is probably the best time of the year to visit Estes Park. The days are warm and the nights are cool. Rocky Mountain National Park is uncluttered and the fishing is great.

All of you RVer's plan to bring your outfit. Bob Douglas and I are bringing our 5th Wheelers. There will be plenty of transportation so don't hesitate, make your plans now for a late summer's or early fall vacation. Final details will be announced in the July Newsletter. Meantime, please write to:

Neil Rosener
North Devils Gulch Road
Stanley Heights
Estes Park, CO 80517

and tell him when to expect you, how many and for how long. Also whether you will be driving and if you will require motel or RV accommodations. Let's make this a mini reunion to be remembered. THIS MINI REUNION IS FOR THE MEMBERS OF THE ENTIRE 385TH BGMA, NOT JUST THOSE WHO LIVE NEAR BY. PLEASE COME.

Air Forces Escape and Evasion Society

The Air Forces Escape and Evasion Society is an organization whose members were US airmen who went down behind enemy lines and either evaded capture or escaped from captivity and returned to Allied Central. The purpose of the Society is to encourage those members who were helped by resistance organizations or patriotic nationals of the countries involved to continue existing relationships or renew relationships with those who helped them during their escape. For more information write to:

Heyward C. Spinks
P.O. Box 844
Beaufort, SC 29902

385th BGMA PX

From time to time the association has received inquiries concerning the availability of specialty items such as the Group History, back copies of the newsletter, programs from past reunions, belt buckles and other items. Since the 385th BGMA has several of these items in stock, we have decided to offer them to our members. Those items not in our inventory will be supplied by the vendors at no inventory cost to us. The 385th BGMA will realize a profit on all items sold. The following are offered for sale, prices include postage and handling.

The Letter, author Frederick H. Ihlenburg. Hard cover, Novel. A story of a B-17 crew based at Great Ashfield, how they lived and fought. Fred Ihlenburg is a 5th Pilot who wrote the book ten years ago while recuperating from open heart surgery. \$5.95

385th Bomb. Group History - a reprint of the Group History, an exact duplicate, hard cover. \$22.25

Sixth Reunion, paper cover. A detailed history of the All Saints Church in Great Ashfield and a short history of the 385th Bombardment Group (H). Contains several unpublished pictures. All monies collected are used to support our Memorial Altar in the All Saints Church. \$2.50

Pennsylvania Dutch Gourmet Cookbook, paper cover. Authors Laverne and Shirley Rohrbach. Laverne was a 385th member and a member of Rosener's crew. They were shot down on August 15, 1944 and ended up at Barth, Stalag Luft I. This cookbook contains 333 recipes of the Pennsylvania Dutch (German) origin. I can remember both my grandmothers and mother preparing many of the recipes when I was young. If you like German cooking, this cookbook is for you. \$5.00

Squadron Tee Shirts

Men's	S-M-L-XL	\$6.75
Women's	S-M-L-XL	7.75
Squadron Sweat Shirts	S-M-L-XL	7.75
Children's T-shirts	S-M-L-XL	5.25
Golf Shirts	S-M-L-XL	9.00

Belt Buckles, B-17 and 8th Air Force insignia with 385th Bomb. Group (H) identification. Hand crafted, hand cast, hand polished, solid golden bronze. \$21.00

Address all orders to: 385th BGMA PX
2049 Phoebe Dr.
Billings, MT 59105

Make all checks payable to 385th BGMA-PX. Allow four to six weeks for delivery.



American Ex-Prisoners of War 1982 Convention

The American Ex-Prisoners of War will hold their 35th Annual Convention at the Four Seasons in Colorado Springs, Colorado, July 11-16, 1982. All members of the American EX-POW's are invited to attend. Any former 385th EX-POW not a member is invited to write to:

1982 EX-POW Convention
P.O. Box 517
Fountain, CO 80817

Colorado Springs In '83

Thunderbolt John Ford

Its mother was either a German Shepherd or a Great Dane, but that day in July, 1943 when Lt. Robert A. Payne nuzzled the chin of Thunderbolt, he had no thoughts of its parentage. It was just a stray dog who looked hungry. Bob was on his way to the Mess Hall and Thunderbolt walked along with him. While Bob was eating his meal, he remembered the hungry dog and filled up a doggy bag to take with him. Sure enough, when walking out of the Mess Hall, Bob spotted Thunderbolt waiting for him. Bob fed the dog and watched while Thunderbolt rushed through the food. At that time a bond was formed between the Lieutenant and Thunderbolt.

They became constant companions and in a short period of time, Thunderbolt was flying practice missions with Lt. Payne in the 548th Bomb Squadron. A few months later on 29 November 1943, Lt. Payne was assigned to fly as co-pilot to Lt. Richard Yoder in aircraft B-17F, serial number 42-30204. The mission was to Bremen. The navigator was Lt. Morton D. Breslau; the bombardier was Lt. William B. Hart; and the gunnery crew was radioman S/Sgt Theodore R. Shatz; Top turret T/Sgt James A. Kingdon; ball turret S/Sgt Robert Mixon, Jr.; tail gunner S/Sgt Roy L. Saye, and the waist gunners were (Left) S/Sgt Edward H. Staman and (Right) S/Sgt Forrest L. Megenhardt. Thunderbolt was at the hardstand to see them off and he remained there throughout the mission.

22 aircraft took off and 10 returned due to malfunctions. Only twelve aircraft reached the target, but only ten aircraft returned home. Missing was the aircraft of Lt. W. L. Swope, serial number 42-37874, and the aircraft containing Lt. Yoder and Thunderbolt's master, Lt. Bob Payne. Many of you may remember the Stars and Stripes story about Thunderbolt, written by S/Sgt Duke Apodacca, and which appeared in the month of January 1944.

The first aircraft to return was Jordan's #251 which landed at 1646 hour. The last plane to touch down was Neal's #335, which hit the deck at 1707 hour. Meanwhile Thunderbolt remained at #204's hardstand, patiently waiting for his master, Lt. Bob Payne. When all hope expired for the return. Thunderbolt remained - for days. He was fed by the ground crew but would not make-up or take-up with any man, and he kept that attitude for a period of three months, until finally, Lt. Robert Lipsitt, the Mess Officer at the Officers Mess and a friend of Bob Payne's, read Apodacca's story. He went to the flight line and was able to coerce Thunderbolt into a jeep driven by a friend. Thunderbolt had met Lipsitt many times at the mess hall and before that day was out. Thunderbolt had been fed, bathed and bunked down by the Lieutenant, whom he soon recognized as a new master.

In the month of June 1944, Bob Lipsitt was selected to go with troops supporting the Army's landing in France. On 8 June 1944, a jeep was loaded into a landing craft just off the shores of France and in that vehicle were two officers, their battle-packs, and, perched in the rear seat was Thunderbolt. Before the reached the shoreline, it was hit by enemy bolt was blown into the channel. When the reached the shore line, Lipsitt could see no traces of the dog, but persuaded his companion to lag for a short time. Suddenly, out of nowhere, came a racing Thunderbolt, who leaped back into the rear seat. In view of the mass of equipment and troops on the shore line, Lipsitt could hardly believe it.

In the next few months, wherever Lt. Lipsitt appeared. Thunderbolt was with him and he soon became very well known in France, since the good Lieutenant established several mess facilities there. Finally, in December 1944, Lt. Lipsitt was ordered north into Germany. A young medical officer traveled with him, along with Thunderbolt. As they drove along in the bitter cold and fog, they had no idea that the "Battle of the Bulge" had just begun. Soon they were stopped by Army MP's, who turned them around. Within a minute or two, an enemy cannon shell exploded near the jeep and Thunderbolt, badly wounded, fell off the back seat to the floor of the jeep. Lt. Lipsitt stopped the jeep to examine Thunderbolt and was terribly upset

when the medical officer told him that the dog was badly wounded. They drove along the road until they came to an installation where the young medical officer was able to talk his way into the medical facility, where he operated on Thunderbolt and was able to save his life. In the next few days. Thunderbolt was able to travel and served the balance of the war with Lt. Lipsitt.

When the war ended in the ETO, Lt. Bob Lipsitt was returned to the United States, but prior to leaving, he left Thunderbolt with another officer who promised to get Thunderbolt back to England. But once Bob Lipsitt departed. Thunderbolt also disappeared, making his way to Camp Lucky Strike where POW's were being interviewed and returned to the ZI. Many aircraft from England also stopped at "Lucky Strike" and Thunderbolt crawled into one and was returned to somewhere in England.

Meanwhile, the Russians had freed many POW's and among them was Lt. Robert Payne. He was sent to "Lucky Strike" for processing and managed to get leave to return to the base in Great Ashfield. In his search for his old buddy Thunderbolt, Bob Payne talked to everyone in the area, including English civilian and military personnel at Great Ashfield and Stowmarket, where he also talked to a reporter on the local newspaper. Very few people knew that Lipsitt had taken Thunderbolt to Europe in June 1944. Lt. Bob Payne was heart-broken, for he had thought about Thunderbolt every day of his internment. He returned to "Lucky Strike" and eventually, to the United States.

One day in late September 1945, a tired and footsore Thunderbolt showed up at Great Ashfield which had been taken over by Ministry of Defense personnel, supplemented by RAF uniformed guards. The Stowmarket reporter, in search of a story, happened to be at the airfield and spotted Thunderbolt, as described by Lt. Payne. The reporter told the Ministry of Defense personnel about Lt. Robert Payne's search for the dog and gave Payne's United States address. In early October 1945, Bob Payne received a letter from the Ministry of Defense that stated Thunderbolt was to be shipped to him on the "Queen Mary".

At the time, Lt. Payne was stationed at Henderson Field, near Sebring in Florida. And so it was that in late October or early November 1945 (Bob can't remember the exact date), he and Thunderbolt were united once again on the New York docks. They were inseparable.

Thunderbolt followed Bob around the Air Force (flying with him as often as possible) but always there to greet him when he landed.

In 1946, Bob Payne met up with Lt. Bob Lipsitt and they had quite a chat about Thunderbolt and his exploits since Lt. Payne had been shot down on 29 November 1943. They had a great visit and Bob learned much more about his pet. Sad to note, Bob Lipsitt dies of a heart attack shortly after the visit.

Bob Payne was assigned to Westover and Thunderbolt was with him. But what the Germans couldn't accomplish, an American garbage truck did! In 1951, while Thunderbolt was playing in the street in front of their home in Westfield, Massachusetts, he was hit by the truck and died instantly. What a dogs life this beautiful old mixed breed had lived. He had shared his life with two men who loved him.

That 2nd Lt. Robert A. Payne is today B/Gen. Robert A. Payne, USAFR (Ret.). He resides with his wife at 32 Riverview Terrace, Suffield, Connecticut, 06078.

(Continued on page 7)

Second Schweinfurt Memorial Association

The Second Schweinfurt Memorial Association will hold their annual reunion 7th IO October 1982 at the Stouffers, Cincinnati Towers in conjunction with the 8th Air Force Historical Society Reunion. All 385th members who flew the 2nd mission to Schweinfurt on October 14, 1943 are invited to join the association. For details write to:

James V. Vaughter
4206 Walnut Ave.
Carmichael, CA 95608

MISSION TO BREMEN - 29 NOVEMBER 1943

B-17F	Serial	Number 42-30204 TO:	1022	Shot Down:	1441	548th Bomb Squadron-Diepho			1 tz
Pilot		Yoder, Richard (NMI)		1st Lt.	0-795116	Rtd	Nr. Diepholz	Frankfurt	
Co-Pilot		Payne, Robert A.		2Lt Lt.	0-801567	Rtd	(Next day)	Frankfurt	
Navigator		Breslau, Morton D.		1st Lt.	0-67-470	Rtd	Nr. Diepholz	Frankfurt	
Bombardier		Hart, William B.		2nd Lt.	0-673073	RTd	"	Frankfurt	
Radio Gunner		Shatz, Theodore R.		S/Sgt	39314628	KIA	"		
T. Turret Gunner		Kingdon, James A.		T/Sgt	39019929	RTD	"		
B. Turret Gunner		Mixon, Robert (NMI)	Jr.	S/Sgt	34381696	KIA	"		
Tail Gunner		Saye, Roy L.		S/Sgt	34404301	Rtd	"		
L. Waist Gunner*		Staman, Edward H.		S/Sgt	13091882	KIA			
R. Waist Gunner*		Megenhardt, Forrest	L.	S/Sgt	35382313	KIA	"		

- * Staman was also the Assistant Radio Operator.
- Megenhardt was also the Assistant Engineer.

The 4th AD Lead for the mission was Colonel Castle, with the 385th flying the 1st Group. Overcast was complete at 10/10th's. On the flight into the target area, Colonel Castle noticed a hole in the clouds and ordered the flight around for the second time. Over the target, flank bursts hit aircraft 204 near the ball turret, killing SSgt's Schatz, Mixon, Staman and Megenhardt. Other bursts hit the aircraft on its flight out of the target area causing the plane to glide away from its #2 position in the low element. Yoder sent Payne down to assist the navigator and the bombardier with whom communications had been broken. Yoder then hit the bail out bell and the aircraft was evacuated. The four dead gunners were still in the aircraft and were found when the plane crashed. C. One was unidentified because of the lack of dog tags, but all four were buried in lot number 4 in the Diepholz civil cemetery. The unidentified body was Meoenhard, identified by his dental chart at the end of the war. The remainder of the crew, with the exception of Bob Payne, were captured a short time later. Pavne was captured the following day and sent to Frankfurt for questioning. He was then sent to Stalag Luft Number 1 at Barth in northern Germany.

Submitted by Ian Hawkins. Reprinted from September, 1981, Framlingham Times.

Reprinted by courtesy of THE OBSERVER, 19 NOVEMBER 1972

How fate took a hand in Lt Joe Kennedy's last flight

by ANDREW WILSON

I MET Lieutenant Joe Kennedy, USN, in 1943 at a party-given by his sister, Kathleen. He was a tall, likeable officer with a reported ambition to beat his younger brother Jack into becoming the first Roman Catholic President of the United States. Nine months later he died in an explosion in a Liberator bomber, parts of which were discovered last week by a young Suffolk policeman in New Delight Wood, near Blythburgh.

I have since filled in the ironies of his death with the aid of the US Navy and Air Force and an American fiction writer. Hank Searls, who three years ago wrote a book about Kennedy, called 'The Lost Prince.'

In 1944, Kennedy, attached to a US Navy anti-submarine squadron stationed in Devon, had volunteered for an operation called Anvil. The plan was to launch giant bombers packed with explosives at V-1 flying bomb sites in occupied Europe. The bombers would be manned for take-off, but the crews would bale out after handing over their planes to radio control from a mother plane before they crossed the English coast.

The US Army Air Force had a similar, rival project called Aphrodite, and the crews for both projects were brought together at Fersfield airfield, near Diss, in Norfolk.

On 11 August, 1944, Kennedy's Liberator was loaded with 12 tons of Torpex explosive.

Next morning, Kennedy and his co-pilot, a regular Navy man named Bud Willy, were briefed for their mission. This was to

culminate in flying the 30-ton Liberator directly into the steel doors of an underground V-1 launcher at Vimovecques village, just behind Cap Gris Nez.

Kennedy and Willy were to bale out over Manston in Kent, having handed over to the mother plane, a Ventura fighter, for the last 15 minutes of the flight.

This was a more dangerous operation than might at first be supposed.

Shortly before Kennedy's attempt, six USAF crews had attempted the same thing. One pilot had been killed when his plane plunged into the ground; one had lost an arm in the difficult bale-out (through a hole in the fuselage near the nose wheel); one had broken his back and three had baled out with minor injuries, only to see their planes crash out of control or be shot down by fighters before reaching the target.

The real danger, however, was one that Kennedy never knew about. His Liberator took off at 17.52 on 12 August, an hour before sunset. There would still be enough light for the television camera mounted in the Liberator's nose to pick out the target clearly.

The flight began with a leg south-eastwards to Framlingham, then north to Beccles, then south over Clacton and Dover to the target, a distance of 150 miles. The chosen route was deliberately tortuous so that the

Liberator's radio control system could be tested out. Eighteen minutes after take-off, at 2,000 ft over Framlingham, Kennedy passed word to the mother plane to take the Liberator under control.

The mother plane tested the Liberator's remote controls, and, with Kennedy sitting back, turned the bomber north for leg two. Five minutes later the Liberator should have been approaching Beccles. Instead it had strayed eastwards, and was approaching N iv Delight Wood. The remote control pilot therefore turned the Liberator slightly to port. And, as he did so, it blew up with an enormous explosion.

According to eye-witnesses, there were two separate blasts, with one second between them. It was the biggest explosion over Britain during the whole war, and disintegration was absolute.

At first there were suspicions that the premature explosion had been caused by static electricity or fuel leakage into the bomb bay. It was only later, and behind a cloud of secrecy, that the almost certain explanation emerged.

The arming device for the explosives in the Liberator had to be activated by a radio signal from the mother plane at a particular frequency. The signal was known to cause a surge of power from the control batteries of the Liberator. To prevent this causing overheating of the arming circuits—and a premature explosion—a safety device cut

off this extra power when the arming signal was given.

What was not realised at the time was the effect of an additional safety pin that had been added to the Liberator's electrical system at the last minute. It was designed to prevent an accidental explosion being caused by buffeting in flight—it also prevented the cut-off of the extra surge of power.

But even if overheating had occurred, Kennedy and his co-pilot should not have been affected by any resulting explosion—because the arming signal was not due to be sent out until after they had baled out.

An investigation later showed that the arming controls in the mother plane had not been activated.

What had almost certainly happened, though, was that as the Liberator flew north from Framlingham it picked up a chance signal at the chosen frequency from an unintended source—a radar station or an Army tank wireless on the ground.

It was discovered that a powerful radar establishment, which had not been warned about the Anvil mission, had been sending out a continuous stream of such signals in a bid to jam German V-2 rocket launches, which Allied intelligence expected to begin at any moment.

So Kennedy died as a result of a bizarre accident; and the nearest witness of his death was Colonel Elliott Roosevelt, the son of President Roosevelt, who was following the Liberator in a photo-reconnaissance Mesquite that should have photographed



Joe Kennedy: 'Flying bomb' pilot.

the final impact as the plane slammed into the target in France.

Kennedy and his co-pilot were posted as missing, but in East Anglia the affair continues to exercise a deep fascination on people, such as the Suffolk policeman, PC Evans, and his friends, who have spent months looking for parts of the aircraft. But what all the local researchers have obscured is the total failure of the Anvil and Aphrodite projects.

Altogether 17 USAF 'flying bombs' and two Navy planes took off from Fersfield. Only one got within striking distance of its target (but failed to do any damage). Another destroyed three blocks of houses on Heligoland, off the German coast.

As for the rocket sites, they were captured by Allied invasion forces, whose advance from the Normandy oridgehead ruined Anvil and Aphrodite redundant.

SEE YOU IN THE SPRINGS JUNE 1 — 5, 1983

Hazardous Duty

Truman Smith

It occurred to me how hazardous the parties were at the old Group, which will never be set down in the history books.

It was at the conclusion of one of these parties that my pilot, "Moon" staggered into the barracks wearing a Wing Commander's cap from an RAF guest (I guess), singing "Lay me Down, Roll Me Over and Do It Again". He flopped onto his bunk and "people" (feigning sleep, I didn't look) came in and retrieved the cap. One voice was English. Moon eventually fell into a nightmare. It was a dandy. He yelled that the plane was on fire, "Smitty, save the crew". Then with pillow clutched to his chest, he dove head first out of bed, splitting his head open on the floor.

At the far end of the barracks was the "Other Crew", as we always greeted each other when the barracks had been cleaned out from casualties. I yelled for some help, but they were all zonked out. A new crew of replacements had just moved in, but they just hid under their covers.

I compressed the bleeding on Mon's forehead with the handiest, but dirtiest, of handkerchiefs, got him up and half carried him out the doorway, holding the compress with one hand.

Sometime after the Wing Commander had retrieved his cap, Moon had stripped down to his long underwear. So there we were, clinging to each other in bloody long underwear and stocking feet (we slept with our socks on to try and keep warm), heading for the Orderly Room to call an ambulance - I thought.

Moon's foggy mind was still focused on the safety of the crew and insisted on calling on our Squadron Medico to request him to ground the crew. This conflict of destinations, plus tripping up in our dragging socks, threw us into an ever-present puddle of mud.

We must have terrified the Doc (what's his name?) (Dr. Huff - Editor). When we flicked the light on in his room and stood in his doorway covered with mud and blood, because he yelled, "Get the hell out of here", and pulled his blanket up around his neck.

Moon staggered toward him like the dazed victim from "Slaughter in Soggy Bottom" and the bedded Doctor yelled, "Don't take another step!" to Moon and ordered me to get him to the hospital. So Moon complied with the order to not take another "step" and started crawling toward our Flight Surgeon.

"You're bleeding all over my floor", complained the Surgeon, followed by a hurried sermon on how he has been with the infantry on 'D' Day and, by comparison, we did not deserve any sympathy. It was a total lack of communication. Moon didn't listen to the Doc and the Doc didn't listen to Moon's appeal to ground the crew. So I gathered Moon up off the floor and finally into an ambulance and off to the hospital.

With eyes swollen shut, stitches in his head. Moon was grounded and I was checked out as First Pilot.

MEMBERSHIP APPLICATION

NAME _____ WIFE _____

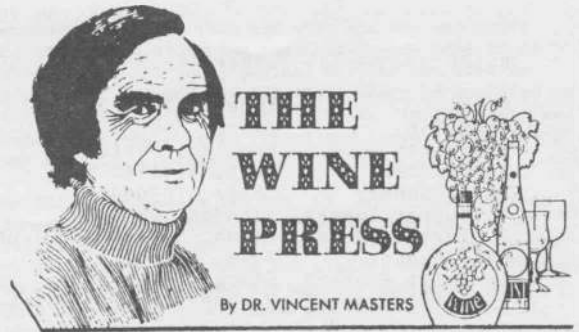
STREETCITY _____ STATE _____
ZIP _____

PHONESQDNDATES ASSIGNED

ANNUAL DUES \$5.00 LIFE MEMBERSHIP \$100.00

Make check payable to; 385th BGMA

Mail to; John Pettenger, Treas.
Box 117
Laurel, FL 33545



A good wine will add zest and excitement to any meal, even breakfast. This is especially true for that "special" dinner. A carefully chosen bottle of wine will spark conversation and transform a meal into an event.

There are really very few "rules" for choosing a wine, but here are mine:

1. Don't let the waiter intimidate you! He may not know as much about wine as you. Besides, you are paying your good money to have him serve you the wine.

2. Ask to see the wine list before choosing your meal. This will allow you to inspect the wine offering and to narrow your decision. You may be ready to order now, especially if you

have decided upon a red wine. Ask the steward to open the bottle and allow it to "breathe" until serving.

3. Red wines for red meat and white wines for white meat. This is simply saying that red wine goes best with hearty dishes and white wine with more delicately flavored foods. If in doubt, you may choose a rose. This is really not a rule but a generalization.

4. Red wines should be served at room temperature and should be allowed to breathe uncorked for about an hour before being served. White and rose wines should be served slightly chilled, not iced cold.

Any restaurant worthy of the name should offer a wine list with a good variety of wines, both domestic and imported. Choose a wine familiar to

you and which has pleased you. Experimentation will prove costly (you would be better saving this for the wine store.) Do check the vintage year, both when ordering and upon being served. Some restaurants list wines which they have not had in stock for years, and may substitute an inferior year and/or vineyard. Do check the label.

Red wine should be aged at least three years in the bottle in order to reach its full flavor. (Beaujolais is an exception.) White or rose wines should be drunk before they have aged more than three years, although German Auslese or Spatlese wines can age more. You may wish to try a non-vintaged (undated) wine, and some are very good, but don't pay a premium price for them.

Consider a "house wine" if nothing on the list appeals to you. These are often surprisingly good and much less expensive. If you are still in doubt, consider champagne as it will go well with any food at any time. However, it is often outrageously priced.

Enjoy your meal. Remember, there are really very few bad wines. Some are just better than others.

Questions about wine and wine enjoyment should be directed to Dr. Masters, Athens Wine Society, P.O. Box 5896, Athens, Ga. 30604.

CALIFORNIA WINE TOUR

Join Drs. Judy and Vince Masters on this fabulous tour of specially selected vineyards and wineries of the Central Coast Region of California. Be the guest of over twenty prestigious winemakers of the Central Coast Region.

Come along for eight days and seven nights of exclusive tours of wineries not usually available to tourists. Carefully catered luncheons or dinners, comfortable Country Inns and intimate visits with the winemakers will all be yours. August 28 - September 4, 1982.

Experience two glorious days and nights in San Francisco at the Fisherman's Wharf, two nights in the Santa Cruz Mountains and three nights in beautiful Carmel-by-the-Sea. The extraordinary price of \$950.00 (p.p.d.o.) will make this possible. Cost is based upon round trip from Atlanta. Land only \$395.00.

Write to Dr. Vince Masters, 389 Westview Dr.

Athens, GA 30606

or call (404) 546-1324. This tour will be limited to 40 persons.

'82 DUES ARE DUE! HAVE YOU PAID YOURS?

Treasurer's Report December 31, 1981

Assets as of 1/1/81			
Cash on hand	\$1724.76		
C.D.'s	<u>2500.00</u>		
			<u>\$4224.76</u>
INCOME 1981*			
Dues/Oonations	\$3943.00		
Life Memberships	3000.00		
Interest	398.26		
Reunion surplus and sales	<u>5284.26</u>		
Total			\$12625.52
EXPENSES 1981**			
Oonation, All Saints Church***	\$500.00		
Newsletter publication and computer billing	<u>5193.69</u>		
Total			<u>\$5693.69</u>
Net Income			<u>6931.83</u>
Assets as of 12/31/81			
Cash on hand	\$5656.59		
C.O.'s	<u>5500.00</u>		
Total			<u>\$11156.59</u>

*Income above average due to Reunion surplus, sales and Life Membership donations.

** Expenses are high because of computer start up costs and some reunion expenses.

***Life membership fund now exceeds \$6000.00; The earned interest will enable the 385th BGMA to donate \$700.00 to the All Saints Church, Great Ashfield, England.

USAF Academy Memorial Wall

The efforts of Matthew Kardch and other members of the 379th Association became reality with the recent formal dedication of the USAF Academy Cemetery Memorial Wall. The wall was unveiled by the Commandant, Brig. Gen. Robert D. Beckel.

The association, a group of former members of the 379th Bombardment Group (Heavy), a World War II

bombardment unit, fulfilled a need at the Academy for a memorial to allow air-related units to remember comrades lost in battle.

Plaques for the wall are limited to one foot square. Both the initial design and wording of the plaque and a final rubbing must be approved by the Academy's Memorial Board. (Secretary, USAFA Memorial Board (CSU), USAF Academy CO 80840.)



The above article appeared in the December, 1981 issue of the USAF Airman Magazine. The suggestion has been made to the Board of Directors and approved by them that the 385th BGMA dedicate a memorial plaque at the United States Air Force Academy in June 1983. The date and time of the dedication is Saturday June 4, 1983 at 2:00 PM. Members wishing to make donations to the purchase of the plaque, please send your check to:

John F. Pettenger, Treas. 385th BGMA
Box 117
Laurel, FL 33545

Indicate that your check is for the memorial plaque.

Obituaries

Demetrio A. Apodoca
11444 Rosecrans
Norwalk, CA 90650
Born Jan. 16, 1922, El Paso, TX
Died Sept. 10, 1981, Santa Ana, CA
Rosary, Sept. 14, 1981 - 7:30 P.M.
St. John of God Catholic Church
13819 So Pioneer Blvd., Norwalk, CA
Mass, Sept. 15, 1981 - 9:00 A.M.
Interment - Calvary Cemetery
4201 Whittier Blvd., Los Angeles, CA
Reported 11-3-81 by H. L. Jones

L. E. Alexander, Jr.
818 Gaywood
Waco, TX 76710
Reported 11-16-81 by J. Pettenger

Earl Boardman
12 Charles St.
Medway, MA 02053
Reported 11-19-81 by J. Pettenger

William M. Cummins
Kentucky
Deceased Sept. 1980
Reported by R. E. Douglas

John Davis
7518 Lockwood St.
Dayton, OH 45415
Deceased Nov. 1980
Reported by wife, Marjorie

Robert H. Hunt
169 North St.
N. Reading, MA 01864
Reported 12-12-81 by J. Pettenger

A. R. Koons
2347 N. George St.
York, PA 17405
Deceased 8-7-81
Reported by J. Pettenger

Russel C. Kranz
R.D. #3
Slippery Rock, PA 16057
Deceased 6-3-80
Reported by wife, Helen

Gera 1d Neal
Vi 1 lage Shopping Cen.
3901 S. University
Little Rock, AF 72204
Deceased 4- 14-81
Reported by Herb Wi1 son

George Nulph
8474 Diagonal Rd. N. Reported by J. Pettenger
St. Petersburg, FL 33702
Deceased 11-6-81

Robert Piechotte
2651 Valley Dr.
Saginaw, MI 48603
Reported 12-12-81
by wife, Ethel S.

Harold L. Wantz
9 Orchard Dr.
Thurmont, MD
Deceased 10-14-78
Reported by R. Fisher

David E. Yarborough
543 W. Weatherspoon St.
Sanford, NC 27330
Deceased 3-5-79
Reported by wife, Meta

Leo Young
3012 SW Loop 820
Ft. Worth, TX 76133
Reported 1-18-82 by J. Pettenger

B-17 Serial Numbers Needed

The Editor from time to time receives requests from various individuals, historians and other interested people concerning B-17 nose art, aircraft names, serial numbers, etc. Recently I received a request for B-17 serial numbers for following 385th aircraft. Your help would be appreciated.

Raunchy Wolf
Round Trip Ticket I I
Sack Time
Li berty Belle
Ruby's Raiders
Fickle Finger
P i ccad illy Queen
Mr. Lucky
Spirit of Chicago

Round Trip Jack
Hes i tat ion Hussy
Winnie the Pooh
Slow Jo
Ohio Air Force
Shack Bunny
Mission Belle
Mary Pat

Life Members List

Akley, Gordon E.	LaCasse, Leo A.
Anderson, Totton J.	Lancaster. O. V.
Bennett, R. E.	Lee, Robert E.
Chealander, Allen B.	Lisiewski, Chester A
Chandler, G i bert	McMicking, Henry A.
Cole, Earl L.	Morthorst, Harold T.
Cookson, John W.	Oldfather, Alfred A.
Corriveau, Alphonse J.	Payne, Robert
Cunat, Rudy J.	Pettenger, John F.
Dickison, Dr. William	Pfau, Russell
Diederich, Warren B.	Philips, Verne O. J.
Douglas, Robert E.	Pul 1 io. Jack J.
Dunlap, J. H.	Pyle, Rayburn G.
Edelstein, Charles	Radin Col. Norman I.
Ford, Emory*	Rembert, Howard T.
Ford, John C.	Richardson, Howard T.
Fuqua, Ira W.	Rivard, Raymond
Gallagher, Michael	Schulz, Paul R.
Gilbert, Harold	Smith, Charles C.
Gorchak, Joseph	Starkel, Robert H.
Hale, Donald P.	Stern, Edward R.
Hill, Char les H. Jr.	Strout, C. J.
Hite, John D.	Tesla, William M.
Huber, Arkey M.	Torrance, Kenneth L.
Hunter , Wil l iam M.	Val l ierre, Robert A.
Jewel I, Robert E.	Weikert, Ruel G.
Jones, Homer F.	Wiegand, Arthur
Jones, Joe Frank, Jr.	Williams, J. P.
Jones, William R.	Williams, James T.
Kelley, John H.	Yawn, James Q.
Knight, Robert A.	Zorn, Howard J.

* Deceased

the village. At about the same time William Clarke left a rent charge on a field of One Pound to pay for apprenticing poor lads to a worthy trade. The parson now has a fixed salary and old people have the 'Retirement Pension' and no worthy lads need to have payments for apprenticeship as, if they want to be apprenticed they receive good wages for the work they do. As Chairman I asked the Charity Commissioners, who administer hundreds of small charities all over the country, if we could re-arrange the schemes. This has now been done, and the church will benefit from the Frymage Charity and the money accumulated over the years in the Clarke's Charity will be used in cases of urgent need, for instance to help someone to visit a sick relative in hospital or to overcome some other calamity.

Winter brings its seasonal duties - with our ancient fireplace we burn only wood, which means a fairly frequent stint of sawing and splitting - fortunately technology helps with a small electric chain saw and Dutch elm disease has helped as we have a plentiful supply of moderate sized elm trees which I have cut down. When we sit round a cheerful blaze in the evenings it all seems worth while and our visiting friends who have modern houses, all electric or with gas heating only, are full of envy and go away swearing to have a fireplace built in.

We have a large family at present - our second son, Matthew, with wife and two children are with us - they are off to South Africa to take up new work: their house is sold, so they are with us until they go some time next month. Our best wishes. John and Lucy

Editor's Note - Above letter arrived too late for the last Newsletter.

Letter from John and Lucy Ellis

Fox Farm, WETHERDEN

November 29th, 1981

First duty is to wish you both, also all members of 385th BGMA a very Happy Christmas and every good thing in 1982.

Thank you for your letter of September 16, also for the Newsr letter which we both found very attractive and informative.

We all, at All Saints Church, Great Ashfield, had the men who lived here for a while so many years ago in our thoughts on Remembrance Sunday. It has been our custom for some years past, at the Remembrance Sunday Service, for different members of the congregation to read the names from our memorials of two wars, and to read a number of the names from the 385th Roll of Honor. It is always a solemn and touching occasion and we feel it right that all who went from Great Ashfield and did not return should be remembered.

We had a disappointment early this month. In September a letter came from Earl Cole to say that he and Ruth, together with Earl's co-pilot, Hugh Andrews, would be visiting England from about November 3rd to 13th, and that they hoped to see us during that time. The days went by and we heard nothing - we wonder now whether they came or, as our telephone was out of order three days, whether they tried to reach us and failed. We had hoped to see them as we both have very grateful memories of their wonderful hospitality when we were with them in 1979. We also hope that they were able to come, for, contrary to the usual pattern of English climate, early November was a beautiful time; the days were mild and sunny and the autumn colours of the trees and woodlands were exceptionally fine this year.

You might be interested to know that the ancient charities in Great Ashfield are being re-organised. In 1620 Nicholas Frymage left sixty hundred pounds or more, as well as his lands in Hackford, Norfolk, to found a charity to pay for a "sermon in the forenoon in Great Ashfield Church for ever, also to pay two shillings to the Sexton to ring the great bell for the service and two shillings for bell ropes". In addition he left money to help old and penurious people in

So Where Is the Best Place to Retire?

Sometimes it seems there are not enough library shelves in America to hold the enormous number of "retirement" books that find their way across our editorial desks. So when a useful book comes along—such as *Finding Your Best Place to Live in America* by Drs. Thomas F. Bowman, George A. Giuliani, and M. Ronald Minge (Red Lion, \$9.95)—we like to pass it on.

The three authors, who hold doctorates in education and psychology, have created what they believe is a unique system to determine the ideal spot to live. Being academicians, they predictably start off their system with a test to determine your "Prospering Profile." Once you know how important the five critical factors (Economy, Weather, Population, Hazards, Quality of Life) are to you, the authors provide you with over 250 pages of data that identify the best and worst areas in America.

For example, did you know that: Tampa, Fla., has the most thunderstorms in a year (91 days); New York City has the highest number of violent crooks, Fargo, N.D., the lowest; your winter

electricity bill will be lowest in Seattle (\$29.01 for the winter) and highest in New York City (\$264.28); Alabama has the lowest property taxes, Alaska the highest; Alaska also has the highest state taxes, Arkansas, Missouri, Indiana, and Ohio the lowest; the cheapest city for a retired couple to live in is Atlanta, the most expensive towns are Boston, Anchorage, Honolulu, and New York; Houston has the most pollutants in its drinking water; Fresno, Calif., has the cleanest water; the sweatiest, stickiest weather (highest temperature-humidity index) can be found in Tampa, San Antonio, and New Orleans; you'll turn on your air conditioning most often in Miami and Honolulu; the highest percentages of people over age 65 can be found in Florida, Iowa, and Arkansas; the biggest boom towns in population the last decade were Las Vegas, Phoenix, Boise, and Orlando; the least booming cities (they lost the most population but are hardly ghost towns) were Buffalo, Cleveland, and New York; Rhode Island has the most Roman Catholics (63-6% of total population); and only 54.9% of the people in New Mexico consider English their mother tongue, 32% speak Spanish first.

So where, you may ask, do we intend to settle now that we've employed the authors' system? According to our scorecard, our ideal place in all of America is ... Fargo, North Dakota.

Reprinted from December, 1981, 50 Plus magazine.

(Editor's note: Now I know why Ed Stern always looks so happy.)

CAF Offers More For People Than Just Airplanes

VALLEY MORNING STAR HARLINGEN, TEXAS Wednesday, November '11, 1981 — G9

Mail Call

Ian McLachlan, "Tasdale," I Joy Ave.
Newton Flotman
Norwich, Norfolk
NR 15 1 RD England
Tel. Swainsthorpe
470851

Paul R. Schulz, 385 BGMA

A few lines, which I hope you'll put in the Newsletter, to keep you abreast of things affecting the Museum at Parham which, as you know, has a number of relics related to the 385th, particularly items from the Hutchinson and Pease collision of 21 Feb. 1944. Also on show is a sizable collection of 385th nose art photographs with memory evoking names like, RAUNCHY WOLF, SLO-JO, SACK TIME, PREGNANT PORTIA, to name but a few.

The lads associated with the Museum have been busy digging up airplanes and last year saw participation in recovering a Dornier 217 downed by a RAF Mosquito night fighter. This was followed by a genuine Battle of Britain Spitfire found after forty-one years buried where it crashed.

Those of the 385th who came over in '76 and '80 know there's always a welcome from your friends over here and I'd like to reaffirm this now. We'll be opening the museum on Sunday afternoons April to September this year, but, if any of you are visiting England in 1982 and wish to see the museum on any other day, get in touch with me at the above address and I'll be pleased to take you round or arrange for someone else to if I can't make it.

From the Desk of George Behl

Your contact with me indicates your concern for your country and its defenders, the veterans.

In order to maintain an honest relationship with those who have served in time of need to protect our fair land, a grateful population and government should heed the words attributed to George Washington on this subject.

"It is not indeed consistent with reason or justice to expect that one set of men should make a sacrifice of property, domestic ease and happiness, encounter the rigors of the field, the perils and vicissitudes of war, to obtain those blessings which every citizen will enjoy in common with them, without some adequate compensation."

--George Washington

SPRINGS IN '83

The Confederate Air Force's AIRSHOs, twice yearly air shows performed over Valley International Airport in Harlingen, are more than just old airplanes of a by-gone era.

The air shows are for people, performed by people to provide others a glimpse of the past.

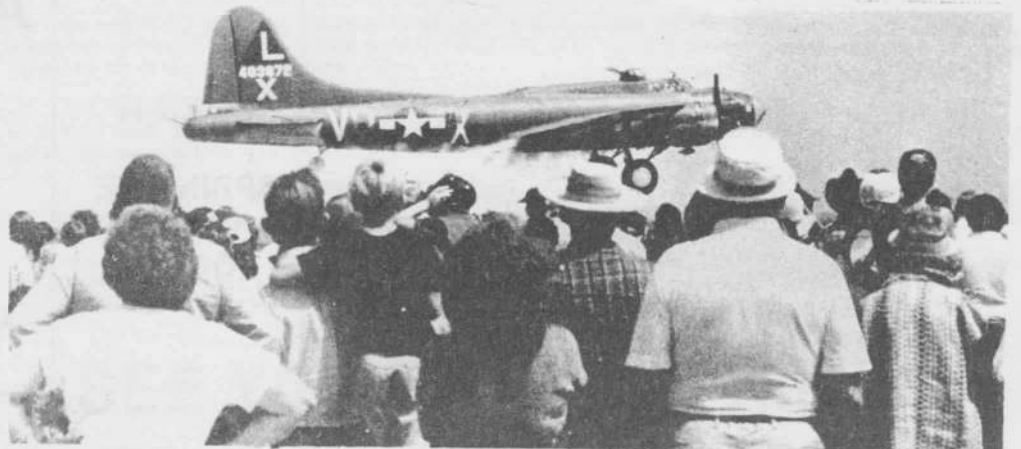
At each air show, thousands turnout to watch the still-proud warbirds wing their way through the South Texas skies to bring back memories of those who are old enough to remember the pride of America in World War II. It also serves as a first-hand experience for those who aren't.

The CAF provides not only World War II aircraft for viewing, but also carries its people theme into its indoor museum where a large World War II collection features uniform, vehicles, writings and other articles from that period, such as at right.

The Confederate Air Force is world-renown for its collection of aircraft and helping keep America's proud fighting spirit embodied for the world to see and remember.

To some, it may seem that this reminder is necessary to the keeping of peace in the rest of the world.

The spirit of the CAF has been carried to other nations of the world through movies and television programs which explain the purpose of the organization and shows scenes from the air shows and of the museum.



Thousands of spectators watch the Confederate Air Force's twice-a-year air shows at Valley International Airport in Harlingen as CAF pilots send their World War II planes through aerial maneuvers to recreate events of the war.

Submitted by Bill Tesla

pennant for the Memorial Ceremony.

8th Air Force Historical Society Memorial Dedication Plan

This progress report is an update to our initial report, regarding our Memorial Dedication Ceremony to be held at 1100 hours, Saturday, October 9, 1982 at the AF Museum site, Dayton, Ohio. This is a very special occasion for every 8th AF-er and will be held as an integral portion of our annual Reunion at the Stouffer's Cincinnati Towers during October 7-10, 1982.

We are desirous of learning the names of your Unit's official representatives who will be participating in the dedication ceremony plans. We realize that such a request for this type information along with other estimates noted later on is a bit premature, perhaps. However, we sincerely appreciate any update you might be able to give us for planning now because every indication presently shows that many of our Units are starting early to insure a maximum turnout for Cincinnati.

The Memorial Ceremony plans are well on track and progressing smoothly. A series of followup coordination meetings are to be held with the AF Museum officials over the next few months to insure a first-class event for everyone.

Now for some specifics on dedication day for your planning: Plans are to have each of your former Group/Unit Commanders who come to the Reunion - join with the Distinguished VIP Group and participate as follows: (1) meet at the pre-ceremony reception with the other Senior VIP guests in the designated VIP Lounge in the Museum building; (2) sit in the principal VIP seating area for the ceremony; and, (3) join with the other Senior VIP principals in an after-ceremony luncheon being planned for this party.

The President, Officers and Unit Contacts are also invited to attend a pre-ceremony reception in the Distinguished Guest/Visitors Lounge to be designated in the Museum proper, and will be seated in a special, reserved distinguished persons' area for the ceremony.

The wives of both groups of key individuals above are included in the above planned arrangements. Also, both groups from your Unit will have a prominent identification

At a later time, around mid-summer..every Unit will receive a detailed schedule of the Memorial Ceremony events. Every Unit Contact will receive a detailed briefing on the affair at the Unit Contact Breakfast Meeting on Thursday, October 7th at the Reunion. The update will permit a last minute briefing of attendees at your Unit Rendezvous sessions.

It is anticipated that your Group Commanders, Unit President, Officers and Unit Contacts will depart by bus ear 1ier on Saturday morning from the Cincinnati Reunion hotels(around 0800 earliest) than the main group of attendees in order to attend the pre-ceremony events described earlier.

To help us make as sound plans as possible, beginning now, we would appreciate your help in obtaining the following information concerning your Unit's individuals and plans..as accurately as you can project. Even if you only have rough estimates now, please forward them to me to address on letterhead. Your helpful assistance is gratefully acknowledged at this time.

1. Group Commander: What are the full names of your former Unit Commanders that will attend the Reunion in all probability? Come with their wife, or not?
2. Key Unit Principals: Name(s) of the Unit Officers and their positions including your own as Unit Contact who most probably will attend Cincinnati. Come with their wife, or not?
3. Unit Rendezvous Attendance: What is your estimated turnout for the Cincinnati Annual Reunion?
4. Unit * Locals: Rough estimate of your Unit 'Locals' members living within a 150 mile (+-) radius of Cincinnati who might be coming for selected Reunion events including the Memorial Ceremony. Please note if your 'locals' are included in estimated attendance figure, and your estimate of how many 'locals' might elect to take bus up to Museum on Saturday morning with your other folks?

This year marks the 40th Anniversary of the 8th Air Force. The dedication of the Memorial will be a very auspicious occasion. If any of our members plan to attend the 8th AF reunion and dedication ceremonies, please let the President, 385th BGMA know as soon as possible.

385THBGMA

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