


OHIO AIR FORCE GOLDEN GOOSE THUNDERBIRD WANDERING DUCHESS CURLY'S KIDS  
 SKY GODDESS OL' WAR HORSE PICCADILLY QUEEN BLUE CHAMPAGNE MARY ELLEN  
 SALLY B ROUNDTRIP TICKET CHOWHOUND YANK GELDING WINNIE THE POOH  
 HONKY TONK SAL "HAYBAG" ANNIE MISS AMERICA STARS AND STRIPES DORSAL QUEEN WAR WEARY  
 HESITATIN' HUSSY LIBERTY BELLE HUSTLIN' HUSSY PREGNANT PORTIA ALEXANDER'S RAGTIME BAND  
 BIG GAS BIRD ANGELS SISTER LI'L AUDREY LEADING LADY LONESOME POLECAT HARES BREATH  
 STAR DUST **HARD LIFE**  **HERALD** MARY PAT  
 SKY CHIEF SLY FOX  
 MR. LUCKY PERRY'S PIRATES SLO JO TARGET FOR TONIGHT SHACK N LADY  
 MADAME SHOO SHOO GIZMO SACK TIME JUNIOR OL' DOODLE BUG  
 PAT PENDING POSSIBLE STRAIGHT MICKY ROGER THE DODGER IMPATIENT VIRGIN RAGGED BUT RIGHT SWEET CHARIOT  
 ROUNDTRIP JACK HOMESICK ANGEL HALF AND HALF SLEEPYTIME GAL RUBY'S RAIDERS SWINGING DOOR  
 SHACK BUNNY MY GAL SAL LATEST RUMOR MAIDEN AMERICA LULU BELLE MISSISSIPPI MISS  
 SPIRIT OF CHICAGO BIG STINKY VIBRANT VIRGIN MISSION BELLE SLICK CHICK  
 SOUTHERN BELLE RAGGEDY ANNE OL' RUM DUM FOOLISH VIRGIN



**NEWSLETTER OF THE  
 385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION**



**COMBAT UNITS**

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

**VOL. XVI, NO. 2**  
 Editor: Ed Stern

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 Fargo, North Dakota

**APRIL 1989**

**SUPPORT UNITS**

424th AIR SVS. GP.  
 877th CHEM. CO. (AO)  
 DET. 155, 18th AWS  
 31st STATION COMPLEMENT SQ.

**Prez Sez:**

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The Nominating Committee has passed on and hereby nominates each of the following members to the office of the 385th BGMA as shown below to be voted on at our next meeting in August of 1989 at Fargo, North Dakota.

At the meeting, any other nominees can be named on the floor prior to the casting of the votes.

We are going to have a very fine meeting at Fargo. Ed Stern and his committee are doing a wonderful job in preparing for and scheduling the many events.

The motel is beautiful and very spacious. The kitchen has many first in their culinary efforts. It will be good seeing you in Fargo.

The Nominees are:

1. Samuel E. Lyke, President
2. Mrs. Samuel E. (Mary) Lyke, V.P. for Women
3. Sid Colethorpe, 1st V.P.
4. Charles C. Smith, 2nd V.P.
5. George S. Hruska, Secretary
6. John F. Pettenger, Treasurer
7. Ed Stern, Editor, 385th BGMA
8. Garry Donnelly, 8th USAF, Historical Unit Contact

Earl Cole

**FLASH -- APRIL 4, 1989**

Official approval received -- SAC B-1 Bomber and Tanker, plus crews will be in attendance entire weekend of Reunion -- Crew members will be guests at official functions.

### Group History

Still 6 left. If you want a copy, send \$20.00 to John Pet- tenger, Box 117, Laurel, FL 34272. It's the **last** printing.

### Planning a Pre- or Post-Reunion Vacation?

In addition to spending time in the Minnesota Lake country which starts within 50 miles of Fargo, here are some more suggestions:

Winnipeg is a marvelously interesting City of 600,00 or so, just 240 miles North. Another idea in Canada is a train trip from Winnipeg to Vancouver, stopping in Banff, Lake Louise, the Canadian Rockies. The scenery is like Swit- zerland, only wilder.

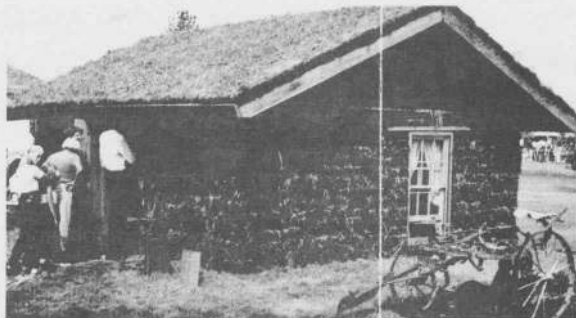
Yellowstone Park and the Grand Tetons are about 700 miles West — a must see sometime in your lifetime. The same with Glacier Park, about 800 miles. Our Freeways are what you would consider traffic-free, and the accommodations are superb.

The Black Hills and Mount Rushmore, about 500 miles, the Buffalo Bill Museum at Cody Wyoming, Custers Little Big Horn Waterloo is on the way there.

And North Dakota has lots to see — Roosevelt National Park with its Badlands, buffalo herds, a great Centennial musical production, fishing on Devils Lake or huge Lake Sakakawea, the Peace Garden in the Turtle Mountains, Centennial celebrations all over the State. Plus Legalized gambling every day and every night.

You may as well rent a car and see what you've been missing all these years!

**BONANZAVILLE,  
USA**



More common as our Dakota pioneers moved west and found trees in short supply, the soddy was quick to build to establish homestead rights. The good earth doubled as good insulation from winter's cold and summer's heat.

### It's still NORTH Dakota!

Judging from the mail received by your editor, no one missed the story which follows —but just in case, we are reprinting it.

A slightly bemused State Legislator brought up the idea, a couple of goof-balls took it up, and the first thing you know, North Dakota was again the laughing-stock of the Country. It wasn't quite as bad as it was back in the thirties when someone proposed that we outlaw chocolate cigarets because they encouraged kids to take up smoking!

Anyway, the Reunion is still in Fargo, NORTH Dakota, August 24-27,1989. Be there!

### Win a Free Ticket to the Reunion

Northwest Airlines is donating one free ticket for a raf- fle—we'll pull names out of a hat until we hit the first one who came via Northwest Airlines. There are still Super- Saver tickets available Call 1 -800-237-6390 and ask for Sam.



Legalized gambling, including Bingo, tip jars and Blackjack available 24 hours a day.



**Roger Maris Museum**



## Fargo Country Club Suggested Rules for 1989 Season

1. A ball sliced or hooked into the rough shall be lifted and placed in the fairway at a point equal to the distance it carried or rolled in the rough. Such veering right or left frequently results from friction between the face of the club and the cover of the ball, and the player should not be penalized for erratic behavior of the ball resulting from such uncontrollable mechanical phenomena.
2. A ball hitting a tree shall be deemed not to have hit the tree. Such hitting of a tree is simply bad luck and has no place in the scientific game. The player should estimate the distance the ball would have traveled if it had not hit the tree and play the ball from there, preferably from atop a nice tuft of grass.
3. There shall be no such thing as a lost ball. The missing ball is on or near the course somewhere and eventually will be found and pocketed by someone else. It, thus becomes a stolen ball, and the player should not compound the felony by charging himself with a penalty stroke.
4. If a putt passes over the hole without dropping, it is deemed to have dropped. The law of gravity holds that any object attempting to maintain a position in the atmosphere without something to support it must drop. The law of gravity has grandfather rights and supersedes the law of golf.
5. The same thing goes for a ball that stops at the brink of the hole and hangs there, defying gravity. Laws of gravity should not and cannot be ignored or defied.
6. A putt that stops close enough to the cup to inspire such comments as "you could blow it in" may be blown in. This rule does not apply if the ball is more than three inches from the hole, because no one wants to make a travesty of the game.

Motion to approve the above rules

made by Ed Stern seconded

by Milt Taubkin , and carried.

*Golfers: Please check with Chairman Jim Emmons to determine rules which will apply to Reunion Golf Tourney scheduled for 10 a.m. starting on Thursday, August 24, 1989 at Fargo Country Club.*

□ □ □ □ **LIFE MEMBERS** □ □ □ □

190 — Frank L. Bachman

## Treasurers's Report

	12-31-87	12-31-88
Balance Sheet		
<b>ASSETS</b>		
CD's	12,000.00	12,000.00
Checking Acct	8,787.95	7,634.36
Group History Inventory	1,440.00	200.00
<b>TOTAL ASSETS</b>	<b>22,227.95</b>	<b>19,834.36</b>

Profit and Loss Statement		
<b>INCOME</b>		
Dues and Donations	6,916.41	7,285.00
Life Memberships	2,100.00	1,300.00
Checking Acct Interest	1,139.27	-0-
CD's Interest (1)	380.93	1,292.24
Reunion Surplus	6,939.92	-0-
Group History Profit	1,019.20	1,080.21
Video Profit	-0-	57.00
<b>TOTAL INCOME</b>	<b>18,495.73</b>	<b>11,014.45</b>

<b>EXPENSES</b>		
Newsletter Etc. (2)	6,271.98	7,734.71
Officers Expense	633.41	-0-
Treasurers's Expenses	-0-	93.50
Secretary's Expenses	-0-	67.66
Great Ashfield Church	1,364.44	-0-
Church Trust Fund	17,502.00	1,807.30
B17 Sally B Fund	972.50	-0-
1989 Reunion Advance (3)	-0-	2,464.87
total expenses		
<b>TOTAL EXPENSES</b>	<b>26,744.33</b>	<b>12,168.04</b>

**NET GAIN (LOSS)** (8,248.60) (1,153.59)  
Respectfully Submitted

John F. Pettenger, Treasurer

Note 1: CD & Checking Interest combined

Note 2: 6 issues of Newsletter printed, cost of only 5 paid in 1988  
Also includes \$99.79 Book Expenses

Note 3: Reunion Purchases

Dear Ed,

I have received the Hard Life Herald for about a year now and we went on the GB tour this year. Enjoyed it a great deal though I had not known any of the tour group before.

The enclosed was printed in our local paper and maybe you can find some of it or all of it useful in the newsletter.

I plan on coming to Fargo for the 12th Reunion and look forward to meeting you, Ed. Former pilot in 548th Bomb Sq.

Sincerely,

Ted Carlson  
Lt. Col. USAF (Ret)  
Box 177, Stickney, SD 57375

*Editors note: We've cut this story considerable because of previous reports on the Reunion in England, but there's a good deal of interest here, especially on farming in the Great Ashfield area.*

**Total registrants as of April 1, 1989  
Fargo, N.D.**

Abrecht, Harold and Florence  
 Arnold, Robert and LaVerne  
 Aronson, Harlan and Jeanne  
 Bash, Geraldine  
 Bember, John and Jean  
 Benefield, A.L. and Betty  
 Benner, Archie and Bonnie  
 Bennett, R.E. and Fran  
 Bertges, Harry H.  
 Blake, Ross and Marty  
 Brockner, Joseph D.  
 Bushey, Harold and Eulene  
 Cavan, Charles and Marilyn  
 Chealander, Allan Er Ginny  
 Cohan, Edward J.  
 Colantino, Mario and Odessa  
 Cole, Earl and Ruth  
 Cole, Velva B.  
 Collins, Donald Er Patricia  
 Colethorpe, Sid and Lee  
 Connolly, John and Margaret  
 Cook, Gordon and Natalie  
 Cookson, John W.  
 Crawford, Lester and Dorothy  
 Croley, Marie  
 Dana, Gene and Ione  
 DeBerg, John and Dorothy  
 Dentinger, Stanley and Cleone  
 Derer, Joseph and Doris  
 Douglas, Robert E.  
 Emmons, James and Margie  
 Fauber, Clarence and Maxine  
 Ford, James and Jennie  
 Framer, David and Rose  
 Fuller, Francis and Olive  
 Gaul, Norman and Katherine  
 Gesser, Jack T.  
 Gillis, Drue and Pam  
 Gorchak, Joseph Er Patricia  
 Grundler, Carl and Mary  
 Hanson, Carlyle and Mildred  
 Harmon, Jerome B.  
 Harrison, Tom C.

Hoagland, William and Mary  
 Howard, Pat, Glorie and Jerry  
 Howe, Homer and Jean  
 Hruska, George and Geneva  
 Huber, Arkey  
 Huber, Charles and Irene  
 Huff, Cloyce  
 Hulse, Russell and Sarah  
 Hunter, George and Mary  
 Inglis, Doris  
 Java, Harry and Evelyn  
 Jones, Donald and Bunny  
 Jones, Henry and Martha  
 Kanaowicz, Bernard and Anna  
 Klosterman, Donald and Shirley  
 Knight, Robert and Lucille  
 LaCasse, Leo and Ann  
 Lancaster, O.V. and Doris  
 Linton, Victor  
 Lyke, Sam and Mary  
 Marano, Frank and Kathleen  
 Martin, Earnest and Helen  
 Matthews, Dyton and Katherine  
 Menkoff, George and Marie  
 Mertens, Milford and Lillian  
 Miller, Gerald Et Marilyn  
 Milligan, Robert and Ann  
 Montgomery, Wayne and Caroline  
 Mudge, Jerome and Vera  
 McCawley, Frank and Peggy  
 McWilliams, Clovis and Mildred  
 McElroy, Edward and Beverly  
 Nicholls, William and Doris  
 Oakley, David  
 Peltzer, Harry and Phyllis  
 Pfau, Russell and Vivian  
 Philips, Verne and Lavon  
 Poore, Forrest and Florence  
 Ramaker, Gerald and Jane  
 Richard, Septine and Teresa  
 Richardson, Howard and Vivian  
 Richardson, Thomas and Eunice  
 Salvador, George and Alice

Schulte, Walter and Norma  
 Schultz, Elaine  
 Schwartz, Howard and Rosemary  
 Silberberg, Gene and Elaine  
 Snow, Elmer and Jean  
 Starnes, Wymer and Kathryn  
 Strout, Clarence  
 Stermer, Edward and Olga  
 Stern, Ed and Jane  
 Stubler, Gene and Patricia  
 Taubkin, Milton and Helen  
 Thompson, Leslie and Mavis  
 Tipp, Marvin and Betty  
 Tulare, Willis and Doris  
 Urmson, Thomas and Erma  
 Vrska, Richard and Leota  
 Walls, Frank and Winn  
 Wagonseller, Kent and Samantha  
 Weisgarber, Glenda and Erma  
 Wierkert, Ruel and Mary  
 Woodley, Clifford and Ollie Mae Johnson

Total... 197 registered



When talking Red River Valley, you're talking agriculture. Group tours can include visits to NDSU Experimental Farm, 4 wheel drive tractor plant and Hjemkomst Museum and much more.

## THE STICKNEY ARGUS, STICKNEY, SOUTH

## Carlsons Visit England For Air Force Reunion

Ted and Edna Carlson returned Thursday evening, Aug. 25, from a ten day tour of London and East Anglia (Great Britain).

London, with its sister city of Westminster, covers 640 square miles and accommodates some eight million people. Single family houses (called bungalows) are very rare.

The many trees, the well tended fields, the beautiful flowers of endless variety all seem storybook in their perfection\* Many crops are grown but we saw few livestock other than dairy cattle. Many kinds of vegetables, fruit trees and berries, wheat, barley, sugar beets, flax, field beans and, of recent years, an occasional field of corn (maze) can be seen when traveling the county roads. There seemed to be little evidence of erosion of farm land. The rains are seldom torrential and fall gently to soak right into the soil.

Perhaps the highlight of the tour was the two days spent at Great Ashfield on the exact site our old war-time air base was located. The owner of the land and his hands and neighbors were our hosts. Some of them were eight year old lads when their father's land was taken over by the British War Ministry for an American airbase for B-17 bombers to operate. The largest landowner bought it back from the government and now has 1700 acres of trees and farm land that 44 years ago was home to thousands of men and war machines. Two of the runways have been taken up and used for building roads. One was still in use for light craft and also a poultry factory of six buildings were built on it.

The landowner rents small spots to various enterprises but most of the old base is in wheat and barley with various acreages for vegetables and sugar beets. He

has twelve hands, providing houses for, some, and other families live near by. The estates are a very guarded community and the original family tries to keep perpetual ownership in its name even though it leases out use of the land. We were told that farm acreage is now operated on about a 7 to 3 basis. What was seven farms before is now worked by three operators. Our host was trying to harvest wheat which was running over three metric tons per acre. That would be about 115 bushels per acre. One of his granaries, built on concrete from the old air base, could hold 54,000 bushels of grain and had heat and drying ducts built in.

Ted's squadron barracks had been located near what was now pheasant runs where two to three thousand birds are raised each year. They are not kept penned and have a large area of dense brush and tree growth running throughout the wheat and barley fields. They are not shot commercially but the landowner invites shooters—mostly neighboring landowners—and they shoot each place only once in two weeks (a fortnight) by placing eight gunners in a row. The hands flush the birds from the trees. The hands do not get to shoot but I assume they get many of the downed birds. It was reported that those places that allowed commercial shooting charged 40 pounds per bird. That would be \$68 at our current rate of exchange.

\* \* \*

### Some Short Bursts

11,000 students at Cambridge  
 ■ University ride bicycles as no one may have a car there. Colleges at Cambridge are only for housing and studying, as all students attend classes at the University. Students must have at least three A's to get into Cambridge and most universities.

We never saw any obese English people.

A buffet type restaurant may be called a Self Selection Eatery. Pubs sell beer, wine and spirits and food. A good quality place might be called a Carvery if they had roasted meat cut as served.

Business places and houses in London are attached to each other and have many windows. The houses all had white curtains.

Many business places are very small in London, and bring merchandise outside to display and sell. Didn't see any empty business places. There are many outdoor fruit stands.

British people dress the same as Americans—many of them look neater.

McDonald's, Wimpy's and Hardee's fast food places are popular in London. McDonald's is a "stand up" place—no seating. It is cheaper to take food out than eat it in McDonald's.

Waterloo Bridge in London was rebuilt by all women during World War II.

A house built of 'wood is rare in Great Britain.

A Suffolk Punch is a draft horse common to Suffolk County. A flat field is called a green. A picnic hall is a roadside park with a concession stand. Milk is pasteurized but not homogenized.

Farmland, if it can be found, can be purchased for 1700 to 2500 pounds per acre (\$2975.00 to \$4375.00). Wheat was bringing 106 to 120 pounds per metric ton (\$185.50 to \$210.00).

Ladies' garters are suspenders. Men's suspenders are braces. Ladies' underpants are called knickers. A man's sweater is a jumper.

The British pound is now on the decimal system and posted prices look familiar until one realizes the current rate of exchange will make the price 75% more (in dollars).



**RUSSELL F. JAMESON**

Russell F. Jameson, 69, formerly of this area, died Jan. 3, 1989, in a nursing home in Horton, Kan., where he lived. He was born in Kansas City, Kan., and lived in this area until moving to Horton in 1980. Mr. Jameson was a sheet-metal machinist for Trans World Airlines Inc. for 34 years, retiring in 1981. He was a member of Local 1650 of the Machinists union. He was an Army Air Force veteran of World War II and a member of the Armourdale Post of the American Legion and the Veterans of Foreign Wars in Horton. He was a scoutmaster for Boy Scout Troop 33 in Kansas City, Kan. He was a Methodist. Survivors include his wife, Colleen Jameson, Horton; two sons, Richard Jameson, Kansas City, Kan., and Air Force Master Sgt. Dennis Jameson, Fort Walton Beach, Fla.; two daughters, Candace Stitt and Tamara Long of Kansas City, Kan.; two sisters, Lillian Peck, Kansas City, Kan., and Betty Bond, Climax Springs, Mo.; and seven grandchildren. Services will be at 1 p.m. Friday at the Maple Hill Chapel; burial in Chapel Hill Cemetery. Friends may call from 5 to 8 p.m. today at the chapel.

**Gerald L. Miller  
Lt. Col. Ret.**

Gerald L. Miller, Lt. Col. Ret., 65, died Jan. 28, 1989.

Mr. Miller retired in 1984 as administrative air-ditor with the Ohio State Bureau of Employment Services. He was born in Glezen, Ind., and lived in Akron since 1932. Mr. Miller served in active duty from 1942 to 1948 with the United States Air Force as a pilot, flying B17s with the Eighth Air Force 385th Bomb Group 549th Squadron. He retired from the U.S. Air Force Reserve in 1983 as a lieutenant colonel.



He was a member of the Williard United Church of Christ, and a graduate of Central High School and the Hammel Actual Business College. He attended the University of Akron and King College in Bristol, Tenn. He held life memberships in the 385th Bomb Group, the Eighth Air Force Historical Association, the Friends of Air Force Museum, and the Reserve Officers Association.

He is survived by his wife, Marilyn (Margaret); daughter and son-in-law, Rachel and David Stipe of Cincinnati; sons, James Miller of Bloomfield Hills, Mich, and Bill Miller of Akron; mother, Essie Slaubaugh of Akron; and two grandchildren.

Al Chealander, who many of us knew as the organizer of the British Reunions, died on March 26, after a short illness.

After falling while trimming the Christmas tree, he was x-rayed for possible broken bones, and it was discovered that he had lung cancer. The Chealander's son, Steve, is CO of a Fighter Squadron at Chandler, AZ, and Al was flown to the Phoenix VA Hospital for treatment and to be close to his son. He died just a few days after his arrival.

J. P. Williams — Nov, 1988

Allen B. Chealander, March 1989

Gerald L. Miller — Jan. 1989

*Col. Van gets his name in the Stars & Stripes*

**Fort Hero  
Named Full Colonel at**

AN EIGHTH BOMBER STATION, Jan. 7—Twenty-six-year-old Elliott Vandevanter Jr., of Washington, the youngest commander of a heavy-bomb group in the ETO and one of the youngest in any theater, today was promoted to a full colonel;

Col. Vandevanter. West' Pointer and Fortress pilot with the-19th Bomb Group, which operated in the Pacific in the early days of the war. has led his B17 group and combat v iog on numerous missions over, Germany ...id Occupied Europe.

His decorations include the Silver Star, DEC. Air Medal and Cluster,

**Clips from the 94th Newsletter**

**The GI's War**

by Edwin P. Hoyt

Reviewed by Frank and Dottie Halm

If you want to read only about the 8th AF, this is not for you. But if you're interested in how the "dog faces" did their bit to win in the war, this one is for you.

This book, by noted military author Edwin Hoyt, is the story of the little guys who served; recollections of those who were there. It begins in the pre-war period, early mobilization. Pearl Harbor, full mobilization and training, overseas deployment, and the main actions through North Africa, Sicily, Italy, Normandy, southern France and the Battle of the Bulge.

No doubt many who served in the 8th AF had similar beginnings, but chance took us a different route in WWII, for which we can be eternally grateful.

An easy reading book, it features a number of GIs and junior officers in a series of situations developed chronologically. The author returns to these same men at various points during their service.

This book is not what you would read in an official US Army history, but the experiences of the guys at the low end of the totem pole. It tells it like it was - or at least how they saw it, with funny and tragic occurrences, and SNAFUs. It is full of those memories of adventures that each recalls in his own way - not necessarily world shaking, but etched deeply in his reservoir of experience that only he could recall in such intimate detail.

We both enjoyed it immensely, and it helped fill in the blanks with those personal stories most often omitted in biographical books of WW II leaders. Highly recommended if you want a change from Air Force reading.

The author is now working on a follow-up book about "The Airmen." We published his appeal for personal experiences and anecdotes in Sept 88 Notes, p 4, "Your Assistance Please."

Copyrighted 1988 by the author, published by McGraw Hill Book Co, ISBN 0-07-030627-3, \$24.95. '

**Nearly Final Word on Air Museums with B-17s**

by Phil Garey

We have receive anumber of leads on B-17s that you can visit and look at. Some are in museums and others are just parked at the side of the road in airports. One near Portland OR is atop a service station and has been for 30 or 40 years. Some of these sites have two or more B-17s.

A few of the museums have regular tour schedules, and make appearances around the country. These are almost always private museums, though generally non-profit. Probably more "sightings" were received on Confederate Air Force planes than any other. They get all over the country. Several members reported getting rides with the CAF.

Getting inside one is difficult. AF museums will cite a dozen different AF rules that forbid access to the public. AF rules are made to be broken, and there are always exceptions. I have visited the interiors of several. Usually it is some officious and insecure clerk, the kind whose first response to any question is "No!" Then they take refuge behind a barrage of regulations. Find the guy in charge, he usually more relaxed.

One AFB museum's B-17 restoration I had been following for over a year was that way. I wanted to do a sort of feature story on it, with photos from beginning to end. The clerk usually failed to even answer letters concerning the project, and wouldn't let me near it, but the curator himself was quite a pleasant fellow. I abandoned the project, even though the aircraft is quite nicely done.

However, you can see a Flying Fortress without too much trouble, no matter where you live. Look at the following list. You can't be

too many miles from one. Pay a visit, and make a donation. Most museums depend on donations. Most "workers" are volunteers. Almost all museums have a souvenir shop where you can pick up books, mementoes, photographs, and much more.

It's impossible to credit all the sources, but thanks to the many who have helped. There are probably many more Forts out there, and if you know of any, let me know.

- AZ - Falcon Field Globe Air 04. Possibly 2 a/c here.
  - Mesa - GAF Branch, B-17G, 44-83514, *Sentimental Journey*
  - Marana, B-17G, 44-83785, being restored.
  - Tucson, Pima Air Museum. B-17G *I'll Be Around* Possibly another, B-17G, 44-85825.
- Brazil - Rio, Museu Aeroespacial (SB-17G)
  - Recife, mounted as a monument.
- CA - Atwater (Merced), Castle AFB Museum, B-17G, 43-38635, *Virgins Delight*, 94th markings.
  - Beale AFB, North of Sacramento, B-17F. 42-3374.
  - Chino, Pica-dilly, painted black B-17G, 44-83542.
  - Corona del Mar, B-17G, 44-83684, *Picadilly Lilly*.
  - March AFB, B-17G, 44-6393, *2nd Patches*.
  - Stockton, Aero Nostalgia, B-17G, 44-85778. In process of being restored.
  - Travis AFB, is negotiating for a B-17E, 41-2446? *Swamp Ghost* with Papua New Guinea government.
  - Tulare Airport, B-17G, 44-85738, *Amvet*, 379 BG markings.
- CT - Windsor Locks, Bradley Air Museum. Tornado damaged hulk, said to be sold for restoration elsewhere, possibly in Kissimmee FL, B-17G, 44-85734, *Five Engine*, so called because used as flying engine test bed.
- DC - Washington, Natl Air & Space Museum at Dulles, B-17G 44-83814, *Tanker 09*.
- DE - Dover, AFB Museum. B-17G, 42-3076, *Shoo Shoo Baby*
- England - Duxford, Imperial War Museum, B-17G, 44-83735, 447th markings. *Mary Alice*. Flies regularly.
  - Hendon, B-17G, 44-83868 RAF Bomber Command Museum. 94th markings.
  - Horley, Surrey, B-17G, 44-8574, *Sally B*. Flies.
- FL - Eglin AFB, AF Armament Museum, B-17G, 44-83863
  - Miami, Tamiami Airport, Weeks Air Museum, B-17G 44-83542, another hulk.

- France - IGN, Crcil, France #44-8846 (F-BGSP), 44-8846
  - *Lucky Lady*
  - Paris, Le Bourget Musee De L'Air, B-17G, 44-8889 (F-BGSO)
- IL - Crystal Lake. B-17E
- IN - Grissom AFB, *R-Y1G, 44-83690, Miss Liberty Belle*. 305th markings.
- LA - Barksdale AFB, 8 AF Museum, B-17G, 44-83884, *Yankee Doodle 11*
- MA - Boston, New England Escadrille, B-17D, 44-83575, 909. Actually at Stow. Flyable.
- MD - Silver Springs, NASM, B-17D, 40-3097, *Swoose*.
- MI - Ypsilanti, YankeeAF, B-17G, 44-85829, *Yankee Lady*
- NE - Bellevue, SAC Air Command Museum, B-17G, 44-33559, *King Bee*
- NY - Geneseo, National Warplane Museum, flyable and tours given, B-17G, 44-83563, *Fuddy Duddy*.
- OH - Wright Patterson AFB, USAF Museum, B-17G, 44-83624.
- OR - Milwaukie, The Bomber Service Station. B-17G, 44-85790, atop gas station.
  - Troutdale, Columbia Air Motive. Civilian Register.
- TN - Memphis, B-17F. The original B-17F, 41-12595, *Memphis Belle* now restored.
- TX - Abilene, Dyess AFB Museum, B-17G, 44-85718, *Blackhawk*
  - Ft Worth, Vintage Flying Machines, B-17G, 44-8543, *Chuckie*. Flyable.
  - Harlingen, Confederate AF Flying Museum. More than one B-17 and they fly. B-17G, 44-83872, *Texas Raiders*.
  - Houston's Hobby Airport, B-17G, 44-85718, *Thunderbird*.
  - San Antonio, Lackland AFB, B-17G, 44-83512, *Heaven's Above*.
- UT - Ogden, Hill AFB Museum. B-17G, 44-83663, right at the 1-5 entrance. Beautiful shape, just refinished outside; inside rough according to museum curator.
- WA - Seattle Museum of Flight, may have a B-17F, 42-29782 on exhibit.
- WI - Oshkosh, EAA Warbirds of America, B-17G, 44-85740, *Aluminum Overcast*.

Dear Mr. Cole,

We met you at the recent 385th reunion at Great Ashfield and you gave us your address card, so when I found these Christmas cards of Great Ashfield, we thought you might like some for your family. They were hand-painted by Mrs. Barker in aid of the church funds.

Russ and I returned to Great Ashfield last week to take some pictures for a 385th member in the States. He asked for photo's of the underground control tower. We didn't notice this at the reunion but as we were also sent a map, we found it very easy. Unfortunately, it was also filled with 4 inches of water and we were not prepared for this. But the owner came along, Roy Barker, and he helped Russ to get some pictures. Then took us to see another building on the base before inviting us back to his home for a drink. Whilst there I noticed the cards which his wife had drawn and managed to get the last few.

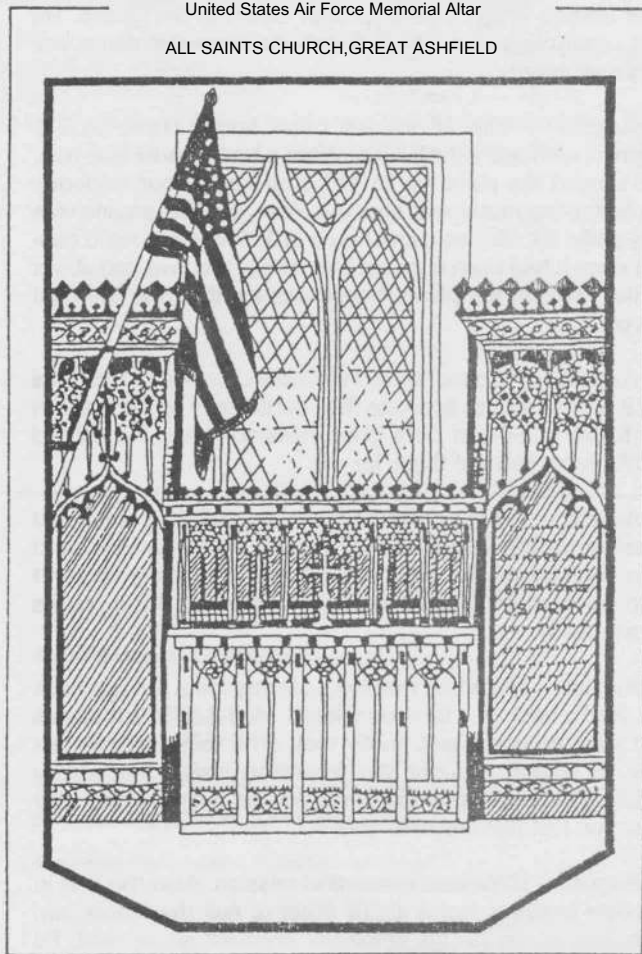


The remainder I've mailed to Don Noe, the pilot who stayed a while with us during the 385th reunion. It was I who did the research on Don's crash. I've just heard from Ian McLachlan and he is working on a book with Russ Zorn, and they hope to run a story on the crash report that I did. I've just sent some pictures to Ian as requested.

May we wish you and your family and very happy Christmas, and a healthy and good 1989.

Barbara End Russell Pleasance  
Ash Side, Wattisfield Rd.  
Thelnetham, Diss, Norfolk, England IP22 INN

United States Air Force Memorial Altar  
ALL SAINTS CHURCH, GREAT ASHFIELD



Mrs. Barker of Great Ashfield made Christmas cards in 1988 with "our" Church illustrated as shown. They were used as a money-raiser for the Church. If anyone would like them for 1989, you could write to her for information.

Mr. & Mrs. R. J. Barker  
Kiln Farm, Great Ashfield  
Bury St. Edmunds, Suffolk IP31 3HN

Dear Ian:

Just a short note to tell you how much I appreciated the effort and the show you put on for the reunion of the 385th at Great Ashfield. You and your associates have certainly done a monumental job in putting together the story together with the memorabilia on the 385th. All in all, I thought the entire trip to Great Ashfield as well as meeting the people there was truly well worth not only the time and effort but also the remembering of events.

To jog your memory for a moment, I am the guy that joined the group at London and then had to leave it in Lakenheath. You will perhaps also recall that I lived in London and was in the North Sea oil business for some twelve years—thus was quite familiar with most of the U.K. Further I mentioned to you that I had considerable amount of 8 millimeter movie taken in England during the war both at Great Ashfield and in London. Further I have put such film on to a video cassette and that I would send you a copy of same. Upon thinking the situation over however, it might be better that I send you the 8 millimeter which is obviously much easier to work with since the American and British TV systems are not compatible. However, I do understand there is a way to convert the same. In any event, if you will drop a letter to me and let me know, I will arrange to send one or the other to you and you can pick out any picture etc. that you might want.

One other quick note in I was the pilot of the plane "Lil-Lu" which showed a little girl floating down in a parachute. This came from a cartoon character at the time and further was named for my wife whose nickname was obviously Lu. We got the airplane as a new plane on our 13th or 16th mission and I finished out the mission in her. The then co-pilot Lt. Rifas from Chicago took over the aircraft and that part of the crew who had not finished their missions with me. Unfortunately, on a mission in December of 44, they apparently ditched in the North Sea and were washed up frozen to death. The tail number on the aircraft was 43-38233 or 43-38612. Since the latter number is higher, I presume that was the number of Lil-Lu. Incidentally, I was in the 549th Squadron.

I am also enclosing a copy of the memoirs of some of my missions (not all 35) which I had written on the back of flak maps at the time of the debriefing from the mission. You will perhaps also recall that I have in my possession quite a few of the flak maps, even though they caused me a lot of misery at the time, at least they are of great interest now. Quite frankly, I showed these to Mike Tabori, the ABC television man and he was considerably impressed by them since they do make a record of one persons experience in an otherwise rather terrifying environment.

Please let me hear from you concerning the tapes or the film.

And once again, thank you so much for your great interest in preserving the history of the 385th.

Very truly yours,

Ted C. Findeiss, Col. USAF Retired  
6300 Classen Center, Suite A-100,  
Oklahoma City, Oklahoma 73118

Dear Ted,

I was delighted to receive yours of 22nd September. Of course, I remember you - we stood at the bar for a while, I only wish it could have been longer and that I'd got a tape recorder with me. I thoroughly enjoyed our natter and was intending to write to you but you've beaten me to the draw.

Despite years of research, I've never seen any good quality movie of Great Ashfield. In fact, the only movie I've seen was so poor that a lot of it couldn't be made out so I am really excited by the prospect of seeing the films you took. You're right when you say the video systems in the UK and USA are different. We work on 625 lines of screen and America is, I believe, on 525. Converting videos is possible but expensive so I reckon the best solution would be a copy of the film which I can then have transferred to British video. If you could get a copy film made for me and let me know how much it costs, I'll send you an international money order. It would also help if you could send some supporting notes where you remember what scenes are about or, if it's easier, send an audio cassette.

Since doing the slide show for the Group, I've put it on for Friends of the Eighth and Great Ashfield villagers have asked for another performance. This is all helping to illustrate, as best I can, what the people of this country owe the 385th and it helps perpetuate the memory of the men who served on Station 155.

Checking my records, I have the serial for 'Lil-Lu' as 43-38612 and note she was lost on 6-12-44 when flown by Lt. A.R. Hufford and crew. The target was Hanover. "Lil-Lu" was flying last ship in the formation and disappeared some time after 1203 hours. There were no reports of her leaving formation and she is assumed to have been hit by flak. I believe all nine of her crew survived the war - the MACR (copy enclosed) indicates they all went home. Wayne Lough, Dick Dowling and Dean Leyerly are all in the roster so I've sent them each a copy of the MACR with a letter asking what happened.

I've copied your flak map and return it herewith. If you could xerox the others for me I'd appreciate it because I note that you've jotted times against the routes and that might prove useful in my research.

Thanks for writing and I'll look forward to hearing from you again.

Ian McLachlan

### Memoirs of Missions From Flak Maps

28 July — First solo mission. Tough flak lost #1 engine-windmilling. Scared to death, but made it home alone with fighter escort. Hope this is the last one like this!

29 July — Oil refinery, Merseburg-Leipzig. Terrific flak but good bombing. Sweated a couple of engines out, but not too much trouble.

31 July — Rail yards and repair shops. Munich. Moderate flak, terrible weather. Very tired!!

1 August — "Z" mission. Very long, but very pretty. No flak or fighters. Dropped parachutes supplies to guerrillas. Low altitude.

15 August — another **rough** one. Bombed an airport at Munster. Bombs hung up in bomb bay, finally got them out but one stuck. Engineer finally kicked it out! Then lost #2 engine by flak and couldn't feather the prop. Came home alone at 120 mph, but picked up a couple of P-51's for escort. This is getting plenty hard on my nerves!

17 August — Hamburg! I never want to go back here either. They threw up flak for 20 minutes. Also got hit by fighters after bombs away. One ship shot down in our group. He was straggling, poor devil. Surely do hope this damn war gets over soon!

10 August — This is one we came home alone, on 2/2 engines, with one windmilling. What a bad 3 hours that was. We slowed the plane up to 120 after target, but evidently the feathering motor was shot out. Also, another engine was only pullin 23'. So we came home at 120 without radio contact since it had been shot out too. Altogether, we had about 50 flak holes in the plane. Never was another one like this! Never!!

13 August — Ground support mission. Sunday. This was #12B for me! Pretty accurate flak, particularly as we went in at 15,000 ft. Should be a good mission, since we carried 100#bombs. More of these for me.

12 August — What a mission! More weather than you could possibly imagine. Instrument takeoff, and assembly, and then contrails all the way to the target. Then we couldn't drop our bombs because of a solid undercast. But it counts for a mission.

16 August — Not a bad mission... Pretty long, but got back OK. Had a heck of a time on takeoff. Had 3 different planes that were no good, and finally took off 5 minutes after last time of takeoff. Caught the formation inside the enemy coast, after fighting prop wash all the way across. Our squadron lost two crews on this.

18 August — This was a beautiful mission. Also the first in our new airplane. Not a single burst of flak the whole trip. Also, marvelous results when we bombed an air field. I'd like to fly 20 more of these.



# PRISON CAMPS



BASED on information received from Germany through the International Red Cross, this map shows the camps and hospitals where American prisoners of war have been held by the Nazis. Naturally, the correctness of all the data cannot be guaranteed, but many of the places indicated have been visited by Red Cross representatives and in those cases the location is definitely known. The reader will notice that some of the camps are in territory that is no longer in Nazi hands. Prisoners formerly held at those camps were, according to reports, moved to others before the German armies fell back, with the exception of the sick and wounded, who were left behind in compliance with the requirements of the Geneva Convention.

This map was printed in the Sunday News, March 25, 1945. Anyone recognize their home away from home.

Hello President Cole,

I've had the following on my mind for some time and after reading Vol 16, No. 1,1 thought enough is enough.

My ? is what about the ground people - the men who kept the 17's in repair.

I started as sg inspector 549th and became 385th group line chief under Capt. Levine and Major Hertz.

Sure the fly boys were great, but with out the mechanics, sheet metal men and bomb crews, no one would of flown anywhere.

I had many pictures of crash landings, taxi accidents, etc., but in house moving have lost them.

Fly boys were great but not perfect. I recall one landing with wheels up, full bomb load because pilot and crew, tower and trailer at end of runway forgot to push one switch and forgot to fire red flairs until it landed. Do you recall it?

It would be nice to read, see pictures of **GROUND PEOPLE**, to me the newsletter is one sided and boring.

If some one has or could get a list of ground people who went over 1st to be the 385th it would be great to contact them if possible and sign them up.

Well I feel better now with that off my chest.

Regards,

Lou Meyer

M/Sgt 13046274 -1 /6/42 - 9/13/45  
PO Box 209  
Otisville, PA 18942

*Editor's Note: we do need more input from us "Ground-pounders", "paddlefeet" or what have you. In the last couple of years, we had fine stories by Harry Monfort on Tech Supply or Engineering, by Tom Harrison on Armament, Ordinance, and even on Administration of the good old 550th. We need more — photography, intelligence, Communications, Mess Hall, Special Services — send in your recollections to give us more variety!*

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## Letters to the Editor:

Dear Ed,

Here I am again asking for help. I'd like to obtain information, pictures, nose names, personal experiences etc. about the seven planes from the 385th that ended up in Switzerland during WWII.

1. 42-38160 "Lonesome Polecat" 16 March 1944 Lt. Meyer. (I have some information and "after" pictures.)
2. 42-3815 ? 16 March 1944 Lt. McLaughlin
3. 42-38196 ? 13 April 1944 Lt. ?
4. 42-31066 ? 13 April 1944 Lt. Downs
5. 42-97603 ? 27 May 1944 Cpt. Richard and Cpt. Radin
6. 42-107031 ? 13 July 1944 Lt. Turner
7. 44-6112 ? 16 July 1944 Lt. Robbins

Any help you or your readers can give me will be appreciated. Anything that I learn I will be willing to share.

Thanks in advance for your continuing support and assistance.

Sincerely,

Roy J. Thomas, Associate

W6722 Hwy 11, Monroe, WI 53566

PS I am finding that the mission list and crew losses in the *History of the 385th Bombardment Group* is not always the same as other sources. Can you shed any light for me?

---

Dear Mr. Stern,

Enclosed are two letters that arrived recently. Since they were addressed to my Dad, it is obvious these two fellows have found his name in an old publication. I am sure they would be pleased to hear from you and have their names added to your roster.

For your information, my mother is spending approximately 8 months in South Africa (Pretoria) with my sister's family. Dee's husband is with the State Department. Mom left in early December and frankly didn't have an opportunity to send Christmas cards to many 385th folks that she normally corresponds with each year.

Should I receive any more inquiries from former members, I will forward them to you.

Sincerely,

Mary Ford Randleman

*Editors note: Mary (John and Betty's daughter) sent letters of inquiry from 2 of our newly found members.*

---

Dear Ed,

I'm trying to find out why "Dozy Doats" is not on the cover of "Hard Life Herald". You have 1/2 of her in "Half and Half" — the front half. Herman W. Supplee's III crew drug her in after a chunk of flak from Paris jammed her tail wheel — We got a new "G" model #297079 and completed our missions.

Letters to the Editor:

I see by the roster that Supplee III is now answering roll call. I had lost contact, so thanks for his name and address.

Mary and I are planning to attend Fargo this August. However, I also had planned the England reunion but came down sick and spent the time in a hospital. Hope this doesn't happen again.

Really do appreciate your articles and letters in "Hard Life Herald". I'm wondering if Ed Lane of 548th was on Henderson's crew?

Anyway  
with Best Regards,

John W. Bovee  
4524 Lodgepole Ct., Prescott Valle, AZ 86314

*Editors note: Can't work any more names onto the front of Hard Life for now.*

Dear Ed:

This letter is in reply to Homer Groenings letter in the February 1989 issue of the Hard Life Herald. I don't think our crew completed a tour of duty of 35 combat missions in a shorter period than anyone else. However, my reply would be the same answer as Leo LaCasse gave, one early morning in the officers club during a stand down. He was asked if he was the greatest pilot ever? He replied **no** but I am one of them. So we were one of the crews with one of the shortest time to complete 35 combat missions. In reviewing my Form 5 I submit the following:

	Groening Crew	Richardson Crew
1st mission	7 Jun 1944	12 May 1944
35th mission	12 Sept. 1944	11 Aug. 1944
No. of days to complete missions	98 days	92 days
# times 3 missions flown in 3 days	2	5
# of missions on successive days	8	9
Missions aborted	0	1
Average days between missions	3 days	2.63 days
Total combat flying time	?	271:15
Avg. flying time per mission.	?	7:45

If feels good to be able to brag about these missions since we have them behind us rather than having to face doing them again. Most of our missions were flown in B-17 "Mississippi Miss". We did fly 6 missions in 7 days or 7 missions in 9 days. Flew 2 missions on 6 June which was D-Day and 3 missions to Munich, Germany in 3 straight days. We lost our Co-Pilot, Charles A. Manuel on our first mission when our crew was split up to fly with experienced crews. -

The crew he was on did not return. Most of our crew flew together on the remaining missions. They were Richard Royce-Navigator, Gilbert Enderle-Bombadier, Henry (Ed) Brown-Engineer, Wallace O'Neil-Radio, Ed Nowicki & William McKinney-Waist Gunners, Felton Watkins-Ball Turret and Robert Meyers-Tail Gunner.

Our crew split up after the tour was completed and I went to the 4th Bombardment Wing at Bury St. Edmunds and worked in the Wing Operations there for 7 months. Incidentally there were many people who worked there, came from the 385th Bomb Group. We had 5 Bomb Groups assigned which was the largest Wing in the 8th Air Force I believe.

Sincerely,

Howard Richardson  
4624 Kelton Drive, Jackson, Mississippi 39211

Dear Ed,

The article in Feb. '89 issue of Hard Life Herald refering to the plane "Golden Goose" recalled a memorable flight on Jan. 5,45.

We were flying a solo mission very early in the morning. Our detail was to spread chaff over the route the mission was to follow later. We were flying the Golden Goose! I was kneeling in the waist area passing chaff out through a tube in the floor. I had hung my messkit on a hook I had rigged in the waist. We encountered no fighters and very light flak, but a fragment tore through the fuselage and passed so close to my face that the concussion or a reflex, knocked me backwards. As I got back into position to resume passing out chaff, I glanced to my left. The fragment had entered right where my mess kit had been hanging. The fragment had continued on. It must have also struck the cable connecting the hinge pins on the waist door. There was a hole on the left the size of a baseball, but on the right, the door was gone.

We ran short of gas because of a hit in a fuel tank, necessitating a landing at a small front line support strip. It was a muddy mess. I carried a small personal Kodak '878'. Our co-pilot, Fred Kraft took this picture of me as we were being refuelled.

Willard R. Richards  
665 Esme Dr., Girard, OH 44420-2447  
Waist gunner on Lt. Berisings' crew.



Arnold Willingham and Jim Wacy in front of NomCom Mess Hall.

## Letters to the Editor can't



1/5/45 — 'Golden Goose' Sgt. Willard Richards down in France. "Ideal conditions"

Dear Ed,

Imagine my surprise, when I received the Feb. issue of the "Hard Life Herald", to find that I was no longer listed as a member of the 385th BGMA. I think you'll find at least 6 other people who's names begin with "i" also missing.

No wonder Arkey Huber had trouble finding me when he wanted 3 more copies of my book "The Letter" sent out to 3 of our members. He finally got ahold of my son and through him I took care of the matter.

I just returned home from a months long trip, looking for warmer climate, during which I visited with 3 of my original crew members. Slim Lamotte has retired gracefully in Vista, Calif., Bob Andrews Continues to be a workaholic in his law practice at Gainesville, GA., and for the first time in 45 years, I finally got to see Dory Altman. What a great reunion that was. He and his wife made me feel so welcome. They are very comfortably retired in Florence Alabama.

Back in lute 85 or 86 when I finally located Dory, through the efforts of Bob Andrews, I forwarded the information on to you. I guess I just assumed that he'd be added to the mailing list and be sent everything necessary to join up. Consequently, having been under the impression that he'd been getting the newsletter for well over a year, I was very surprised to learn that he'd never received one or heard from anyone about joining the association. He would like to be added to our mailing list and become a member. I might even get him to attend our meeting in Fargo this summer.

That makes 3 members of my crew who'd like to be included on, but are missing from, our latest mailing roster. Altman, Irons, and Ihlenburg.

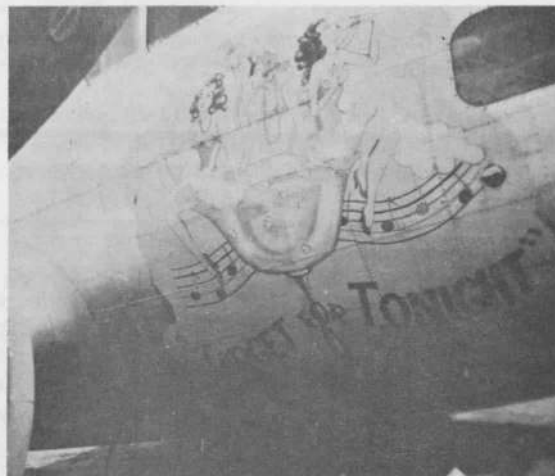
Thanks,

Fred Ihlenburg  
4 Preakness Ct, Lake Oswego, OR 97035

*Editors note: Fred's letter about being left off the roster was typical of others - John Hughes and Jerry Ink plus some others. The last of the H's and the first of the I's were left off the list and are included on a separate sheet in this issue. Sorry, fellows — the typewriter froze up when that Alaskan Clipper hit. And your poor editor was on his way to Tucson for 6 weeks of TOY at a Rest and Recuperation camp.*

Dear Mr. Stern,

I have sent in my money for membership in 385th B.G.. If you can use any of this in your newsletter, I would appreciate it. I'm still looking for members of my crew.



Thanks,

Robert A. Game  
986 Bluebonnet, Harlingen, TX 78550

To the Editor,

Please forgive this letter but I feel that I must write to you, it concerns my receiving the newsletter of the 385th BGMA.

Now I am most grateful to receive some, but somehow I feel that I should contribute towards cost. But I must explain how I came to receive them. You see, I am an ASS member of the "Eighth Air Force Society" and also an avid reader of anything concerning the Mighty 8th and through being a member it gave me the opportunity to write to a certain Lt. who served in the 385th BG to explain my feeling after all these years and lo and behold, out of the blue, I received one of your news sheets with my letter in. I must admit, I was surprised but also somehow very proud to think that I, just an every day person could be alongside of the people who in my words are the real Hero's.

*Letters to the Editor con't.*

Although I have quite a number of books concerning the 8th and will of course keep on buying them, your newsletter some how means that little bit more, because the people that were the 8th are actually writing in them and that makes it more real, no disrespect to those wonderful authors who write those books.

So once again, may I say how happy I am to receive them and could you please let me know if I can pay towards cost.

There is an awful lot I would like to write but perhaps another time. In the meantime, give my regards and best wishes to all those wonderful 385th BG members. God Bless.

Yours most sincerely,

Norman Carless  
47 Aylesbury Creslent, Kingstanding  
Birmincham B44007, England

Dear Mr. Stern:

Making great progress on book being written with Ian McLachlin and will be making a trip to England in October to review our photographs, accounts from crew members and English people who witnessed some of those crashes.

I come to you once again for help in locating crew members from the 385th Bomb Group.

B17G-42-97818 15 June 1944 while taxiing, plane caught on fire.

Pilot 1st Lt. Merle D. Nieman (I cannot read other names on the accident report because it is blurred)

B17G-42-31764 11 Nov 1944 Crashed-Exploded at Easton

2nd Lt. Carl L. Cunningham — Co-Pilot  
2nd Lt. Henry E. Stumberg — Bombardier  
T/Sgt Francis J. Abdella — Radio Operator  
S/Sgt Carl R. Slaton — Waist Gunner  
S/Sgt Wayne S. Tackberry — Tail Gunner

BI 7G-42-102431 21 Jan 1945 Crashed-Exploded at Bradwell

2nd Lt. Alf M. Jacobsen — Pilot  
2nd Lt. Edgar C. Baugh — Navigator  
Sgt. Gerald C. Stutts — Left Waist Gunner  
Sgt Harold N. Prinley — Tail Gunner  
Sgt. Gordon S. Ellingson

Any help you can give will be greatly appreciated.

Best Regards,

Russell J. Zorn  
1561 Meadow Dr., Alden, NY 14004

Dear Ed,

Thought you might like to see how I publicize the "Mighty 8th". The Arizona plate "8AF BI 7" has on occasion resulted in conversation with persons interested in the "8th" — surprisingly enough a younger person who will say they had a relative who was in the "8th", or a person just interested in older planes like the "Flying Fortress".

I was an original member of Lt. Kaplan's crew and did not fly the Oct. 6, 1944 mission. From the "8th" I went to the "12th AF" and paid my dues once again by flying 61 combat missions in the B-25 "Billy Mitchell" as an armorer/tail gunner. My last mission (68th) was the low level (treetop) **unarmed** "Surrender" mission — 3 sweeps in the Turin, Italy area (I believe approx. 20 miles each sweep) - tossing out Sir Harold Alexander's surrender message (printed in Italian and German) to the Nazi troops garrisoned in the area. Glad to return to Fano, Italy in one piece.

The Colorado Springs reunion resulted in contact with my very fine flying companions Bruce Ey (radio) and Arthur "Whitey" Wallace (TG).

I'm sorry I haven't been able to make any reunions since then as I have been crippled up a bit with painful arthritis.

If you were at the Colorado Springs reunion you might possible recall the lovely lady at our table being called up to the "speakers" table and presented with a towel embossed with her military tool of the trade - the camera, and the ovation she received. Well — she (Statia) and I today celebrate our 44th wedding anniversary. We met at Lowry Field and waited until the war was over to marry.

All in all I was lucky - Damned lucky!! Sincerest regards. If I can't make it to Fargo at least I will be with you all in spirit. God Bless!

Ed Conrow  
7351 N. 39 Drive., Phoenix, AZ 85051



Ed Conrow — "One of a kind Arizona license plate "

Letters to the Editor con't

Ed:

Recently I found the enclosed among my memorabilia of the 551 st, and I thought you might like it for your newsletter.

It shows it wasn't all "Bombs Away" in those days. There were some fun times as well. I remember having a great time that day.

All for your information.

Best regards,

Ed McElroy  
5837 SW1 st Ave., Cape Coral, Florida 33914

*Editors note: Thanks for the party information, Ed. You fellows weren't exactly eating "high-off-the hog" that night!*

*MUSIC and (^nierlainmeni*

**DANCING**

20.00 to 23.00 hrs.

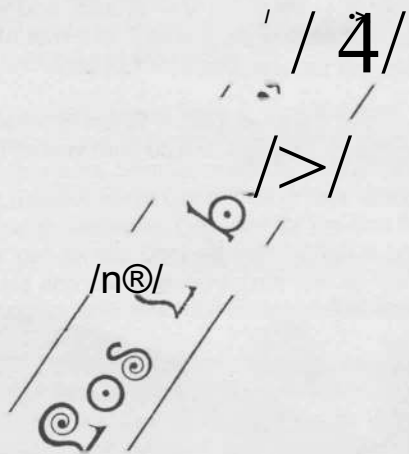
MUSIC BY  
**HIGH FLYERS"**

**GUITAR SOLOS**

By T./Sgt. K. E. SMITH

FRIDAY, 20TH APRIL, 1945

551ST



Ay

'ly BOMB SODN.

MAJ. VERNON O. MULLIN, JR.,

COMMANDING

*feornt vnl lees*

ENTERTAINMENT

Rotenberg, J. H.  
Smith, K. E.

FOOD

Dennet, D. L.  
Engle, F. D.  
Engelson, H. M.

DECORATIONS

Reedy, R. C.

TRANSPORTATION

Lanzoni, W. j.

WELCOME

McElroy, E. J.  
Garr, W. M.  
Duffy, W. J.  
Murray, J. P.

MANY THANKS TO

Captain Bowen, Station Mess Officer  
S./Sgt. Ostrand, Mess Sergeant

W W. HIWKI, PRINTER K.I.MBWKLL

*Menu*

**SANDWICHES**

HAMBURGER  
SPAM  
CHEESE

**CAKES**

**ICE CREAM**

**BEVERAGES**

BEER  
COCA-COLA



Letters to the Editor con't.

Dear Mr. Stern,

Thank you for helping me to locate pictures of Bob Meyer (yes he was "Junior") last spring. Charles Hughes responded. I didn't hear from Gerald Binks.

I'd like some more help if you might find time in the next few months. I spoke with Bob at Thanksgiving and he indicated that there were movies taken in combat and included some of the 385th going down. Do you know if the movies exist? Could I borrow copies? Has anyone put them on video-tape? etc.

Bob also mentioned that alot of still pictures were taken by him as well as others. His were not returned with his Bible and 640 pounds when he was shot down. He also mentioned a large photo on the wall of the operations hut taken on the way back from Trondheim. Does anybody in the group collect pictures? Is there a group historian etc? How might I find some of the pictures?

Which plane is considered the most noteworthy of the group? As you might know, an artist in England is doing one from each group from the 8th and the 385th isn't listed yet.

Regarding the J Ford who was the unit contact before he died. Was he possibly a crew chief? Bob just knew a "Pappy Ford" who crewed for him and did an outstanding job.

Finally Ed, how can I sign up to obtain your newsletter? Do you take associate members? Let me know.

Thank you in advance for any help you might be able to provide.

With warmest regards,

Roy J.-Thomas  
W6722 Hwy 11, Monroe, WI 53566

*Editors note: We answered most of these questions as best we could. Write Roy if you have anything for him.*

Dear Ed,

Thank you very much for sending the back issues of the Newsletter. It was both good and bad. The good was the enjoyment of reading the letters and comments. The sad was to learn about the death of Reid Lowe. I remember him very clearly from the trip in 1976. And, in 1988, I made a mental note to myself about how well he looked and how little he had changed in twelve years.

In another issue I read where Mr. Lowe asked about obtaining the film, "Wings from the Past", so that he might make a video copy. Wish that he would have been, able to see the revised edition.

Sent a tape to William Varnedoe, Jr. in Hunstsville, Alabama. After receiving the video, he called me and said that he taken film with an 8mm movie camera at Great Ash-

field in 1944. He immediately sent the film along with a letter. In his letter he wrote: "Incidentally, the shot of the bearded gun in the A-2 jacket with the B-17 and bombs painted on the back and wearing a 50 mission crush, is me."

Take care and may the weather not get too cold or the snow too deep....

Ron Nolan

Dear Ed,

I attended the 11 th Reunion of 385th BGMA at Dayton, Ohio in July of 1987. My wife and I had a wonderful time and we were reunited with Carl Larsen and his wife Jeanette and Ruth Liening and her family for the first time since 1944.

We are looking forward to attending the next reunion in Fargo, ND in August when I hope to meet with my former Co-pilot, Jack Henshow and his wife Lucy who I have not seen since we went down in Switzerland.

Unfortunately I did not get to sign up for the Newsletter while at the reunion and I would like to do so at this time. I am enclosing a check for \$10.00, hoping that this will cover the cost for the newsletter. I know I will enjoy reading them.

I would also like to become a member of the 385th Group and would appreciate if you would send me the information on joining.

Looking forward to the newsletter and membership information.

Sincerely,

John Miller  
63 N. Outer Dr., Vienna, Ohio 44473

Dear Ed:

In all these years, I have never written to anyone in the service. Last night a fellow whos brother was killed in the 100th Bomb Gp. called me and said the 385th BG was to have a reunion in N.D. at one time I must have told hime I was in the 385th BG and the 549th B. Squadron located in Bury St. Edmond which was near Ipswich in England. At first it was 25 then General Jerry Doolittle said we had to do 30. Thats what I completed as tail gunner on the "Raggedy Anne" after the second mission my pilot was killed and the crew sort of broke up and I flew with a lot of different crews. Don't remember much. One pilot was a Capt. Ray from Texas. I am in pretty good physical shape (a little overweight). Perhaps you could send me some information on my squadron, maybe there is some one I could write to.

Thanx,

Lots of good luck and health to you Ed and thanking you in advance.

Wallace L. Wojtkowski  
116 Buss Road, Aliquippa, PA 15001



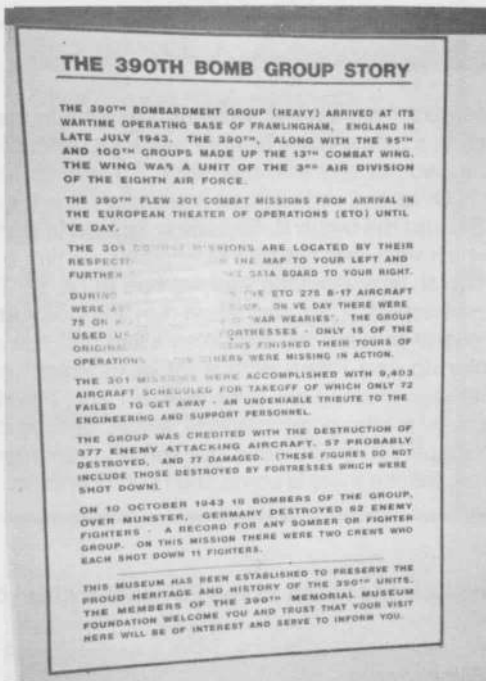
## Tucson, AR

Your Editor and his wife suffered through 6 weeks of TDY in Tucson during February and March while some of you may have been watching the weather reports from Fargo. While we hated to miss the healthful blasts of Arctic air, one must-sacrifice occasionally for the good of mankind.

While in Tucson, we visited the Pima Air Museum — and we were IMPRESSED. They have some 200 planes of all kinds and descriptions — somewhat like Wright Patterson, but all done with volunteer and donated items — no tax support — just people like us who were interested. About the only planes we didn't see that would have been of interest were P38, P39, P47, and P51. (I may have missed them.)

Most impressive—and of most interest to the 385th Group is a wonderful Hangar maintained by the 390th Bomb Group. It has everything — a B1 7, maps, lists of missions, pictures, uniforms, memorabilia of every kind. Except that you don't recognize faces in the pictures, it could have been 385th. It's a terrific place to visit, and we recommend saving an hour or more for it alone.

Someone from Tucson should host a Reunion just so that we can savor the memories that this display will generate.



### TO ANSWER THE MOST FREQUENTLY ASKED QUESTIONS ABOUT...

#### AIRCRAFT INTERIOR VIEWING

Due to insurance limitations, safety hazards and other considerations, we cannot allow visitors inside the aircraft, with the exception of the VC-118 (DC-6) Presidential Aircraft that is open to public viewing when volunteer guides are available.

#### THE ARRAY OF AIRCRAFT EAST OF THE MUSEUM:

There are several commercial aircraft salvage companies immediately to the east of the museum. To the northeast of the museum is Davis-Monthan AFB where row upon row of aircraft, which are part of over 3,000 aircraft stored at the Aircraft Maintenance and Regeneration Center (AMARC), occupy 3,000 acres. AMARC maintains aircraft currently excess to the various military services. Parts are reclaimed and used to support active aircraft in flying status and in some cases entire aircraft are reactivated.

#### INDOOR DISPLAY:

The 20,000 square foot "Hangar Number One," protects the more fragile fabric-covered aircraft and static displays. A World War II barracks houses historic displays and an extensive aircraft model collection. The 390th Memorial Museum building contains memorabilia from the 390th Bomb Group, the 390th Strategic Missile Wing, and also houses the B-17. A new 19,000 square foot building is the home of the Arizona Aviation Hall of Fame, research library, and administrative offices.

#### TITAN MISSILE MUSEUM:

In May 1986 the Pima Air Museum opened the Titan Missile Museum which is located in Green Valley, Arizona. It consists of a former Titan II Missile silo which had been assigned to the 390th Strategic Missile Wing.

Fifty-four Titan Missile sites were located in the United States; 18 in Arizona, 18 in Arkansas, and 18 in Kansas. All have been destroyed except for the site, which has been preserved as a museum. It stands today, as it stood on alert for 19 years, accurate in every detail except for the empty booster and re-entry vehicle in the silo.

#### ROLE OF VOLUNTEERS:

We are indebted to the many volunteers who have contributed to much of the progress made at the museum. Volunteers assist in restoration of aircraft, exhibits, gift shop, and serve as tour guides for the presidential aircraft. For a rewarding experience, become a volunteer! Please inquire at the gift shop.

#### MEMBERSHIP:

Become a part of aviation history! You can help support the museum by becoming a member. The following memberships are available:

STUDENT	\$5 (thru grade 12)	SUSTAINING	\$100
INDIVIDUAL	\$15	PATRON	\$500
FAMILY	\$25	LIFE	\$1,000

Benefits include: Unlimited visits to both the Pima Air Museum and the Titan Missile Museum, 10% discount on gift shop items and guest passes for all categories of membership except student. Applications are available at the gift shop.



## Letters to the Editor con't.

Dear Ed,

I forgot to pay for the 1989 subscription for the 385th BGMA. Enclosed is my check. I'm not sure if a Life Membership covers it, but forget it. I'm so happy to be in contact.

Was amazed at the letter in the De. 88 issue from our Ball-turret gunner, George J. Hunter. I had asked you to send the 385th newsletter to him, and our waist gunner Gene Ruhno only a month or two before.

Thanks for Mrs. Keenes address in Kansas. Her husband, Forrest, was Rum Dum crew chief and awarded the "Silver Star" for never letting Rum Dum abort for over 90 missions. The man was a wonder, as were his crew.

There were a few times we hedgehopped back to Great Ashfield with one or two engines, and navigational equipment shot out.

I believe our crew "Pokorny's Air Force" were flying Rum Dum the day it broke the E.A.M.E. records (in the 70-80 range) for missions without abortions. (All 3 theatres of operation.)

When we touched down, in my position as radio operator, I could see quite a few jeeps, staff cars, bicycles etc., follow right behind us down the runway and to our hardstand.

Besides about 4 movie cameras, there were reps from the 16th Wing & 8th A.F. Hdqtrs. R.A.F. and R.C.A.F. and other uniforms I didn't recognize.

This had to be M/Sgt. Forrest Keens biggest thrill. At a later date he would get another - the Silver Star.

Our crew "Pokorny's Air Force" just lucked out forever.

Was so glad to see The Roster in the Feb. 89 issue. Found our long lost navigators address, Paul Gelman now in Seal Beach, CA.

Now theres only 2 missing. Our engineer - Raymond J. Ruck, originally from So. Ozone Park, Long Island, NY. He married Maria D'Alconzo also from the same local in the late 40's.

The second man, Donald W. Burgess (Buddy or Big Red) our tail gunner. Original home was Grand Junction, Colorado. He and his dad came to Los Angeles (my home) about 1947-48. Saw them for one day.

Should anyone have info on the 2 above, let me know so I can account for all of "Pokorny's Air Force" again. Would be very grateful for any info from anyone.

In the Feb. 89 Roster, above each name are letters and numbers, single, double and triple - What is their meaning?

Ed, I remember you very well. You had offered me M/Sgt. to stay on with the 550th when I finished my tour. You may remember me as the "woodcarver".

I have the original clipping from the New York Times, re - Lt. Woodward's crew "The Seven Angels". This story was a miracle of the 8th A.F. and the 7 men who survived the ditching. The whole story as told in Radio operator, Gil Woeners bible, marked with a pound note, he placed there that A. M. pre take off.

Found their engineers address p Al Deter, from that article, St. Louis, Mo. Called info - got Als number and AT & T had to restring wires from St. Louis to South Bend, IN next day. Al and I burnt them right off the poles. Looking forward to the reunion very much. So many questions to ask, and verify. I'll try to go easy on the Group Historian.

My best to all of the 385th

Gene W. Silberberg  
51778 Trowbridge Ln, South Bend, IN 46637

Dear Mr. Stern,

In the Oct. 1988 Newsletter, I read with much interest the article by Ed Lane. He mentioned that they were one of two crews lost 4-22-44. I was a member of that 'other crew' Cleatis Cornwell, pilot with whom I would like very much to hear from, having lost all contact. I know this happened many times, but if anyone is interested, here is what happened to us as I remember it.

We were flying the 'tailend Charlie' position. I was co-pilot flying off the leftwing of another B-17. We were on the Bomb run for Hamm. Light formation, we were in our position and things went from bad to worse in seconds. I could feel the shaking and the hits we were taking. I could smell the gun powder thru my oxygen mask. The control wheel went free as the aileron was shot out. I looked up thru the windshield and there was huge **bright** flashes. 20mm cannon? An FW 190 headed straight for us, passed under our left wing and a P47 right on his tail. Saw them no more. I looked down thru my window and there close to the fuselage was a huge hole. I could have crawled thru with sheets of red fire streaming from it. No. 4 engine on fire, gas in bomb bay and on fire - nose section onfire.

Bombardier Hitzel with chin turret said he shot the wing off a ME 110 and pilot bailed out with chute on fire. Poor guy. Lipper turret knocked out. Tail gunner Peel leg injury from rear attacks. Pilot gave 'thumbs down' order to bail out. I took my chute from under the seat and snapped it on and crawled down to the escape hatch in front of #2 prop, sure looked bit not far away still running and plane level. I checked my straps again, **very carefully**, and rolled out on my way down. The chute worked beautifully and after a while I could see the people converging on my landing site, and WHUMP! I was down with Germans hollering Pistole! I had none soon to be POW #4077 Stalag Luft III.

Very glad to say all the crew survived and that Robert Peel, the tail gunner, was taken to a hospital and taken care of and recovered fully.