

OHIO AIR FORCE GOLDEN GOOSE THUNDERBIRD WANDERING DUCHESS CURLY'S KIDS  
 SKY GODDESS WAR HORSE PICCADILLY QUEEN BLUE CHAMPAGNE MARY ELLEN  
 SALLY B ROUNDTRIP TICKET CHOWHOUND YANK GELDING WINNIE THE POOH  
 HONKY TONK SAL RAUNCHY WOLF MISS AMERICA STARS AND STRIPES DORSAL QUEEN WAR WEARY  
 HESITATIN' HUSSY "HAYBAG" ANNIE HUSTLIN' HUSSY PREGNANT PORTIA LEADING LADY ALEXANDER'S RAGTIME BAND  
 GROUND HOG LIBERTY BELLE LI'L AUDREY LONESOME POLECAT HARES BREATH  
 BIG GAS BIRD ANGELS SISTER SLO JO TARGET FOR TONIGHT MARY PAT  
 STAR DUST SKY CHIEF MR. LUCKY PERRY'S PIRATES GIZMO SACK TIME JUNIOR OL' DOODLE BUG  
 BARBARA B MADAME SHOO SHOO ROGER THE DODGER IMPATIENT VIRGIN RAGGED BUT RIGHT SWEET CHARIOT  
 PAT PENDING POSSIBLE STRAIGHT MICKY RUBY'S RAIDERS SWINGING DOOR  
 ROUNDTRIP JACK HOMESICK ANGEL LATEST RUMOR MAIDEN AMERICA LULU BELLE MISSISSIPPI MISS  
 SHACK BUNNY MY GAL SAL BIG STINKY VIBRANT VIRGIN MISSION BELLE SATAN'S MATE  
 SPIRIT OF CHICAGO RAGGEDY ANNE MAC'S HACK OL' RUM DUM FOOLISH VIRGIN SLICK CHICK  
 SOUTHERN BELLE VAT 69 YANK LADY ANN CRASH WAGON III RAGGED BUT RIGHT KITTY'S REVENGE  
 HELLS BELLES MARY ELLEN III LIL-LU STORK CLUB THE JOKER BELLE OF THE BLUE  
 PRINCESS VALHOT CHOCOLATE IN LIKE FLYNN FICKLE FINGER OF ? BETTY JO AIN'T MISBEHAVIN' MARY ELLEN II

# HARD LIFE



# HERALD



## NEWSLETTER OF THE 385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION



**COMBAT UNITS**  
 HQ. SQUADRON  
 548th BOMB SQ.  
 549th BOMB SQ.  
 550th BOMB SQ.  
 551st BOMB SQ.

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APRIL, 1993

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**PREZ SEZ:**

Hi Gang!

Well, we almost got through another winter. I emphasize the word "almost" as a major winter storm is working its way up the east coast, as I write this. Hope it will not be too hard on you folks in the north east.

Talked to Bob and Jean Smith in Spokane yesterday. Bob reports that reservations are coming in for the reunion at a good rate and he is looking for a good crowd. I've been sworn to secrecy by Bob and Jean, but they have something special planned for the Saturday morning ladies coffee. I can tell you I am sure the women will enjoy it.

Actually, I've been in touch with several of the gang. Lee and I made our annual trip to Florida a couple of weeks ago and had our annual dinner party with the Pettengers, Weikerts and Vallieres. A good time was had by all.

Also had a nice chat with Charlie and Peggy Smith. Don't forget, Charles is still looking for possible sites for our '95 reunion.

Looking forward to seeing you in Spokane.

Sid

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**50th Anniversary Reunion--Spokane, WA  
 August 25-29 1993**



Mel Relyea  
Ed Grabowski  
David Oakley  
Carl O. Flagstad

Oct. 1992  
Jan 1993  
Feb. 1993  
Jan. 1993

## David L. Oakley

David Lyons Oakley Jr., 82, of Knoxville, died Tuesday, Feb. 9, 1993, at Fort Sanders Regional Medical Center in Knoxville after a long illness.

An attorney, Mr. Oakley formerly worked for the U.S. Atomic Energy Commission, a Department of Energy predecessor agency. He began his job in the Oak Ridge legal office of AEC in 1946 and was senior attorney when he retired in 1972.

He became associated in 1973 with the Knoxville law firm Kramer, Rayson, Leake, Rodgers and Morgan, and continued to practice law until his health declined.

He was born in Memphis on Oct. 20, 1910, to Emma Jones and David Lyons Oakley Sr. He moved to Knoxville in 1930 to attend the University of Tennessee. He and his wife, the former Dorothy Helen James of Memphis, who survives him, were married April 16, 1933.

Mr. Oakley was admitted to the Bar of the Supreme Court of Tennessee in 1937, after which he served as title attorney with the Tennessee Valley Authority until joining the U.S. Air Force in 1942.

From 1942 to 1945, Mr. Oakley served in the 385th Bomb Group of the Eighth Air Force, which received a Distinguished Unit Citation for its participation in the Normandy, Rhineland, Central Europe, Air Offensive Europe, Ardennes and Northern France campaigns during World War II.

## Harry Monfort

WAITSBURG - Harry N. Monfort, 85, died Jan. 6, 1993, at Bullhead Community Hospital in Bullhead City, Ariz.

A memorial service will be at a later time in Pioneer United Methodist Church, Walla Walla.

He joined the U.S. Army Corps of Engineers on June 12, 1934, and attended engineer specialist's school at Fort Belvoir, Va. He graduated as a rated topographer in 1936. In 1938 he was transferred to the U.S. Army Air Corps and graduated from aircraft machinist school in 1940.

He married Nora Huber on June 1, 1941. Mr. Monfort was commissioned a 2nd lieutenant AUS and assigned to Headquarters 2nd Air Force in Spokane. He joined the staff of the 385th Bombardment Group for duty through its entire history of organization, training and 25 months' combat in the European Theater of Operations 8th Air Force, to the end of World War II.

Upon the group's deactivation, Mr. Monfort was assigned to duty at the Walla Walla Air Force Base, where he was involved with closing the bases at Walla Walla, Pendleton, and Mountain Home, Boise, and Pocatello, Idaho. He later served 19 years in the Air Weather Service of the Military Transport Command with duty in the Korean and United States (including Alaska) theaters.

He retired at Bangor, Maine, as a lieutenant colonel in the regular U.S. Air Force on Aug. 31, 1967.

Dear Ed,

Just a note to let you know Ed became ill at Christmas time and was diagnosed as having Spinal Meningitis.

The Infection Control M.D.'s feel he probably was infected while hunting pheasants in November.

He was given massive doses of antibiotics and gradually improved and was able to come home. He did well for a short time.

He also was on treatment for the Cancer he had battled for almost seven years.

He was tired and at peace and accepted death with relief and dignity.

A great guy!

Mildred

The military service at Ft. Snelling National Cemetery was very impressive. Ed would have been pleased.

## Carl O. Flagstad

Carl Oscar Flagstad, 70, 110-8th St. NW, whose 44 years as a reporter, editor and columnist with the Minot Daily News earned him accolades and respect from journalist/colleagues throughout North Dakota, died Tuesday in his home following a long illness.

**HIS LIFE:** He was born Sept. 1, 1922, in Minneapolis, to Dr. Carl O. and Nell Flagstad. Reared in Minneapolis, he graduated from Roosevelt High School and entered the University of Minnesota in Minneapolis. His college education was interrupted by service in World War II as a navigator aboard B-17s. He held the rank of first lieutenant and was on a plane that was shot down over Germany. He served 18 months in a German prison camp. Following victory by the allies, the release of prisoners and his discharge, he returned to Minneapolis and the University of Minnesota. He earned a degree in journalism in 1948.

He married Jacqueline Joan Dickey Feb. 14, 1946, in Minneapolis. They made their home in Minneapolis until his graduation. They moved to Minot in October 1948 when he accepted a job as a reporter at the Minot Daily News.

## Grabowski

Edward F., on Jan 21, age 74, res Shoreview. Beloved



husband of Mildred; father of Gretchen & husband James Possum, Julie & husband George Seitz, Roger & wife Patricio, Michael, Mary & Kathleen; brother of Frank Grabowski and Josie Lubark; grandfather of Connie, Chris, Donovan, Patrick, John & Katie, great-grandfather of Maureen. Funeral from MUELLER-BIES FUNERAL HOME, NORTH CHAPEL, 2130 No Dale at Cty Rd B, Roseville on Monday, Jan 25, 10:00am. Moss of Christian Burial at ST ODILIA CATHOLIC CHURCH, 3495 No Victoria St at 10:30am. Interment National Cemetery. Visitation from 4-8pm Sunday. Parish vigil 6:30pm. American Legion ritual 7:00pm.

487-2550

□ □ □ □ LIFE MEMBERS □ □ □ □

**CHAPLAIN JIM SEZ:**

On page 7 under the article heading "Training" in the February 1993 issue of the "Hard Life Herald" is this sentence-"It has been pointed out that new men, regardless of their position on the ship, will learn best by listening to the "old boys", and remembering what they say." Remember???

Now we all are the "old boys" regardless of our positions while in the service. What are we saying that the "younger boys" might need to heed? What are we saying the the "younger ones" WILL copy or repeat?

At Christmas time our four year old grand-son, who is from Thailand and spoke no English, spoke his first English words. Standing in front of me, very proudly, said, very clearly, "how about that". Then the rest of the family informed me that I said that, "how about that", over and over again. How about that!!! I did not realize I used the idiom so often. He did not know what it meant but figured it was O.K. because Grand PaPa said it.

What are we saying that the young ones will "learn best by listening" to the "old boys"?

Hope to see you all in Spokane.

Sincerely with Love,

Chaplain Jim

**UNDERAGE VETERANS SOUGHT**

A national veterans association has been formed to seek veterans who falsified their age and served in the US Military UNDER the age of 17. If you qualify or know anyone who does, please write to Allan C. Stover, 3444 Walker Drive, Ellicott City, MD 21042.

Which reminds us of our experience in the 550th. One of our good Ordnance men, Bennie Parker from someplace in Kentucky or Tennessee had been with us from the start, never gave anyone any trouble, did a good job. But one evening in January or February of 1945, he was caught walking back from the Aero Club and "Peeing" a design in the snow covered road as he walked (just as you and I probably did a few times when we were kids).

The Officer who saw him reported him to our office with much indignation and insisted that such conduct could not go unpunished, so we called Bennie in and explained the situation to him and said we'd have to restrict him to the Base for 2 weeks.

Bennie shuffled a little and said "Sir, I'm tired of the war and I want to go home". We started to explain that we were all tired of the war but we had to finish it off, and he replied "But I'm not supposed to be here-I'm only 16 years old".

We sent word up to Group, it went to higher HQ, and Bennie was on his way home in 10 days. Wonder what ever happened to this good soldier.

**MORE STORIES FROM BERT VARADY'S  
BOOK ON OUR YEARS IN ENGLAND 1943-45**

HEADQUARTERS  
ARMY AIR FORCE STATION 155  
Officer of the Station Executive

314.7

6 May 1945

SUBJECT: Group History for the month of April 1945.

TO: Whom it may concern.

1. With the end of hostilities approaching, administrative activities upon this station have been concentrated upon two (2) objectives:

- a. Preparing all units for possible deployment.
- b. Making living conditions as pleasant as possible during the interim from VE-Day to deployment.

2. Preparations for deployment have consisted of:

- a. Thorough processing of all personnel records.
- b. Complete inventory of all property, American & British.
- c. Cross training of personnel to comply with the T.O. MOS requirements. (This will continue for another month.
- d. Establishment of property accountability, especially Air Ministry items, so that the station can be turned over in a minimum of time.
- e. Setting up of a MOS and Rating Chart for each unit showing the day by day shortages and overages in MOS and Ratings.

3. Preparations for the period between VE-day and deployment have consisted of:

- a. Setting up a comprehensive post hostility Education emphasizes:
  - (1) Physical reconditioning via military drill and athletics.
  2. Station Defense in a forward zone.
  - (3) Cross training of personnel so that each Squadron shall be self-sufficient.
  - (4) Preparation for return to civilian life via classes in crafts and junior college subjects.

- b. Repainting of interior of all barracks.
- c. Renovation of the Beer Hall and Officers Club.
- d. Intensive athletic program.
- e. Organization of soldier show teams.
- f. More parties on the station for the men.
- g. Installation of direct AFN line and speakers in all barracks. (152 speakers have been installed and others will follow).

4. The month was noteworthy for the activation of the 424th Air Service Group. A dance was held in the hanger for all officers and men of the new group and the purpose and aims of the group outlined. As a result it is believed that all functions on this station are operating more efficiently and smoothly than ever before and that morale is above average.

James H. Lewis  
Lt. Col. Air Corps  
Station Executive Officer

EDITOR'S NOTE: October '44 saw our 200 mission party along with plenty of other activities to take our minds off the coming winter.

## THEATER

Movies were shown daily, both matinees and evening performances were given. The total attendance for October was 27,710.

The walls of the theater have been celotexed to effect sound insulation.

Lines have been painted along the center aisle of the floor to comply with fire regulations and to eliminate congestion in the aisle. Full use of aisle space is maintained between the lines by gunners who are supplied nightly by some squadron which furnished the officer guard.

200 MISSION PARTY: The 200th Mission Party was held 1 October. Major Glenn Miller's band supplied the music. Among the B.B.C. celebrities who entertained were Miss Taula Greene who is a first class vocalist, and Mr. Alan Paul, piano virtuoso.

Mr. James Dryerforth, production manager for BBC, made arrangements for the broadcast of the program to the United States through Mr. Ernest Davis, president of the North American Division of the BBC.

Attempts were made to get Bing Crosby, Fred Astaire, and Marlene Dietrich, but they were in France. Beatrice Lily who was invited failed to come because her passport for the United States came the day before the party.

Special services aided this party by supplying 1500 girls and hospitality to the entertainers.

The carnival was most instrumental in creating better Anglo-American relations.

The base was honored by the presence of Lt. Gen. Doolittle, CG, 8th AF., Major Gen Partridge, and Col. Castle, CO, 4th Combat Wing.

Gen. Doolittle was most cordially received by the enlisted men and officers. He was not at all annoyed by pressures for pictures, autographs, etc.

U.S.O. SHOWS: Three USO shows were presented, Playtime, Take It Easy, Blithe Spirit.

Blithe Spirit was given 29 October. This was played by a New York cast headed by Miss Peggy Wood and Miss Doreen Lang who were original members of the cast. Claire Luce who was a former co-star with Fred Astaire, and Roland Peters, a Broadway veteran of many years experience, were also among the players.

This full length drama was received with much praise. Many requests for other full length dramas have been received.

The accoustics of the long narrow Mission Hut was good without a public address system.

RAF SHOW: This show, Unit 6, created a most cordial Anglo-American relationship from beginning to end, in that the players overflowed with a natural goodwill toward the world in general. This overflow picked up the audience and carried it along as one.

Numerous comments indicate that the RAF shows are a potent factor in spreading goodwill.

SOLDIER SHOWS: A ten piece string musical unit from this base played at the Aero Club, Bury St. Edmunds. This unit also played at dances for many small towns in the vicinity.

The station dance band stopped functioning this month because three key combat crew men were sent home.

An organization meeting for a minstrel show to be given early in December, and several tryout meetings for the selection of talent have been held this month. Directors have been chosen, rehearsals have been planned, the script has been selected, and the music is undergoing a re-writing to fit the cast.

EDITOR'S NOTE: Remember? October, 1944, and we thought it was over.

## STATION LIFE

October was the first month that winter was felt in camp. The short days have cut down the number of evening passes. The adventurous GI must wait until next spring before he can again sally forth on his bicycle to woo the village maids and tip a tankard of ale.

As a consequence a form of night life has sprung up in camp. The Aero Club is fuller these days, or rather nights, and the club staff tries to fill the GI off-duty hours with games, parties and even intellectual pursuits, such as lectures, news commentaries and bridge contests.

The men are spending more time in the barracks of an evening and as is usual when a number of mouths get together, there is a lot of talk. Everything from a new over-all strategy, designed to defeat Hitler in a little less than three hours, to the length of time between passes is discussed. The men think longingly back to last winter when it was possible to get a two day pass every two weeks. They also think longingly back to the days when they could go into a restaurant and order a steak.

With the war drawing rapidly to a close - in this theatre at least - the men are beginning to discuss the return to civilian life which hangs in the future like a Golden Apple. Some are worried about the transition from the army back to peacetime civilian life. But this is an OBVIOUS subject. C'est Selon!

With the winter comes the struggle to make coke burn. There is nothing quite so resistant to the simple process of combustion as a piece of coke. Do anything you will with it, it will not burn. It has a will of its own, and seems bent on exerting it to the complete and utter chagrin and frustration of the long-suffering GI.



**EDITOR'S NOTE:** Carolyn Buehler and the Red Cross were a welcome addition to the Base. Here's one of her monthly reports.

### AMERICAN RED CROSS

One dance was held for the month - due to the 200 mission party we did not have the crowd of girls that we usually have. We tried all evening to get things moving but somehow the dance in our estimation was not a success. Because of this, the Council felt it better to have a Stag Party on the 27th.

We are still meeting the boys returning from missions.

Bingo still draws a large crowd on Wednesday nights. The boys enjoy playing and to continue with the interest we only have Bingo once a week.

The sewing women are still coming on Monday nights. Sewing has increased, due to the new men on the field needing patches and stripes sewed on.

Respectfully submitted,

Carolyn Buehler  
Club Director

**EDITOR'S NOTE:** With all this going on in Feb. '45, can Spring be far behind?

### GROUP HISTORY - SPECIAL SERVICE

Athletics took the spotlight during the month of February 1945 in Special Service activities with basketball topping the list. There were a total of 45 basketball games played-37 station league games and 8 division league games-with a total participation well over 250 (this does not include men who play among themselves and do not play on a team). The average number of spectators at the above games was 40 with the largest crowd running over 225.

Other athletics sponsored by this office during the month included squash with 20 men participating and averaging 5 games a day; Handball, 15 players; Wrestling, 20, one match won against 1st Division competition; Boxing, 25, one entrant in inter-station competition; Weight-lifting, 40; Ping-pong 50; to bring the total participation in the athletic program to approximately 500 actual participants.

The base theatre presented 85 shows to audiences totaling 25,350 men. The theatre was completely repainted, including the projection booth and bricking was put into the lower part of the walls to prevent damage from benches. A new type bench, made on this station by Post Utilities, has been installed. These benches are sturdier to reduce breakage and they also make chairs and other benches available to the Education Center and the Chaplain. The new benches have been completely painted-EM section black, Officer section dark grey-and plans are underway for them to be upholstered.

There were six dances held on this station during February-two Aero Club dances; two officers club dances and two squadron parties, one for the Sub-Depot Unit and one for the Red bombardment Squadron.

Only one stage show, an RAF Gang Show, was presented this month. It was well received and thoroughly enjoyed by an audience of 415 men.

The MERRY MINSTREL MEN, local talent minstrel show, gave four showings this month-two on this station, one at the Aero Club of the Kings Cliffe fighter group and one for the Yugoslav Relief Fund were presented at the Guild Hall, Ipswich, Suffolk, netting \$25.0.0. above expenses. Future bookings for the show include British Welcome Clubs at E. Dereham, and an invitation of the mayor, at the Guild Hall in Cambridge.

A beginning was made in introducing soldiers to British Civilians who do the same type of work as the soldier did in civilian life. The first introduction of this type was that of a sergeant, now working in finance, who, as a civilian, worked at public administration, to a civilian at Stowmarket, Suffolk, who does the same type work. The civilian took the sergeant, as his guest, to Norwich, Norfolk where a local convention of such professionals was taking place.

Special Service has conducted varied methods of giving information and helping personnel with their need. The DAILY DIPPER, a daily bulletin produced by the Special Service Office, is used very freely to report athletic results, giving full information on towns suitable for passes and furloughs, movie announcements, and other articles of interest to the men of this base. Location of units is another very popular service with station personnel, along with current train schedules and connections to any place in England, Wales, Scotland and N. Ireland.

Special Service has distributed Stars and Stripes and Yank to units of this base and also all types of reading materials-books, magazines and orientation publications.

Bingo games are conducted, when possible, in the Station Beer Parlor. Two were held this month netting a total of \$15.00 for the Special Service Fund which is used to buy needed Special Service Supplies, not available through regular channels.

Two chess matches were held this month between the station officer Team of five officers and a team of civilians from Stowmarket, Suffolk, with the civilians decidedly the winners. All participants seemed to have profited by the games, both in experience and Anglo-American friendship.

Special Service personnel has, for the past few months, kept the Officers' and Enlisted Men's showers cleaned and policed. This includes hot water and fires in the shower rooms themselves at all times.

Wilson P. Walcher  
Captain, Air Corps,  
Spec. Serv. Off.

**EDITOR'S NOTE:** Here's a facility that we weren't aware of. If any of our members are interested in what sounds like a very good "Retirement Home", write or call them.

### **U.S. Soldiers' and Airmen's Home Undergoes Legislative Changes**

Nestled in the heart of our Nation's Capital, is 300-acres of secure, park-like setting, in which 2,000 enlisted Army and Air Force veterans have found a home.

No longer called "The Old Soldiers' Home," the U.S. Soldiers' and Airmen's Home (USSAH) is a thriving community that offers Army veterans a haven of retreat.

Financed by enlisted soldiers and airmen, and operated primarily for their benefit, the Soldiers' Home trust is supported by active-duty, monthly payroll deductions of 50 cents; fines and forfeitures imposed on wayward military members; interest from the trust fund; and a 25 percent user fee paid by the residents on all federal annuities, including social security (the average user fee is \$285 a month).

Membership of the USSAH is made up of veterans from the Armed Services whose active-duty service was at least 50 percent enlisted or warrant officer and who are:

- \*Retirees at least 60 years of age (previously there was no age requirement).
- \*Veterans unable to earn a livelihood due to service-connected disability.
- \*Veterans unable to earn a livelihood due to non-service disability and who served in a war theater.

During its 140-year history, USSAH evolved from an "asylum for the old and disabled," to a retirement community that offers a secure and comfortable lifestyle filled with activity.

Whereas "inmates" once lived in 8-man squad rooms, most of today's members have private rooms, and many have private baths and walk-in closets. Ongoing renovation will enable all members to have private baths and amenities such as cable TV, airconditioning and elevators.

Three meals a day are served in a modern cafeteria that seats 1,400 people. The facility offers a wide variety of food, including short-order and special diet lines and salad bar.

Health care services range from community nursing and assisted living, to primary, intermediate and skilled care at the King Health Center. This 385-bed, well-equipped, long-term care facility is dedicated to the members at no additional cost.

A city within a city, the Home has its own laundry, banking facilities and post office, as well as three chapels, a large gymnasium and a six-lane bowling alley. Residents can get their shirts cleaned, their pants pressed and then hop the Homes' private bus for a day at a near-by race track or museum.

For those interested in hobbies, there are arts and crafts shops that cater to everyone's talents, such as: woodworking, ceramics, photography, oil painting and picture framing. Near the well-groomed, nine-hole golf course and driving range, are garden plots and two tranquil lakes, which offer sportfishing for Crappie, Bass, Bream and Catfish.

**The Home is, after all, a special place for special people.**

For additional information call 1-800-422-9988, or write: Admissions Office, USSAH, Washington, D.C. 20317.

## SPOKANE REUNION ENTERTAINMENT



## SPOKANE JAZZ ORCHESTRA

**PAUL DAVIS, Music Director**

The sounds emanating from The Met Saturday night could have been coming from Radio City Music Hall, the Apollo Theater, the Roseland Ballroom or the Pennsylvania Hotel — they were that pure and authentically rendered.

A “Royal Salute” to the King, the Count and the Duke transported an audience of 400 back to the days of the big bands as the Spokane Jazz Orchestra, under the direction of Paul Davis, closed the 1990-91 season on a musical high.

Spokane music aficionados have come to expect sterling performances by the SJO. But Saturday night, in the final concert of the 16th season, the band outdid itself. Everything — from the vocals to the instrumental solos — soared.

The evening, part high-flying uptempo tunes and part intricately worked ballads, opened with the music of Duke Ellington — “Things Ain’t What They Used to Be,” “Satin Doll,” “Do Nothing Till You Hear From Me” and “Sophisticated Lady,” with singer Pamela McGuire doing the honors on the last three.

McGuire is a treasure trove of a talent that continues to unfold with each performance. Voices of jazz vocalists are likened to instruments — Betty Carter is perhaps the most adept of the stylists. But Saturday night, McGuire proved she’s every bit as good as an interpreter of the form, as she rose to new levels on “Sophisticated Lady.”

# Sassy McGuire soars with jazz orchestra

By Lonna Baldwin  
Stiff writer

The Met audience didn't throw flowers Friday night, but the performance of Pamela McGuire certainly warranted it.

As the featured guest of the Spokane Jazz Orchestra in "A Night On Broadway," McGuire regaled a crowd of nearly 600 in a tour de force of the American musical theater. She was sassy, she was sentimental, she was hot.

During the course of her career in Spokane, McGuire — part show-biz trouper, part stylish sophisticated — has proved she can play any venue, be it roadhouse restaurant or concert stage.

Friday night, backed by a solid SJO, the singer was once again in her element, with a microphone and an attentive audience, as she turned in an impeccable, finely tuned performance.

The two-hour show, which flowed effortlessly, was over too soon.

SJO Director Paul Davis and the orchestra opened the show with a trio of well-known Broadway hits that displayed the group's tight instrumental unity — and creativity.

One of the surprises of the first half was an unusual arrangement of "Summertime." Instead of relying on the standard haunting quality of the classic, the band's rendition was jazzed to the max and played with ease.

However, in terms of technical complexity and pure listening pleasure, "Slaughter on Tenth Av-

## CONCERT REVIEW

enue" was the pinnacle. SJO members played the renowned ballet piece brilliantly, with solos by trombonist Ed Oman, trumpeter Andy Plamondon, saxophonists Bernie Rose and Gary Edighoffer adding to the tune's tragic seductiveness.

McGuire's care breathed life into the songs of the Great White Way. Al Jolson's 1918 show-stopper, "Rock-A-Bye Your Baby," was pure vaudeville. Her treatment of Fanny Brice's "My Man" was particularly affecting. Some of the kudos for the success of this tune belong to pianist Arnie Carruthers, who wrote the arrangement.

The second half, opened by the orchestra with "Cole Porter Stomp," was almost all McGuire. It flew.

Although McGuire "crafts" a song as well as anyone, she also endows her numbers with a range of emotions. Two up-tempo charts, "On A Wonderful Day Like Today" and "Like Someone In Love," were belted out with ease. But she's equally adept at wrenching lyrics, which was brought home on "I Loves You Porgy."

"Memory" from "Cats" was McGuire's closing number. The song calls for a summoning of emotion that goes to the depth of a performer, but McGuire, as always, was up to it.

## 385TH BGMA REUNION REGISTRATION LIST

Col. J. G. McDonald	Robert and Esther Arn
Ben and Dorothy Love	Willis and Doris Tulare
Tyler C. Winton	Earl and Ruth Cole
Charles Caldwell Smith	Chuck and Blanche Brackett
O.V. and Doris Lancaster	Wallace and Anna Wojtkowski
Bob & Jean Smith	William and Lou Koon
Edward and Jane Stern	Elmer and Jean Snow
Gene and Elaine Silberberg	Dale Kykins
Joseph and Patricia Gorchak	Howard and Beatrice Director
Sidney and Lena Colthorpe	Oliver and Joyce Anderson
Frank and Rosie Moll	Forrest and Beatrice Poore
Milton and Helen Taubkin	Joseph and Doris Derer
Ruel and Mary Weikert	Robert and Helen Kuhn
William and Geri Clark	George and Marie Menkoff
John and Joanne Pickett	Charles and Connie Coughlin
A.L. and Betty Benefield	Norman and Katherine Gaul
Paul and Mildred Ryan	Henry and Martha Jones
Mike and Marian Gallagher	Donald and Tricia Collins
Jerome and Vera Mudge	Mrs. J. Roy Grimes (Patricia)
Wilbur and Iris Sunday	Jerome Harmon
Harry and Phyllis Peltzer	John and Dorothy DeBerg
A.J. Bud McDevitt	Sep and Teresa Richard
Edward and Beverly McElroy	Tom and Margie Conway
Herman and Elizabeth Heckel	Marvin and Betty Tipp
Dr. Louis Kivi & Effie	James and Geri Vance
Craig and David Kivi	George and Geneva Hruska
Pat and Gloria Howard	John and Stella Kavaliunas
Leonard Mika	William and Mary Hoagland
William and Doris Nicholls	Charles Lubicic
Louis and Ruth Lonsway	Plato and Constance Gallan
Cledith Peterson	Gordon and Natalie Cook
Jim and Marge Watzke, Sr.	Warren and Dorothy Ledy
Tom and Darla Newton	Frank and Margaret McCawley
Gerry Bash	Leo and Anne LaCasse
Walter and Norma Schulte	Bob and Luella Knight



## CANADIAN ROCKIES TRIP

Mr & Mrs. William Koon  
Mr & Mrs. Al Benefield, Jr.  
Mr & Mrs. Norman Gaul  
Mr & Mrs. Robert Arn  
Mr & Mrs. Earl Cole  
Mr. Howard Director

## CRUISE TO ALASKA

Robert O. Hach  
Elizabeth Hach  
Terry Maule  
Suzanne H. Maule  
Leslie L. Reichardt  
Betty J. Reichardt  
Jeanne Ann B. Raver



**SPOKANE REUNION NOTES**

Reservations are coming in that indicate Spokane will be our largest ever. Please choose the tours you want and send your registrations to Bob so that he can finalize plans.

Help publicize our Spokane Reunion by giving your local media information that they can print. It usually picks up a few new members!

**NORTHWEST AIRLINES OFFERS DISCOUNT ON AIR FARES TO SPOKANE**

Host Bob Smith has worked out a special discount on Northwest Airlines for our members and guests going to Spokane for the Reunion. 10% off the lowest published fare for Seniors (over 62) and their companion-5% off for those younger than 62. This discount must be handled through Uniglobe R. Plopper Travel at 1-800-288-7567. Northwest also did this for the Fargo Reunion with good success. You get 10% off the lowest available published fares at the time of booking.



**GROUP HISTORY BOOKS AVAILABLE**

There will be no printing of another batch of the original Group History that Marston Leonard did back in the late 40s-but Jim Young, PO Box 89, Bridgeville, pa, 15017-0089 has a few available at \$37.50 each, which includes postage. Write him if you want one.

**GERMAN FIGHTER PILOT TO ATTEND SPOKANE REUNION**

Franz Stigler, who may have been taking some pot-shots at some of our planes during WW2 will be at the Spokane Reunion. Should be interesting reminiscing! Please remember, the war ended in 1945, which gives 48 years to forgive.

**IF YOU HAVE ANY INFORMATION**

If you have any information on where John Mohler (formerly Mansfield, OH) is, please write Milt Taubkin, 3166 Caven-dish Dr., Los Angeles, CA 90064.

**GENERAL RICHARDS TO SPEAK AT REUNION**

The Commander of the 92nd Bomb Group Brigadier General James M. Richards will speak at the Spokane Reunion in August. Commissioned through the ROTC program, he completed pilot training at Moody AF Base in Georgia.

After service in Viet Nam, he was assigned as a B52 pilot and rose through various command and staff positions to his present position. He is a command pilot with over 3500 flying hours and 1200 combat hours.

**385th BGMA APPLICATION FOR MEMBERSHIP**

Please Print

\_\_\_\_\_  
LAST NAME, First, MI.

\_\_\_\_\_  
Spouse's Name

\_\_\_\_\_  
Street or P.O. Box #

\_\_\_\_\_  
1 2  
Telephone Number

\_\_\_\_\_  
City, State, S Zip Code

\_\_\_\_\_  
Squadron or Support Unit

The annual dues are Ten Dollars (\$10.00)  
Life-time memberships are one payment of \$100.00  
Make Check out to "385th BGMA" and mail to:  
John F. Pettenger, Treas.  
Box 117  
Laurel, FL 34272-0117

POW Capture Data  
Date  
Place  
Stalag Unit

Life-time memberships are used to perpetuate the memorial at All Saints Church in Great Ashfield, Suffolk County, England.

**EDITOR'IMOTE:** Smithsonian Air and Space magazine for December/January had a great article on the 8th Air Force 50th Anniversary. Our group had considerable coverage and we thought it worthwhile to reprint it.

While waiting for lunch one of the days on our tour, your editor was approached by a young Britisher. As we started talking, he started taking notes. Next thing we knew, he called Fargo from England and talked for half an hour. Next came a call from an Editor of the Air Et Space magazine checking on a story received from England.

We hope our quotes reflect accurately on the facts!

Fifty years after the Eighth Air Force arrived in Britain, its veterans made another visit. This time England was ready for them. •

# THE RETURN OF THE MIGHTY

by Stephen Bloomfield



COLOR PHOTOGRAPHS BY PATRICK WARD

When Jim Hower completed his 30th and final mission as a B-17 copilot on March 18, 1945, he just wanted to go home to Kansas and resume his life as a music student. So he left England behind him, taught music for a bit, then got into insurance, prospered, raised a family, and thought very little about the war. "You wanted to get back to living," he says now. "You felt like you lost three years of your life, so to speak. I really didn't want to talk much about it."

But as the years went by, the tug of the past grew stronger. "Finally in De-

ember of '901 was able to get in contact with two members of my crew," Hower says. "One of them, John Kilpack, I found, had kept a log of all of his flying time and all of his missions, and I got to reading that and it read like a best seller." Hower, Kilpack, and another gunner, Dean Sassaman, finally attended a reunion of the 447th Bomb Group in Dayton, Ohio, last year, "and the thing has just grown from that." And on May 29, 1992—a typically damp English day—the three men returned to Rattlesden airfield in Suffolk, where they had been stationed as B-17 crew-

men with the U.S. Eighth Air Force.

With them on the airfield, were a hundred other members of the 447th Bomb Group. And they were just a fraction of the estimated 15,000 U.S. veterans who returned to England earlier this year to commemorate the 50th anniversary of the Eighth Air Force's arrival in Britain. The brash youngsters of the 1940s were long gone, replaced by gray-haired men in their late 60s and early 70s, some with wives and children. Throughout the counties of East Anglia—Norfolk, Suffolk, Cambridgeshire, and Essex—the villages that had hosted the Amer-





# EIGHTH

*B-17s of the U.S. Eighth Air Force penetrate into the heart of Germany on a mission to Berlin. A half-century after the Eighth's arrival in Britain, veterans returned to attend a commemorative service at the American Cemetery near Cambridge (inset).*

The atmosphere chilled slightly. To defuse any potential animosity, the Americans would purchase large pitchers of beer for all—a purchase that eventually became something of a challenge in itself.

Many of the bomber crews, flying long hours on oxygen high above enemy territory, subjected to overwhelming noise and the gnawing fear of being shot out of the thin, cold air, had little time for darts. Time not spent in an airplane was spent in slumber. The ground crews, working to arm and prepare aircraft for missions, often worked 16- to 18-hour days. Some men never left their base during their entire stay.

"We were too young and stupid to know that what we were going on wasn't just a great adventure," says Ed Stern, whose 385th Bomb Group was based at Great Ashfield in Suffolk. Like many Americans, Stern came to miss the little things, like the taste of cold milk (English non-pasteurized milk was forbidden to the servicemen, who made do with the powdered variety). He had to learn to drink coffee instead. Still, the food that Americans ate on their bases was superior to that of the British, whose supplies were heavily rationed. Stern remembers that what passed for hamburgers in England "tasted like they had been made with sawdust."

Some Americans tried to create as much of a home life as they could. When poor weather precluded flying, Stern and others would go into the nearby village and visit a family, bringing fruit

juice or some other rare commodity with them. When possible they would treat the children to gum and candy from their rations. "Got any gum, chum?" became a standard greeting between English children and American servicemen. Often aircrew returning from missions would take their unfinished rations and lob them from their waist gun ports to the children waiting at the perimeter fence below.

Clay Snedigger was the intelligence officer for the 351st Bomb Group, which was based at Polebrook in Cambridgeshire for a time in 1943. He remembers American commanders cultivating British friendship by encouraging base parties for the local children. "It was a way of getting over the initial reaction of shock on both sides," he says. "For the British because of the sudden arrival of lots of Americans. For the Americans because of being away from home in a strange damp climate away from the luxuries they had previously taken for granted. After we got to know the children the relationship developed very fast."

John Alston was one of (hose children. He was only eight when he went to a base party, but he still remembers the hot doughnuts he ate there. "But the bananas, which I had never tasted before and which I had been told so much about, disappointed me," he says.

During the war, Alston's parents had opened their Ixivenham home to the Americans of the 487th Bomb Group, whose base had been built on the Alstons' lannland. He remembers evenings

when the base commander would drop in to talk with his parents—perhaps, as Alston now realizes, to unburden himself to two adults not connected with his everyday life. He remembers the noise of B-24s warming their engines each morning at 5 a.m. "But what I remember most of all is (he jeep rides that I got back from the base if I accidentally on purpose happened to stray on to the field," he says. "My parents would get very cross but to a live-year-old boy it was worth it, especially if they took me to the guard room and I got told off by an MP sergeant!"

Ixivenham today is still a small Suffolk village. Its winding main street is lined with old half-timbered buildings, all pink or whitewashed, their upper stories often tilted at odd angles. When the 487th Bomb Group returned last spring, the town's square was decorated with bunting and intertwined flags and all the shop windows were adorned with mementos from the war years. The town hotel, the Swan, is one of the oldest in the country, dating back to the 14th century. One wall is covered with signatures of the servicemen who had passed through the town during the war. Many of those who returned this summer found their names on that wall.

And at the party Ixivenham threw for the 487th, John Alston once again met the man he remembered most from the war years: Mickey Soss, the man who used to lift the barrier gate to allow the children to cross the main runway on their way to school. Soss is now retired and living in New Jersey.

Base parties may have helped win over the locals, but for night life, airmen liked to head into London on three-day passes—"to raise a little hell," as Bruce Spengler puts it. "As an American in London the English women were all over you," remembers Nelzo Casano, a crew chief with a B-26 Marauder squadron based outside Earls Colne in Essex. "You practically had to light them off, because all their soldiers were away." American accents, better cut uniforms, and superior spending power proved strong attractions for some of the local women. By the end of the war, (>().()()) of them had married Americans. Au-



*The music of the big band era provided much of the soundtrack for the return, proving that even 50 years later "it don't mean a thing if it ain't got that swing."*



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thorities on both sides tried to discourage the practice, but some dubious liaisons still slipped by. In June 1943 Norwich's *Eastern Daily Press* reported that a local woman had married an American lieutenant—conveniently forgetting that she already had a British husband serving overseas.

Bill Austin saw the invasion from the other side. The burly Londoner had begun serving in the war by driving trucks full of sand and ballast for the new Essex airfields, then joined the elite Parachute Regiment and saw action all over Europe. He saw some of it closer to home when GIs and British troops met on English training grounds and suppressed epimities occasionally boiled over into Drawls. "Most of the time drink was the problem and the rest of the time it was the same things that any 18-year-olds will scrap about—money\*and women," Austin says.

Austin attended one of the anniversary events, a reception organized by the Essex County Council to welcome back one group of vets—the Marauder Men of the B-26 Historical Society—that had been largely based at Essex airfields. Austin had laughed as he watched the vets jitterbug with some of the English women to the sounds of a dance band. "Look at that," he said. "Fifty years on and they are *still* pinching our women."

Like many of his fellow Englishmen, Sir Ian Jacob was often perplexed by the Americans. A senior staff officer for the Churchill war cabinet, he lived then—as he does now—in the small Suffolk town of Woodbridge, close to a soon-to-be-closed air base. "It seemed to me that the Americans had a continual sort of surprise, as if they had come to a savage country and expected to be attacked by the natives all the time," he says. "I remember local prices going up for some things, so perhaps they were being attacked in a way."

When Jacob attended Mess dinners he was surprised by some of the customs. "I could never get used to eating at six o'clock, which is when they all ate," he says. "And I didn't like drinking cocktails before dinner and in such quantity."

But what troubled Jacob most of all was the fact that there were slot ma-



*Members of the 398th Bomb Group returned to their local pub, just across the street from the group's memorial.*

chines in the Officers' Mess. "I thought it was totally incongruous—not only that they played with them in the Mess, but that they had used cargo space to bring them across."

To the beleaguered and rationed British, such American excesses were often overwhelming. "I found it difficult to comprehend how they could have so many staff officers," says Jacob. "They would use a colonel to do a job we would ask a secretary to do. But the inestimable thing that they brought with them was the huge fillip they gave us. Without doubt we knew then that the war would be won."

fighting the war in the air was often a brutal business. To ensure greater accuracy, the American high command had insisted on flying daylight bombing raids, despite arguments from the British, who had been so bloodied on their day raids that they had switched to night. The Americans persevered despite high losses, and with the RAF bombed Europe around the clock.

Cooperation between the two allies could often mean the difference between life and death. Patrick Murphy had been a radio operator on a B-17 based at Horham. Returning from a particularly bloody raid over Bremen, the pilot instructed Murphy to radio ahead that they had dead and wounded on board. German fighters had shot off the bomber's main aerial, so Murphy trailed a wire from the belly of the airplane and—without much hope of success—

sent his message. "Within 10 minutes the British air-sea rescue people responded, telling me that they had my position and were sending planes out to escort us back," Murphy recalls. "I felt as if I had been knocking on the pearly gates and an angel had come down and said 'Jump on my wing.'"

Many British civilians remember watching huge numbers of aircraft circling in the sky as they made up formations, and the red flares bombers fired when they returned with dead or wounded on board. Sometimes people on the ground would be helpless witnesses to accidents in the sky. Elizabeth Chambers of Eye in Suffolk remembers "the watches still ticking on the wrists of dead crewmen who had been killed when their Liberators collided and landed near where I was bringing the cows in for milking."

Helen Roe, the oldest inhabitant of the Suffolk town of Horham, was hanging her laundry one day when she saw a B-17 and a P-51 Mustang collide, then tumble to the ground. Until then her experience of the Americans' stay had been enjoyable. In fact, she sometimes feels guilty that she enjoyed the war. "There were always dances and parties every month at the base," she says. "I remember Glenn Miller coming to play very well. They would send down big trucks to pick the women up so that we could go along and [they] brought us home by truck too. Always with an MP to check that the GIs hadn't smuggled themselves aboard!"

"Some people didn't like [the Americans], of course, thought that they were loud and uncouth. But they were very generous, shared their rations with us, brought us cartons of cigarettes. They used to treat me a bit like a mother figure, I suppose, because I was a bit older."

What Mrs. Roe didn't like was when the crew of Robert Kopke's airplane. *Miss Liberty*, revved the engines on the taxiway next to her washing line, splattering the clothes with oil and mud.

When the men of the Eighth Air Force returned home, they left a big hole in the lives of those who had grown used to their presence. Communities that had swollen to three or four times their peacetime size shrank back to a sort of normality and faced the austerity of Britain's postwar years.

As a boy, Frank Patton lived near the airfield at Eye, which housed the 490th Bomb Group from February 1944 to August 1945. Always a bit of a loner, Frank spent much of his free time at the airfield running errands for the Americans who manned the gun emplacements and serviced the aircraft. When he was the tender age of nine, the Americans taught him how to smoke cigars. Frank brought them fresh eggs and took their washing home to his mother in return for rations.

Today Patton still remembers one gloomy morning in August 1945. The war in Europe had ended, but Patton had continued to cycle up to the field to see his American friends who were still stationed there. On this day he was surprised to pass unchallenged through the perimeter gate. He continued up to the corrugated Nissen huts. After knocking on the first door, he cautiously pushed it open. The building was empty, stripped bare. He tried others; they were all empty, with nothing but debris remaining. The Americans had gone. To Patton it seemed like they had disappeared overnight.

The devastated boy, his world of errands, fat cigars, and friendships shattered, sat down in front of one hut and cried. Nearly 50 years later he still remembers the hurt. "It was the saddest day of my life," he says. —v

During the war, King George and then-Princess Elizabeth visited the crew of the Memphis Belle. A look-alike Belle was on hand this year.



The 75 members of the 398th Bomb Group who returned to Britain in June attended a service honoring compatriots who had died in the war (below). It was one of many such gatherings held in 1992 (opposite, inset).



Many of the Americans brought their wives and families to the wartime sites in England.



## Letters to the Editor

Dear Mr. Stern,

I wanted to commend you on your wonderful job on the "Hard Life Herald". My husband's cousin, George Lentz, passes it on to us. He encouraged us to go on the reunion of my father-in-law's 487th BG in Lavenham, England this June, and we had a wonderful time. In fact, we stayed in the same hotel as many of the 385th stayed in May.

I wanted to send you along an article that was written about us. I think our generation is becoming more aware-and more of us need to be. On our trip there were 3 sons and 1 grandson along. When we go back in 1995, we are considering taking our son who will be 10. We had the most moving experience with these vets, and upon returning have made an effort to see other vets. We took our cousin George Lentz of the 385th with us to a fly in of a B-17 and B-24 at Reading, PA airport in September. We also had two men of the 100th BG over for dinner in November (they were in the newspaper upon returning from England from their reunion!), and have visited another reunion of the 446th BG, which was held near by.

I wish our organization would be as organized as yours. Your newsletter is most impressive and informative-you should be proud!

My husband is making a docu-movie (his word) on the reunion trip, and the vets have sent us old pictures of themselves and crews to include in the video. That along with clips of old movies (Twelve O'Clock High, etc.) and film footage, and WW2 era music is included with the footage we shot in June of 1992. He is doing it as a real tribute to the men and their experience of the 487th BG.

Keep up the good work with the 385th, I know when we go back in '95, we will also visit Great Ashfield, as a tribute to George Lentz.

Our hope is that we can get our group just a little more organized, as you are a true inspiration. We'll be seeing our BG in Buffalo in August for our convention.

Sincerely,

Ann and Chick Kulp  
698 Garfield Ave.  
Lansdale, PA 19446

P.S. The story of STALAG LUFT IV was really good. There is a story by our neighbor who was with the 91st BG and a POW for 1 + years called, A TAIL GUNNERS TALE, that is currently in book stores.



Dear Ed,

On Thanksgiving last year I had the pleasure of meeting with two of my crew in Seneca, S.C.. Thanks to Hard Life Herald. Both Of them are members of our Memorial Association. They are Radio Operator Clayton E. Land and Charles O. Johnson, Waist Gunner.

We thought that some of our members could possible have contact or know of our missing crew. They are as follows:

Co-Pilot - Henry Zmudka, Chicago, IL  
Navigator - Robert Poage, Montgomery, AL  
Bombardier - Glenn King, Casper WY  
Top Turret - Robert Phillips, Sweetwater, TX  
Waist Gunner - Dana Sweet, Rochester, NH  
Ball turret - Wilton Evans, Studio City, CA  
Tail Gunner - Irving Bregman, Philadelphia, PA.

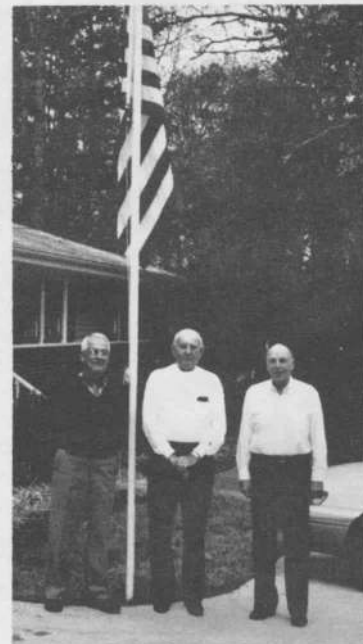
Enclosed a picture of the "BOYS" who finally got together after 48 years.

L-R Clayt Land, Charley Johnson, Bob Starkel

Keep up the good work, Ed, it's only through Hard Life I finally found out what happened to Glenn King.

Sincerely,

Robert H. Starkel  
Pilot of "Rum Dum" & "Princess Vai"  
710 Botton Rd.  
Vernon, CT 06066





Dear Ed,

A very small "reunion" was held here in Venice, FL at the home of John and Ruth Pettenger. John had a visit from Jack and Barbara Leahy. Jack was Pettenger's waist gunner until they became POW's. Photo enclosed.

Best regards to Jane and hope you are enjoying the warm Ariz. climate.

Bob Valliere  
18 Whiting Farm Rd.  
Branford, CT 06405-3223



L-R Ruel Weikert, Bob Valliere, John Pettenger, Jack Leahy

Dear Ed,

I just received my newsletter and I need to make a correction to an article written by Dean Leverly. The nose art referred to in the Confederate Air Force Museum is "Target For Tonight". The artist for this nose art was our tail gunner, S/Sgt Eddie Saville, who was a commercial artist before entering service. Waist gunner, S/Sgt Virgil Fallon and myself, Flight engineer T/Sgt Bob Garner assisted him. It was a large picture and required a lot of painting. Virgil and I painted the parts that didn't require any skills, such as the background. The lettering that Eddie outlined and etc., Eddie painted the picture. Our ground crew chief rounded up the paint and brushes for us. We had gotten permission from our pilot Capt. Byron D. Allen to do the nose art. I would like to see this correction appear in the newsletter. The rest of this letter is for Dean since he is trying to develop information on the plane and didn't give an address. We arrived at 385th about August 1944 and was assigned to 549th. This was a new plane, just flown over from the states and was assigned to us. On our 3rd mission, our radio operator T/Sgt Robert Heddington was killed, I think over Merzberg Oil Refinery. They gave us a week R & R. When we returned from R & R, the plane had been equipped with Radar for non-visual bombing and we were made a lead crew. We were there for 11 months but flew only 16 bombing missions. In all but 2 missions, one to Berlin and one to Schweinfurt we were only assigned to bad weather missions where radar bombing was anticipated. After VE day we flew this plane back to Bradley Field, Conn, and that was the last we saw of it.

We had severe battle damage on about 6 of our missions, but our excellent ground crew always had the plane ready for our next mission. I was amazed when this nose art appeared in a collection donated to our CAF.

Just a word about the CAF. It was started here in the Rio Grand Valley of Texas by a crop duster named Lloyd Nolan, who bought a P51 from surplus. In the early 60s it obtained space at what was Rebel Field at Harlingen, TX. With the help of thousands of volunteers and donations, the CAF was able to obtain and restore to flying condition WWII airplanes and establish a world class museum. At present we have over 7,000 members and about 140 WWII aircraft in flying condition, plus a lot of others on static display. Our air show in Oct. of each year is the best I've seen. Last year Headquarters was moved to Midland, TX. I don't know how many of you saw it, but I took a video of one of our air shows to the Tulsa Reunion. Anyone interested in the CAF or airshow can get complete information from CAF Hdq., Midland TX. Our planes in flying condition includes British, German and Japanese and most of the American planes. We have the only B29 still flying.

Sincerely,

Bob Garner  
986 Bluebonnet  
Harlingen, TX 78550

**EDITOR'S NOTE:** Back in 1986, we ran a copy of a chapter out of Hutton & Rooney's book "Aerial Gunner" written in 1944. We sent Andy a copy along with a letter inviting him to one of our Reunions. Never heard-until now. Thanks for the belated reply, Andy. We're disappointed that we can't boast about your flying with the 385th-but we'll still enjoy you every week on 60 minutes."

Dear Ed,

I may be setting a record here for time passing between receipt and answer of a letter. I note your letter to me is dated 23 July 1986.

The story you reprinted must have been written by Bud Hutton. It wasn't written by me. I can tell by both the style and content. It's hard to believe but I do not remember how many missions I went on. The only memorable trip I took was the first daylight raid into Germany when we hit Wilhelmshaven in February of 1943. I flew that day out of Thurleigh with the 306th.

Earl Mazo was transferred to The Star and Stripes and we became friends but I don't recall it. Bud Hutton died five years ago but Charlie Kiley and I are enduring friends. We talk relatively frequently and get together a few times a year. Last Spring we went back to Pfungstadt, Germany, with our wives, for a Stars and Stripes 50th reunion.

I ran across your old letter because I'd kept it among my notes for a book I'm writing which I hope to call MY WAR.

Sincerely,

Andrew A. Rooney

**EDITOR'S NOTE:** This is a reprint of the same letter which was run in the December Hardlife. We made several mistakes in running the original (hard to read Beatie's writing). This was typed, so it'll come out better!

Dear Ed,

I wonder how many people realize that Col. Fred Borns was responsible for saving the three trees?

Early in the war the Air Ministry took over the land necessary for the airfield, our home was demolished and we moved to the Lodge. The trees in our garden were left standing.

Some time after the war my father was there looking at them and planning to cut them down.

Two men were walking there and said they were Pan-Am pilots with short leave in London and had come to see what was left of the airfield.

One of the men was Fred Borns who said that on returning from missions the pilots always knew they were home when they saw the trees. Gershom Miles said in that case they MUST be left.

We did not know Fred during the war but since that meeting our two families have made many exchange visits. The Borns to us at the Lodge and later here at Hall Farm. We have stayed with Fred and his wife Mary-Dean in St. Martin, California, and their son in Phoenix, Arizona.

Fred flew 35 missions in 1944 and he now has a picture of "Sleepytime Gal" hanging over his hearth.

There will be three trees in that spot for many years for Stephen Miles has already replaced one and I am sure will continue to do so when necessary.

Yours sincerely,

Beatie Orford  
Hall Falm  
Gt. Ashfield  
Ruty St. Edmunds  
Suffolk

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**EDITOR'S NOTE:** We told David Wade, our British Travel Agent, of several comments we received about the short time we spent at Great Ashfield during the 1993 trip to England, and the disappointment expressed by the people who developed the Woolpit Museum that we didn't see. Here's his letter explaining their problem.

Dear Ed,

Many thanks for sending me (via John P.) the copy of your letter to Bill Hinchcliffe.

I'm sorry if he was upset in any way but I think all the facts should be known before we are condemned as 'the bad guys'.

We did indeed contact him prior to the group's arrival in the hope that we could somehow slot in a short visit there. We made no promises other than that we would phone nearer the time to confirm if we could do it and, if so, what day and time it would be.

After consultation with Angela Miles and the people of Great Ashfield it was quite clear that your time was going to be of a premium and they certainly didn't want the time with you cut down. Had we not included the Air Show then we could have put it in the afternoon but regrettably we had and people had signed up for it. There wasn't any other space at all.

Jackie, our Courier, phoned Bill Hinchcliffe to advise him of this and to apologise but without a) seriously offending the people of Great Ashfield or b) squeezing something else in to an already overcrowded itinerary, then I don't see that we had any alternative.

Had we known about the museum earlier, before we planned the final itinerary, then we could've done something about it but we didn't. Even though it was common knowledge in the area (and at the local Tourist Office) that we were planning the tour, no-one thought to tell us about the planned museum until we received the letter from yourself....alas somewhat late by then.

No-one was ignoring Bill Hinchcliffe's efforts and I feel both saddened and embarrassed that it should appear that we were.

As you probably know Ed, we only work to a schedule that's agreed by yourselves - from John Ford all the way through to John Pettenger - and we have always argued for more time in Suffolk whereas the members of the group have always wanted to include as many other 'big' sights (York, Stratford, Edinburgh, Bath, etc, etc.) as possible in order to make the tour more attractive and, subsequently, sell more spaces. I can appreciate all that.

What this means though is the few days that you're in Suffolk are as hectic as hell and no-one would like to change this more than me. I could come up with a wonderful 15 day itinerary that didn't get out of East Anglia, would allow much more time in Great Ashfield (and Woolpit!) and a more leisurely time all round. But would it sell?

Give it some thought and come back to me because I'd quite like to prepare some suggestions for your approval long before the August reunion.

Kindest regards,

Daivd J. Wade  
Arena Travel  
Hamilton House, Cambridge Road  
Felixstowe, Suffolk, IP11 7EU  
England

Dear Ed:

I would like very much for you to add two other planes to the front cover of our newsletter. I was crew chief on "Off Spring" and "Betty Jo" and below have outlined information on the five planes of which I was crew chief.

1. Raunchy Wolf - Pilot/Lt Irvin Frank  
First plane in our group to finish 25 missions.
2. Junior - Pilot/Captain Sherrill  
Capt. Sherrill was the pilot most of the time and completed his 25 missions. Junior was shot down on its 28th mission. On the 28th mission, Junior was flown by Lt. Fry, who only had five combat missions at the time and returned five months after being in the French underground. The tail gunner was also with Lt. Fry. To my knowledge, these are the only two that returned to the base.
3. Offspring - Pilot/Captain Ferguson.  
Captain Ferguson flew five missions. That was the last that I heard of Captain Ferguson. The plane was shot down or went to Switzerland.
4. Pilot/Lt. White.  
This plane was never named - disappeared on its maiden flight, shot down or went to Switzerland.
5. Betty Jo - Pilot/Captain Warren Hall.  
Many others from different squadrons also flew this plane. She flew 78 missions without a mechanical abortion. If you remember, we unloaded Belgium PWs picked up at Linz, Austria and disbursed at first ferry command at Chintilly, France. Ready to leave, #4 engine starter was out - had to take off on 3 engines, returned to base, war was over, in redeployment to the Pacific by way of the United States, had a leave and regrouped in Sioux Falls, SD. I was placed at Pueblo, CO, B29 base and was discharged three weeks later.

Six months after being discharged, I received a letter from the War Department to report to the Veterans Hospital for awards. I received the Bronze Star for plane Betty Jo finishing 78 missions without mechanical abortion. John DeBerg, Crew Chief on Lil Audry, can verify this information.

Regards,

Joe Zorzoli  
P.O. Box 264  
Walls, MS 38680

P.S. After my discharge, I returned to farming and wholesale produce. I am now retired and will be 72 on my birthday, July 26. We will try to make the reunion at Spokane this year.



Dear Ed,

I am going to Spokane reunion and would like to get the reservation forms. The last reunion I went to was Los Angeles. Went to the Queen Mary and Spruce Goose. Now I work part time for Air Venture Museum, who owns the "Goose". We will have the world's finest museum in 1995 with the "Goose" as centerpiece and SR71 B-17G, Ford tri-motor plus 50 aircraft from WWI on.

The B-17G is a beaut, complete with Machine Guns, Ammo Boxes, Norden Bomb Sight and some radio gear. All of the aircraft are in flying condition and I get to fly the 17 and Tri-motor once in awhile. I also work part time for an Air Charter service flying a Lance 6 place and Seneca Twin 6 place.

Looking forward to getting the Herald again.

Wes Gildner  
1602 Riverside Ave. No. 9  
McMinnville, OR 97128

Dear Ed,

Your picture of the Armament Personnel of the 551st Squadron in February, 1993 issue is familiar. I was the N.C.O. in charge of the armament section. I can't remember all the names but can recall a few of them.

In regard to the oldest member in our Group. I don't know how I would place but will be 81 in Sept. 1993. I plan to be in Spokane for the 50th Reunion.

I am enclosing a copy of the menu (Thanksgiving 1942) and roster of the 391st Bomb Sq. which was part of the Thirty-Fourth Bombardment Group (H), Second Air Force, Geiger Field, Spokane, Wash.

I was assigned to the 391st squadron in Sept. 1942 after armament school in Denver and Factory Turret School in Detroit.

We moved to Ephrata right after Thanksgiving in 1942. (I think you are familiar with Ephrata). In December after heavy snow in Ephrata we moved to Blythe, California. I think we left Blythe, California in Jan. 1943, moved back to Spokane and formed the 385th Bomb Group.

If you have a roster of the men who came from the 391st Sq. of the 45th Bomb Gp, it would be interesting to know how many men who had Thanksgiving Dinner with the 391st Squadron in 1942, who belong to the 385th Bombardment Group Memorial Association today.

Sincerely,

John W. Wood  
Rt 2, Box 2084  
Heppner, OR 97836

**THANKSGIVING DINNER 1942**

**MENU**



Shrimp Cocktail

Fruit Cocktail

**ROAST YOUNG TURKEY**

Giblet Gravy      Candied Yams      Baked Asparagus

Cranberry Sauce

**BAKED VIRGINIA HAM**

Oyster Dressing Snowflake Potatoes French Green Peas

Sweet Mixed Pickles Hearts of Celery Stuffed Olives

Sliced Tomatoes      Iceburg Lettuce

Hot Parker House Rolls Bread Butter Coffee

Pumpkin Pie FruitCake Mince Meat Pie Apple Pie

Assorted Candies

Assorted Fresh Fruits

Assorted Nuts

Fruit Punch

Sweet Cider

Cigars

Cigarettes



**ROSTER**

**HEADQUARTERS  
THIRTY-FOURTH BOMBARDMENT GROUP (H)  
SECOND AIR FORCE  
GEIGER FIELD.. SPOKANE, WASH.**

**Lieutenant Colonel**

Irvine A. Rendle

**Majors**

Hewitt T. Wheless      Theodore R. Milton      Arthur Y. Snell

**Captains**

Clarence D. Fields      Fletcher M. Craig      Robert B. Deloye  
John Fritsch      Thomas C, Jones

**First Lieutenants**

Harold C. Finch      Chester N. Byles      Nathan I Brown  
Lawrence H. Dammert      Kenneth Q. Paddock

**Second Lieutenants**

Richard C. Taylor Robert M. Robinson Paul H. Stull, Jr.  
William C. Ward      Malcolm L. Levenson

**Medical Corps**

Major Louis W. Nowack  
First Lieutenant Edwin C. Schultz  
First Lieutenant Earl O. Widen

**Warrant Officers**

Charles P. Wacker      Ernest W. Anderson

**Master Sergeants**

Josef A .Czlonka      Ernest E. Murray Walter A Seibert  
Morris D. Otto

**Technical Sergeants**

William Skerker      William T. Smith, Jr.

**Staff Sergeants**

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Leonard Cadel      Erick D. Swanson      Francis Yates  
Leonard A. Szopinski

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David C. Hoag      Maurice M Misner      William A. Vorhies

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William E. Ambler

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Robert R. John	James T. Serven	Edward S. White
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	Morris H. Shlien	



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THREE HUNDRED NINETY—FIRST BOMBARDMENT  
SQUADRON  
THIRTY-FOURTH BOMBARDMENT GROUP <H>  
SECOND AIR FORCE  
GEIGER FIELD.. SPOKANE, WASH.

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Arthur Y. Snell

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John R. Dunham  
Wm. W. Ingenhuff

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Herman R. Montgomery  
Guy Murphy

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	Norman H. Simpson	

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Master Sergeant Albert L. Green

**ASSISTANT MESS SERGEANT**

Staff Sergeant Harry L. Nelson

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Sergeant Coon C. Lee	Pfc. Major D. Whitfield
Corporal Sherman D. Lawton	Pvt. Edward V. Cairns
Corporal William Needle	Pvt. Donald L. Wallis
Corporal Joseph J. Skorvanck	Pvt. Oca B. Guthrie
Corporal Huber Faye	Pvt. Herman J. Jasper
Corporal Albert A Kent	Pvt. Albert E. Jennings
Corporal Jack Wallace	Pvt. Boldan J. Kinnal
Pfc. Elmer G. Ewy	Pvt. John P. Greshock
Pfc. Arnold T. Nordby	Pvt. Duane L. Hibbs
Pfc. Orval O. Osburn	

**FIRST SERGEANT**

Raymond J. Lapine

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Charles T. Mckalip	Frank D. Renfrow	James H. Vance
Robert B. McPherson	Loyle C. Ristau	Arturo Varela
Woodrow T. Mosbarger	Charles E. Rolle	Ralph A. Vitello
Andrew Mudrak	Jack M. Rose	Edward J. L. Wall
Charles J. Mull	Charles F. Rossman	Warren W. Weaver
Charles E. Myers	James H. Shields	Donald R. Wells
Robert J. Nicholson	Raymond A. St. Cyr	John V. Welton
George C. Osborn	Frank R. Stettler	William A. Whitcomb
Henry A. Oswald, Jr.	Marion L. Swisher	Bill Wickens
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Eliseo P. Perez	Alfred C. Turner	

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Ernest Brown	Albert A. Kent	Floyd T. Seibert
Forrest D. Brown	George C. Larsen	Amiel J. Simony
Joe M. Bukowsky	Sherman D. Lawton	Joseph J. Skorvanek
Dean L. Carrier	George Marsh	Leroy E. Smith
Gerald R. Cleveland	Earl J. Martin	Robert J. Smith
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Edward D. Davis	Charles M. Murray	Edwzrd A. Szczepanski
Harold L. Davis	William Needle	Gloyd G. Tully
Samuel A. Davis	John J. Nolan	Donald L. Wallis

Aubrey M. Delk, Jr.  
Ray T. Dillon  
Dale M. Farthing

Henry O. Olson  
Cecil E. Parsons

Maloy J. Walter  
John W. Wood  
Othella D. Woolsey

**TECHNICIANS FIFTH GRADE**

Howard W. Brown

**PRIVATES FIRST CLASS**

Seymour Albert	Myron R. Graham	Victor Rink
William L. Ames	Floyd G. Hedgecoth	James A. Rodino
Gottlieb Arnet	Thomas B. Hudson	Rudy A. Romshak
Francis W. Arthur	Herbert M. Johnson,	Lee M. Sales
Claire O. Bash	William F. Keith	Sam Schwartz
Louis E. Bedolla	Paul R. Kempf	Ivan L. Sheffield
John O. Bemtson	Hilary J. LeClaire	Lester J. Shipman
William H. Burger	Elzie O. Lewis	Robert H. Spay
Duane D. Davis	Leslie P. Main	Mac Taberoff
Michael S. Duda	William Marano	George W. Thier
Edgar B. Dutton	Ralph E. McQuiston	Stephan Tupy
Harry Edgell	John D. Moen	Leo F. Vuckovich
Elmer G. Ewy	Jack H. Morrison	Roland E. Vencill
William E. Farley	Paul A. Muegge	Isol W. Walker
John W. Fisher	Orval O. Osburn	Wayne F. Weaver
George E. Fleet	Oliver G. Ott	Donald C. Wilhelm
Lebren O. Fox	Paul W. Parker	Major D. Whitfield
Joseph Gemtile	Willard K. Paulsen	Robert H. Wise

**PRIVATES**

Leslie F. Shroyer	James F. Thornton, Jr.	Paul W. Wells
Clarence Siebers	Kenneth C. Tait	Louis M. Welton
William R. Simpson	Joe D. Taylor	Arthur A. Weckstein
Lawrence N. Sinnott	Joseph C. Thomas	Rupert H. Wellman
Herbert H. Smith	Alfred H. Thompson	Edward S. White
Thomas W. Smith	Willis A. Thomasson	Bertell E. White
George D. Sobresky	James H. Travis	John F. White
Ralph Sponable	Bonifacio L. Trejo	Paul E. Wilcox
Doyle R. Staley	Norman C. Tresenrider	Jesse Wilkinson
Ernest E. Stephens	Ira H. Underwood	Hiram N. Williams
John H. Stickle	Elias Vargas	Melchisedec Williams
Myles A. Stinnett	Patrick R. Varner	Edgar F. Wilson
Leo J. Sullivan	Junius V. Vickers	Philip E. Woodward
Charles W. Sunseri	Marcos D. Villanueva	Manuel Zubia
	Jack Wallace	

George,

Had a great trip to the U.K. and even had some good weather.

Visited Mattingly and Duxford, and spent a day in Warmington. They really showed us some real hospitality.

Went to Great Ashfield and stayed at a Bed & Breakfast called the "Spinnakers", run by Mr. and Mrs. Josling. They took us out one night to the "Flying Fortress" Pub in Bury St. Edmunds.

We attended church on Sunday at the church and they presented me an etched glass paperweight.

I was unable to get a good picture of the 385th window. The one you sent me was much better.

Again many thanks for your help and hope to meet you personally at the next reunion.

Regards,

Jack Warmington  
4466 Turney Road  
Madison, OH 44057

Dear Ed,

I was a member of a replacement crew (aircraft commander) and assigned to Vincent Master's squadron from October, '43 to May, '44. We had real good luck and flew twenty six missions (one extra for General Doolittle) without aborting and there were no combat injuries. However, our navigator was loaned out for a buzz bomb missile emplacement milk run and his damaged aircraft had to land at a RAF base south of London. For some curious reason he elected to remain in the nose on landing and received a chipped knee when the plexi-glass shattered upon contact with a stone fence beyond the end of the runway.

I attribute our good fortune chiefly to the airplanes we flew and the crew chiefs that maintained them. We had to struggle with a few of them and had to limp back twice with "Winnie the Poo". "Shack Bunny" was stalwart, brave and dependable but let me tell you, "The Raunchy Wolf" was superb.

Most of our missions were flown in this ship and it's still mysterious to me that when the crew discovered we had the "Wolf" our spirits rose and the usual nervousness and anxiety (fear) evaporated. Even the German fighters seemed to change course and veer away when they slashed through the formation. (Maybe it was the bared fangs) Anyway, I cooked up a poem I think says it all.

Behold! Surprise! Just feast your eyes on this, The Raunchy Wolf!

It wasn't 'Nam, Korea skies or action in the Gulf  
But '42, the Krauts did rue, the onslaught from this bird.

Der Faderland got splattered, man, and Adolph got the word.

I am not one to glorify machines that go to war, or wave a flag, recite or brag, at least I've not so far.

But shucks, dear boy, she gave me joy, so what am I to say?  
And now's the time to end this rhyme with: HAVE A HAPPY, HAPPY DAY!

Sincerely,

Charles Davis  
1420 N. Jameson Lane  
Santa Barbara. CA



Dear Ed:

Your February HARD LIFE HERALD is outstanding. You really put out a newsletter first class. I received one the other day from out east which was a waste of paper. Your format has improved and I am happy to see more and more excellent stories.

I think the "Colonels Message" is what a newsletter is all about. I wish I could have been there when he put them out. I have nothing but admiration for Colonel VanDevanter. I received another publication which listed the firsts for the 385th, and all involved can be proud to have been a part. Their efficiency rating puts them right on the top. No wonder the 385th was given the difficult and important missions.

I wrote to Ian McLanahan for some photos of the base at Great Ashfield. I listed what I wanted as he instructed me. I am anxious to get them into my personal history book.

The longer I am involved in this work, the more I enjoy it. I have met some wonderful people I am flooding the state with press releases and the response is okay.

Keep up the good work.

Sincerely,

Don Kabitzke  
2464 N. Sherman Blvd.  
Milwaukee, WI 53210  
414-442-8890

P.S. Is there a pin for the 385th?

Dear Ed:

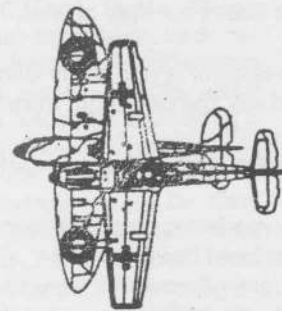
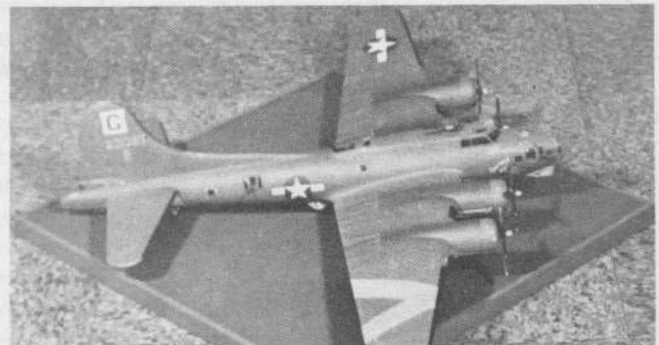
Enclosed are a couple of pictures of a B-17 model I recently finished. It is built from the Monogram 1:48 scale kit. I did the square G on the tail and painted the propellor domes yellow as they were in the 549th Sqdn. I read about the yellow wing chevron on 385th airplanes in "The Mighty Eighth" by Roger Freeman. However, after having added the chevron, when I read more carefully, I think I got the chronology wrong. The chevron was probably not on any of the camouflaged airplanes but only later on unpainted ones. Should I have put a square G on the wings? The camouflage was before my time in the group which began in Jan. '45.

Our airplane was named Hell's Belles, although we didn't name it. That was done before it became ours. There is a Hell's Bells on Hardlife Herald. Were there airplanes with both names, or should Hardlife Herald be corrected? I know I am correct about Hell's Belles, because the name shows on my Lucky Bastard diploma, and, on the enclosed photograph of the happy warriors of our crew, you can see that the letter after the two "L"s is not an S. As to the crew, standing L to R: George Wahmeyer, bombardier, Mat Leupold, Navigator, Gene Guerke, pilot. Squatting: Bud Wither, radio operator, and Jack Kurfess, engineer. We were credited with a tour for having flown at least 25 missions when the war ended.

I would appreciate hearing from anyone who can enlighten me about markings on an early 385th B-17G.

Sincerely,

Mat Leupold  
246 Old Connecticut Path  
Wayland, MA 01778



# 385<sup>TH</sup> B G M A

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