

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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- 877th CHEM. CO. (AO)
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PREZ SEZ:

Ted Wilbur, our artist, reports that the picture is almost complete and delivery should be by June at the latest. Ted's wife passed away on January 4 after a long illness. On behalf of the 385th, I have extended our deepest sympathy to Ted and his family.

George Hruska reports that plans are completed for the Reunion in Omaha--registrations are coming in and we can expect a great turnout. If you haven't yet made your reservations, fill out the form and get it in to George.

And it's time to get nominations in for the 1997 Reunion. So far Tucson, Arizona is submitting a bid, complete with co-hosts who have already done some planning. Send your suggestions to the Hardlife Herald.

By the time this issue reaches you, I'll be recovering from a gall bladder operation. And everyone will be enjoying a good Spring.

God bless you all,
Bob Smith

OMAHA REUNION

September 27, 28, 29, 30, Oct. 1, 1995

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CHAPLAIN JIM SEZ:

Hi,

Do you have your taxes figured? I'm working on mine and I'm wondering how much I owe, not only to my government but to others..

In figuring taxes: 1 - we have to figure how much we have received; 2 - we have to figure how much we have to give to the government from what we have received; 3 - then I'm wondering, is all this worth it?

My answer is 'Yes' because I am free. I'm free to vote as I wish. I'm free to travel any place in the United States. I'm free to work at what I want - live where I want (can afford) - be religious and attend what church or synagogue I want (or don't want). I fought to preserve this freedom and paying my taxes continues that fight.

And I owe "that" to my family to keep them 'Free'.

You see each of us are in debt to those that lived before us and that debt must be honored. Also, God has given us (each of us) life. How we live it is different but we have all received it. Don't you think that too is a debt to be honored?

"Render to Caesar the things that are Caesar's and to God the things that are God's."

Sincerely

Jim



William J. Roop	Feb. 1995
Joseph Gorchak	Feb. 1995
Ron Nolan	Feb. 1995
Arkey Huber	Feb. 1995
Y. Manley Cottongim Jr.	Feb. 1995
John Dean McGregor	Nov. 1993
John Koerner	Dec. 1993
Boyd F. Buckingham	Jan. 1995

**ARKEY HUBER**

It's always sad to get word of a member's death. We usually just list his name and the date, along with an obituary notice when we receive it

Arkey Huber's loss is a little special - his personality, his PX operation, his presence all added a great deal to our Reunions. He probably was better known than anyone in the Group, and we all share in his loss. He'll be missed.

World War II veteran, Arkey M. Huber, dies

By Susan Greene
Review-Journal

Arkey M. Huber, whose service in World War II spawned a lifetime of interest in military issues, died Friday. He was 71.

A native of South Milwaukee, Wis., the longtime veterans activist and armchair historian of the "Big War" lived in Las Vegas for 37 years.

During that time, Huber worked at the Nevada Test Site, opened his own garage business and started a T-shirt company that specialized in military designs. He furnished clothing with insignias and decorations to members of the United States Air Force and the British, French, Italian and Singapore air forces.

Huber enlisted in the Army Air Corps in 1942 and flew 30 missions in Europe as a B-17 tail gunner with the 548th Bomb Squadron of the 385th Bomb Group. His B-17 once "ditched" — or emergency landed — in the English Channel, a story he enjoyed recounting to friends.

Credited with destroying a German kJE-109, a FW-190 and a flak boat, Huber was awarded the Distinguished Flying Cross with one oak leaf cluster, the Presidential Unit Citation with one oak leaf cluster, the Air Medal with seven oak leaf clusters, the Asiatic-Pacific Medal, the

World War II Victory Medal, the Good Conduct Medal and the European Service Medal with three; battle stars for three separate war campaigns.

Huber's interest in World War II and its veterans endured late into his life. He was an active member of the Veterans of Foreign Wars Post 10047, American Legion Post 51, the Air Force Association, the Air Force Sergeants Association, the 452nd Bomb Group Association, the 8th Air Force Historical Society, the Confederate Air Force, the Air Force Gunners Association, the 5th Air Force Memorial Foundation, the United States Air Force Air Defense Team and the North Las Vegas Elks Lodge.

"The military meant a lot to him," said Huber's longtime friend Hal Fulmer. "He enjoyed the camaraderie, the esprit de corps, the feeling of having gone through something that momentous with a group of men who were lucky enough to survive."

Huber is survived by two daughters, Christine Marie Farrington of Stevensville, Mont., and Victoria Lee Haas of Las Vegas; former wife Anna Maria Steans of Hamilton, Mont.; brother Chester Huber of Las Vegas; sisters Susan Pace of Las Vegas and Alice Healy of Boulder City; two granddaughters; and several nieces and nephews.

Visitation will be from 2 to 7 p.m. Tuesday at Palm Mortuary, Downtown. Services will begin at 11:30 Wednesday at the mortuary's chapel, with a burial following at the Southern Nevada Veterans Memorial Cemetery in Boulder City.



HUBER



A note of thanks for your love, kindness and thoughtfulness. Joe and I spent five loving years together. Joe was killed instantly in an auto accident on 12-12-94. I loved him dearly and he will be greatly missed. He was my life. He was also my love, a friend and companion our five years together. I hope his love and kindness will never be forgotten among you all.

Thank you with love and concern,

Shirley Brocker

Dear Ed,

I am enclosing the obituary about my husband, Bill Roop, who passed away February 9, 1995 after a four year battle.

Bill and I enjoyed all the reunions from the trip to England & Great Ashfield in 1976 through the one in your great city of Fargo. We cherished the many friends and shared many memories. The Hardlife Herald was a real pleasure to him.

Sincerely,

Marie H. Roop

ROOP, William Jackson,
("Bill"), 70, of Radford, passed
away Thursday, February 9, 1995 at
Radford Community
Hospital. He was a
member of Radford

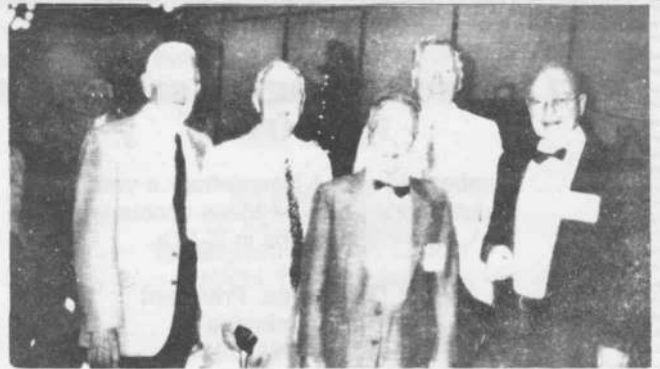
Christian Church,
where he served as a
Deacon; Elder, Chairman of the
Board, and had served on numerous
committees. He retired from Lynch-
burg Foundry after 32 years of ser-
vice and also from Federal Mogul,
after 14 years of service. He was a
veteran of WWII, where he served
in the Air Corps in the 385th Bomb
Group, and 548th Bomb Squadron.
He was awarded the Air Medal and
two gold leaf clusters and a Purple
Heart. He was a life member of the
385th Bomb Group Association
since 1976. He was a member of the
VFW Post #776 Radford. Survivors
include his wife, Marie Hines Roop,
Radford; sons, William A. and
Cheryl M. Roop, Valdez, Alaska, D.
Jackson Roop and Teri Willis,
Lynchburg; daughter, Donna and
Douglas Blount, Roanoke; seven
grandchildren.

Dear Jane & Ed,

Thanks for the check. We are doing better. Having the '97 meeting in your vacation land sounds great! About two weeks ago Ron Nolan from Oregon passed away. Our next door neighbors the Busheys saw them in Dec. I am sending a picture of Ron and the others made at the last meeting.

Take Care

Ruth & Earl



Hugh Crenshaw, Wes Breaslean, Earl Cole, Ron Nolan (Deceased) & Dr. H.L. Busbey
Last meeting in Spokane.

Russell Hulse

ONTARIO - Russell H.; Hulse, 72, of Ontario, died Nov. 23 at Upland Convalescent Hospital in Upland.

He was born in Ontario and lived there his entire life.

Retired, he was a truck driver with Holliday Rock Co.

He was a World War II Army Air Force veteran.

He was a graduate of Chaffey High School in Ontario and attended Chaffey College.

He was a member of the Ontario Elks Lodge No. 1419, Ontario Police Reserves, 385th Bombardment Group Memorial Association and the Teamsters union.

Y. Manley Cjottongim Jr.

TULSA — Y. Manley Cottongim Jr., 71, brother of Julia Ann Brown of Stillwater, died Monday, Feb. 6, 1995.

During World War II, he flew missions over France and Germany and was captured and held as a prisoner of war from June 20, 1944, to May 2, 1945. He maintained involvement with veterans' activities long after the war and was commander of the Tulsa chapter of Ex-POWs.



Y, MANLEY COTTONGIM JR.

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B-17 FLYING FORTRESS ASSOCIATION

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of WWII missions in B-17s.

Write: Don Hayes, President
1640 Cambridge
Walla Walla, WA 99362

UNDERAGE VETERANS SOUGHT

A national veterans association is seeking veterans who falsified their age and served in the U.S. Armed Forces while UNDER the age of 17. A national reunion will be held in October. A free booklet on government policy on underage veterans will be sent on request to any underage veteran.

For more information contact Allan C. Stover, 3444 Walker Dr., Ellicatt City, MD 21042. Telephone (410) 461-9779.

EDITOR'S NOTE: Anyone know whatever happened to the 550th Ordnance man who came to us in January 1945 and said he wanted to go home-we said "We all do, Bennie, but we have to wait till we win." He said "Yeh, but I shouldn't be here. I'm only 16 years old". He had enlisted at age 14! Sent home in less than a week. Bennie Parker from Kentucky or Tennessee.

NOMINATIONS NOW OPEN FOR 1997 REUNION

We'll be voting on our 1997 Reunion in Omaha -- if you would like to make a suggestion, send it to us and we'll print it. The number ONE requirement is a Host for the City involved. A hotel that can promise around 150 rooms, seat around 500 for dinner are about what is needed.

Tucson, Arizona is the first candidate. Speaking from experience gained from visits over the last 10 years, your Editor can vouch for Tucson as a great convention city. Wonderful facilities, exciting scenery, great Air Force attractions, including the Pima Air Museum with its collection of almost 200 vintage and modern airplanes, Davis Monthan, where some of you no doubt trained, an unbelievable "Bone Yard" of literally thousands of obsolete planes.

There's a bunch of "must see" things to do, and you'll want to spend extra time in the area.

Let's hear from other candidates. Send us some information for the next issue.

DOES ANYONE HAVE ANY PICTURES?

Bob Bensing, 5185 Desert Lane, Silver Springs, NV 89429 wonders if anyone has any colored photos of the 385th, 8th AF etc. We don't think we had color film then -- really don't remember. Anyone have any? Let him know.

SWISS.INTERNEES ASS'N

Swiss Internees Ass'n, Inc. is searching for all former Swiss Internees. According to their records, 7 crews from our Group were interned. Anyone interested, please contact Victor A. Fabiniak, 2310 E. Liberty Ave, RR 1, Vermillion, Ohio 44089-2523. And Antonio will be the site of their next Reunion.

REMEMBER?

We've had a number of inquiries about whatever might have become of Tom Kenny who was CO of the 548th back in 1944 (after Sep Richard). In looking over the Schweinfurt Memorial Ass'n Newsletter, we found a mention of Thomas F. Kenny having died on Feb. 18, 1995. It lists him as from the 96th Bomb Group, and his home was 51 00 John D. Ryan Blvd, San Antonio. Was this "our" Tom Kenny?

CONFEDERATE AIR FORCE

MAY 20-21, 1995 (Midland, TX) - World War II and modern military static aircraft displays, exotic, unique and antique cars, motorcycles, children's activities, and entertainment will all be a part of the excitement during the Confederate Air Force's spring festival, Wings 'N Things, May 20-21, 1995. Good food, cold drinks and an all day agenda of fun-filled events are in store for the entire family. The American Airpower Heritage Museum will present the "Dynamics of Flight Discovery Center" an interactive exhibit demonstrating the basic principals of flight. For more information call (915) 563-1000 or write to CAF Headquarters, P.O. Box 62000, Midland, TX 79711-2000.

SEPTEMBER 30, 1995 (Midland, TX) - The American Airpower Heritage Museum will unveil their newest exhibit, "Fat Men & Little Boys." The exhibit will concentrate on the broad concept of strategic bombing and highlight the atomic warfare and how it changed the world. For more information call (915) 563-1000 or write to AAHM, P.O. Box 62000, Midland, TX 79711-2000.

When will folks let World War II rest in peace?

By Howard Kleinberg

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MIAMI, Fla. - Hopefully, once we get past the 50th anniversary of the surrender of Japan on Sept. 2, most of the bickering and revisionism of World War II will be behind us. If there is a part of World War II that hasn't been challenged or rewritten, I am unaware of it.

A seemingly endless parade of revisionism, bitterness and intransigence on the part of multiple parties to the war - aggressors and victims alike - has obscured the sharp memories of those of us who, at the time it was being fought, saw World War II as a clear manifestation of Good versus Evil.

It would not surprise me if someone published a dissertation arguing that the act of the Japanese surrender was a cruel ritual that heaped shame on a culture that could not deal with shame and, thus, plunged the Japanese people into a deep funk, followed by a subliminal pledge to get even, followed by Japanese automobiles, TV sets, cameras and video recorders; i.e., getting even.

Just think of all the challenges made to previously accepted knowledge of World War II:

- The atomic bombing of Japan was not necessary because Japan was ready to surrender anyway. This, despite evidence to the contrary that included interviews with captured Japanese government and military leaders who testified to the desire by most at the top to fight to the last man - either Japan's or America's.

- Germans want the Allies to apologize for the firebombing of civilian targets in Dresden, although the Germans have yet to send letters of apology to Coventry, Rotterdam, Warsaw and dozens of other civilian targets their bombs and rockets obliterated.

- The Holocaust did not exist, was a great Jewish publicity stunt - an allegation so absurd and appalling that just a single response gives it more notice than it deserves.

- Should Nazi SS troops be honored posthumously, albeit indirectly, by a president of the United States? Ronald Reagan at Bitburg became just such a controversy.

- A book, "Other Losses," came out in 1991 that purported to document that under Gen.

Dwight Eisenhower's command in immediate postwar Europe, there were mass deaths of disarmed German soldiers and civilians - crimes written off as unexplained "other losses" in official military journals.

- Where are Martin Bormann, Raoul Wallenberg, even Adolf Hitler? For 50 years now, they have been the subject of written and spoken conjecture. When does it end, or does it ever?

- How many Americans held in Japanese prisons were killed by U.S. air raids, and how many American second lieutenants were shot in the back by their own troops who hated them?

- Did any U.S. Marine in the South Pacific ever take a Japanese prisoner alive if he didn't have to for interrogation purposes?

In the decades and years leading up to the 50th anniversary observations of events that began with Hitler's takeover of Germany in 1933 and ran right through the August 1945 atomic bombings, volumes have been written aimed at displacing what we thought at the time was valid.

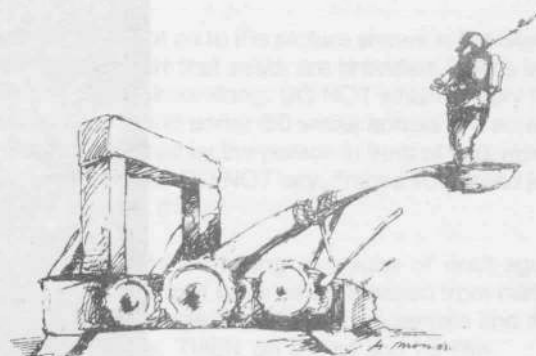
They have not been one-sided against the victorious Allies. Germany's and Japan's quests for an atomic bomb before the Allies possessed one also has been documented in several books, and questions raised as to what would have happened to this world and its occupants had either of the two won the race.

The men and women who fought that war are nearing the completion of their life's cycle. Most or all of those who directed the war on either side are gone. What remains is a coterie of persons, most born after the war, poking through old documents and offering new theories that would alter our impressions of what and who were Good and Evil.

On Sept. 2, the last event of World War II, Japan's formal surrender, will be observed. Will the passage put an end to the revisionism and suspicions of motives and events of the past?

I would hope so. But I think not.

Howard Kleinberg, a former editor of the Miami News, is a columnist for Cox Newspapers.



PHOTOS OF BOMB DROP - 5/12/44 ZWICHAU, GERMANY



Remembering the Aircraft Mechanic

AUTHOR UNKNOWN

*Through the history of world aviation
Many names have come to the fore.
Great deeds of the past
In our memory will last
As they're joined by more and more.*

*When man first started his labor
In his quest to conquer the sky.
He was designer, mechanic, and pilot.
He built a machine that would fly.
But somehow that order got twisted.
And then in the public eye
The only man that could be seen
Was the man who knew how to fly.*

*The pilot was everyone's hero;
He was brave, he was bold, he was grand
As he stood by his battered old biplane
With his goggles and helmet in hand.
To be sure these pilots all earned it.
To fly you have to have guts.
And they blazed their
Names in the Hall of Fame
On wings with baling wire struts.*

*But for each of these flying heroes,
There were thousand of little renown.
And these were the men who worked on the planes
But kept their feet on the ground.*

*We all know the name of Lindbergh,
And we've read of his flight to fame.
But think, if you can, Of his maintenance man
Can you remember his name?*

*And think of our wartime heroes
Gabreski, Jabara, and Scott.
Can you tell me the names of their crew chiefs?
A thousand to one you cannot.*

*Now pilots are highly trained people.
And wings are not easily won.
But without the work of the maintenance man
Our pilots would march with a gun.*

*So when you see mighty aim
As they mark their way through
The grease-stained man , ,
With the French in his hand'
Is the man who put them thfr*

111

From the 457th Bomb Group Newsletter

The Flying Fortress was fine — for all the things it wasn't

By TED BEAR
Special to the Union-Tribune

The Boeing B-17 Flying Fortress was not the fastest U.S. heavy bomber of the air war in Europe, didn't have the largest bomb capacity or the longest range. Nor was it produced in the largest numbers. All those honors went to the B-24.

The B-17 simply became the most famous, seemingly everybody's favorite. Certainly it had the best publicity.

It also was popular among pilots, because of its ability to absorb punishment.

"I've had three-foot holes blown out of my wing, and it didn't change the way it flew," recalls Bill Heller of Half Moon Bay, who led B-17 groups over Germany. "I've seen other B-17s come home with hardly any tail section, just a big stump hanging out there."

Pilots said the B-17 was so well designed it could fly itself. And some did.

On Nov. 23, 1944, a crew parachuted over Germany after their B-17 was severely damaged. Somehow the B-17's engines restarted and it continued on, flying to Belgium and landing in a field next to a British anti-aircraft unit.

During the "Big Week," the front of one B-17 exploded and disappeared.

Tail gunner James Raley of Henderson, Ky., was left alone in a tail section that glided from 19,000 feet to the ground. At ground level, Raley was in a straight glide, perfectly balanced, the tail surface acting as a wing.

Raley landed without harm. The other nine crew members were never heard from again.

Some B-17s were captured intact by the Germans and used for secret missions behind Allied lines.

Others piloted by Germans would join B-17 formations and radio information to attacking Luftwaffe fighters. Later, strays were not permitted to join formations and were fired upon by American gunners if they attempted to do so.

Some B-17s were outfitted by the Army Air Force with extra guns to fly as long-range escorts for the bomber version. Designated XB-40s, they proved too heavy to keep up with the bombers once B-17s had dropped their bombs.

"We left them behind," says Heller. "Once we made our run over the target, we just wanted to get out of there."

In another experiment, B-17s were given radio controls and filled with explosives for bombing German missile sites. One by one, the BQ-7s, with a pilot and radioman, would set out escorted by a normal B-17.

Once they were on course, the two crewmen would bail out, and a radioman on the other aircraft would guide the BQ-7 to its target.

It wasn't easy flying in a JJ-17. The crew had to be bundled like arctic explorers. Their usual flying altitude was five or six miles, in the sub-stratosphere, without pressurization or heat.

Oxygen masks and mechanisms often froze. If a crewman touched the metal skin of the plane without gloves, his hand stuck.

Probably the worst crew position was the ball turret under the B-17. Curled up, sitting on a bicycle seat and braced against padded knee rests, the ball gunner spent the whole flight there, with little chance to bail out if the plane was hit. The turret was nicknamed "the morgue."

Gen. Curtis LeMay said the B-17 "was a good honest plane to fly — a pilot's airplane." LeMay's superior in England, Gen. Carl Spaatz, said: "Without the B-17 we might have lost the war."

Civilians built thousands of them in Long Beach and Santa Monica in factories subcontracted by Boeing. Of the 12,731 bombers built during the war, 4,750 were lost to enemy action.

By 1946, no Flying Fortresses were left in the inventory; they had been sold as scrap, museum pieces or curiosities. For a while, Georgia and Florida used a fleet of them to spray fire ants.



Col. Jim Lewis, Preston Piper, maybe Shankle's forehead.



Who did this on 13 Dec. 1943?



Frank Walls "back then" with ????



THE PLANE THAT CONQUERED THE SKIES

The B-17 "Flying Fortress." It was the very backbone of the Allied aerial offensive during World War II. Now to commemorate the 50th anniversary of World War II, the Air Force Museum Foundation authorizes the authentic re-creation of a rare surviving B-17G that actually saw combat. It's called "Shoo Shoo Baby", now on permanent display at the U.S. Air Force Museum.

Here is a remarkable die-cast model of the original, precision engineered of 111 components with a vast array of operating features. The propellers actually spin. The landing gear is retractable. The bomb bay doors open and close.

"Shoo Shoo Baby" also has astonishing detail, with a removable canopy that reveals the interior of the plane. Even the nose art re-creates the original's.

The above has been donated by Interstate Printing as a door prize for the Omaha Reunion.

Der Mordverein



Dieses Bild zeigt den amerikanischen Flieger Kenneth D. Williams aus Charlotte (North Carolina), 1504 Scott Avenue, geb. am 16. Mai 1922. Williams wurde nach 12 Uhr bei

Eggesse (Groß Hackenstedt) abgeschossen. Er gehört zu den feindlichen Terrorfliegern, die ihre Bomben auf Frauen und Kinder und auf die Wohnviertel deutscher Städte abwerfen. Die Staffel - der seine Maschine, eine Boeing-Fortress II, angehört - trägt offiziell die Bezeichnung „Murder Inc.“ zu deutsch: „Mordverein“.

Diese Bezeichnung trägt weiter jedes einzelne Besatzungsmitglied in großer Schrift auf der Rückseite der Fliegerkombi über dem amerikanischen Hoheitszeichen. Die gleiche Aufschrift befand sich an dem abgeschossenen Flugzeug. Der Gefangene Williams gab bei seiner Vernehmung an, daß an etliche Staffeln und Besatzungen Jtff ähnliche Bezeichnungen, aus der Gangstersprache entnommen sind, getauft wurden. Die Physiognomie des amerikanischen Fliegers Williams ist darauf schließend, daß nicht nur die Namen, sondern auch die Besatzungen der MZ Chicagoer Unterwelt entstaffelten

EDITOR'S NOTE: An interesting story out of the past that tells us what the Germans thought of us. When our Publisher found that book of Kriegie cartoons from which we've taken a few illustrations, there was a newspaper clipping stuck between some of the pages. Here it is. We had the story translated from German into English by a Austrian Jewish refugee who came here right before the war, still lives in Fargo, still "remembers."

MURDER, INC.

On this picture as you can see is the American flyer Kenneth D. Williams, Charlotte, North Carolina, 1504 Scott Avenue, born May 16, 1922.

Williams has been shot down after 12 o'clock at Eggesse (Groß Hackenstedt).

The interpretation reads:

HELP!!! HELP!!!

Anyone know anything of John Richard Ward, shot down on Emden raid of Dec. 11, 1943? He was a co-pilot. A Dutch friend has asked. Send information to Harry Cruver, 5910 Merritt Place, Falls Church, VA 22841.

He belongs to a group of enemy terror aviators which bombed residential areas of German towns with children and women.

The squadron to which his engine belonged had the official marking 'Murder Inc.' in German translation 'Mordverein'. Each crew member is carrying this insignia in large letters on the backside of the flyer combination, above the American insignia. The shot down engine also had the same marking.

The prisoner Williams said at his interrogation other squads had also similar markings adopted from gangster slang.

The American flyer Williams psychology gives us proof that not only the names, also the crew members itself are a part of the Chicago underworld.

NOTICE!!! NOTICE!!!

Anyone having colored pictures - or the actual insignia - of our Squadron insignia, please send to Bill Sullivan, PO Box 1115, 30 Laurel Ave, Stinson Beach, CA 94970. He is able to reproduce on leather jackets for us.

EDITOR'S NOTE: Jerry Ramaker contacted the National Archives and received some 175 pages of information on our Zichau mission of May 12, 1944 for which we received a Presidential Citation.

We're reprinting that citation and some of the pages received from Jerry. If you want more information or have stories

about the mission, write Jerry at 310 Simone, Carson City, NV 89701. Include your Pilot's name, crew members, Sq, AC number if you know it-he has separated the 175 pages in his files that way.

The Presidential Citation says 2 of our crews were lost. In our list of missions, we show only WORSTER'S crew as lost. Anyone know who the other one was?

£ £ £ 1 £ E N T I A L

HFADORARTiAiS 3D RO"EARD»'ENT DIVISION
Office of the Commanding General
APO 559

GENERAL ORDERS)

12 August 1944

NO. 430)

CITATION

Under the provisions of Executive Order No. 9396 (Sec I, Bull 22, WD, 1943) and Section IV, far Department Circular 333, 22 December 1943, the 335th Bombardment Group (H), is cited for outstanding performance of duty in action on a successful bombing operation against enemy installations at Zwickau, Germany, 12 May 1944.

The assigned high priority target on this date was the aircraft repair factory of G. Basser, K.G. On this highly successful eighth hour operation, the 385th Bombardment Group (H) led the Division forces and the 4th Combat Bombardment Wing. The flight was a distance of twelve hundred and seventy (1270) miles at an altitude of 18,000 feet. Nine hundred and sixty-five (965) miles, consuming four hours and forty-six minutes flying time, were over strongly defended enemy territory. Of the 95,000 pounds of bombs dropped on this visual operation by the nineteen (19) aircraft comprising the lead group, 97% struck within 2000 feet of the proassigned aiming point, 51% within 1000 feet and 18% within 500 feet.

Between 100 to 150 hostile fighters began to attack the force just south of the Coblenz Area. So determined were their head-on attacks, in waves of 20 to 30, that friendly fighters were unable to break up their formations. The lead airplane of the lead squadron of the high composite group of the 4th Combat Wing was knocked out of formation. Flying in the high squadron position, the deputy leader with nine airplanes of the 385th Group, quickly took over as the lead squadron and reformed the high group, thus preventing the formation from breaking up and falling prey to attacking enemy fighters. A wing formation, trailing the 4th Combat Bombardment Wing, was broken up and dispersed by these same hostile fighters. While skillfully and courageously maintaining its own aircraft in close defensive formation in the face of this fierce enemy opposition, the 385th Group purposely slowed down the entire division formation until groups of the straggling wing could reform. As a result of those attacks and anti-aircraft fire from enemy ground positions, eighteen (18) out of twenty-eight (28) airplanes belonging to the 385th Bombardment Group sustained battle damage. All participating aircraft of the 385th Group bombed the target. On the return journey, two (2) B-17s were lost as a result of enemy action. Thirteen (13) officers and men are missing in action. The 385th Bombardment Group (H) is officially credited with destroying fifteen (15) enemy aircraft, probably destroying three (3), and damaging two (2) more.

Undeterred by the vicious enemy fighter attacks and anti-aircraft fire, the officers and enlisted men of the 385th Bombardment Group (H) displayed extraordinary heroism in fighting their way to the target. Their determination, devotion to duty and total disregard for personal safety above and beyond that of all other units participating in the mission are in keeping with and add notably to the highest and most cherished traditions of the Armed Forces of the United States.

By command of Major General PARTRIDGE:

OFFICIAL:

O. T. Draewell /s/
O. T. DRAEWELL, /t/
Lt. Col., Air Corps,
Adjutant General.

A. W. KISSUER
Brigadier General, U.S.A.,
Chief of Staff.

CERTIFIED TRUE, COPY: ■

1 / 1 /
BEP.TTN V. MARSHALL,
1st Lt., Air Corps,

•• IIMsy 1>U

Mission #107

luui • MXZUB r...>7 "

B → Bobulta | PCKUWT i

585th *B* BP, flying as load of the Vine was first over the target. The pattern was a little ever ani to the left, but was 9QJI within a 1000 A circle, later photographs show extoaaive damage taw U <11 of the buildings ia the Hnii afoa.

585th *A* OP, flying as composite group vac second over the target. By the turn they case long, maKO obscured the gimlmg point and they dropped to the left of the K.P.I. Their beabs practically all went within a 2000 ft circle.

The combined results wore

Bomb plots were made.

U Wallis Warren..

&L.VT-
548TH BOMBAHXffHT SQUADRON (II)
OFFICE OF THE ENGINEERING OFFICER
APO 559

AAF Station 155
12 May 1944

SUBJECT: Battle Damage.

TO ! Group Sgineering, AAF Station 155, APO 559.

The following battle damage was suffered on the mission on the 12 May 1944.

PLANK NO. BATTLE DAMAGE

B. 42-31778
1 flak hole left side nose section cut wires to intervolometer; damaged left nose gun, damaged plexiglass k nesej 1 flak hole left inboard wing panel, no. 2 feeder tank damagedj 1 flak hole right lower side of no. 2 nacelle; 1 hole (flak) bottom left horizontal stabilizer; 1 flak hole right side of fuselage tail section, damaged stringer; 1 flak hole left side of fuselage waist section; 1 flak hole right landing light; 2 flak holes left aileron; 1 flak hole right landing flap; 1 flak hole right aileron; 1 flak hole right side of fuselage, cut wires to AFCE; 2 flak holes right inboard wing panel; 1 flak hole plexi-glass window top turret hit, sighting panel also hit; 2 flak holes left side of fuselage back of cockpit.

ff 42-97211
1 flak hole left wing tip; 1 dak hole left outboard wing panel; 1 flak lwle left inboard wing panel; 1 flak hole leading edge of left outboard wing panel; 1 flak hole left inboard wing panel; 1 flak hole left horizontal stabilizer; 1 flak hole right side of tail section; 1 flak hole upper left hand side of fuselage noar dorsal fin; 1 flak hole bottom inboard wing panel, damaged No. 1 main tank.

42-31677
1 flak hole through left wing; 1 hole over navigators escape hatch; 1 hole through vertical stabilizer.

Z? 42-31633
1 flak hole forward and below co-pilot; 1 flak hole behind and below co-pilot; 1 flak hole #2 engine cowl flap; # 7 tokio tank left wing damaged by flak; 1 flak hole in rear left; hoabiy door, damaged stiffener.

42-38199
1 flak hole at lower edge of de-icer boot between #3 & #4 nacelle right wing; 1 flak hole in right wing under #4 fuel tank, did not damage tank; 1 flak hole in left wing gap fairing; 1 flak hole in left wing; 1 flak hole near leading edge of left wing, left of landing light.

B 42-30094
3 flak holes left outboard wing panel, damage to tokio tank; 1 flak hole left aileron; 1 flak hole No 1 feeder tank panel, did not damage tank; 1 flak hole through end of left aileron, damaged top skin of wing tip; 50 caliber bullet went through plexi-glass on cockpit roof; 1 flak hole bottom of fuselage beneath waist compartment; 2 flak holes left horizontal stabilizer, internal damage; 2 flak holes vertical stabilizer; 1 flak hole right elevator trim tab; 4 flak holes right elevator; 2 flak holes right side of fuselage; 2 flak holes trailing edge of right landing fla->; 1 flak hole right wing gap fairing; 1 flak hole bottom of fuselage, camera pit, cut vacuum lines possible internal damage; 4 flak holes top right wing; 2 flak holes bottom right wing;

GROVER L. KRATZER, 940
1st Lt, Air Corps,
Engineering Officer.

(fr Comdr*re Rspst of Ulaolcu IB my 44, Cont*d.

asainet the low group. The briefed ourcee was followed bank to the bases without further Inol denes.

Hoemneadatlansi

1. Sines the leader of the first wombat wing is designated as the air Uriel on leater assistance, in forming the divisions, should be given him by the division ground station operating on Charnel B, and suoeoading wing leaders made to stand by on Ohasaal B for the di vision amenably.

B. It is roechesndod that a preponderance of fighter npport bo given to the loading units of a deep penotretlam. Ths frimldly right orc that wore in evideneoe on thio adoaain aero oversea laid by sheer nmabero.

V !: Vhndeavaator, yr.
t/ E. IANIMV ANrrn, TR,
Colonel, Air Corps,
Omota ending.

Bsippijauntary Material

Report or Aircraft Not Attacking

Table with columns: Report or Aircraft Not Attacking, ib-in qp, Composite. Rows include Aircraft scheduled to take off, Aircraft taking err, Airereft taking off lass unused eparea, Aircraft dispatched, Aircraft attacking, Aircraft net attacking, Bortles.

aanary of Aircraft Losses

Table with columns: To Enemy Aircraft, Personnel Losses, Main Gp Composite. Rows include To Enemy Aircraft, Personnel Losses.

*0 men, four bailing out in Enemy territory, the other died as the result of wounds suetaiand.

dg-IOB00 thio aircraft had its controls shot away and the pilot was able to bring the ahip bask ever England where the erow abandoood it. All newborn paractntod to safety.

<-3-81787 Thio ship was ramed by an enemy aircraft at approximately 50@e0'M - 07@B0'E. No abates sighted.

MIAIMJARTSH6 B88TB BOMBARDMENT GROUP (H) KV/O
Office or the oommandiag affloor
APO 688

Id lay 1044.

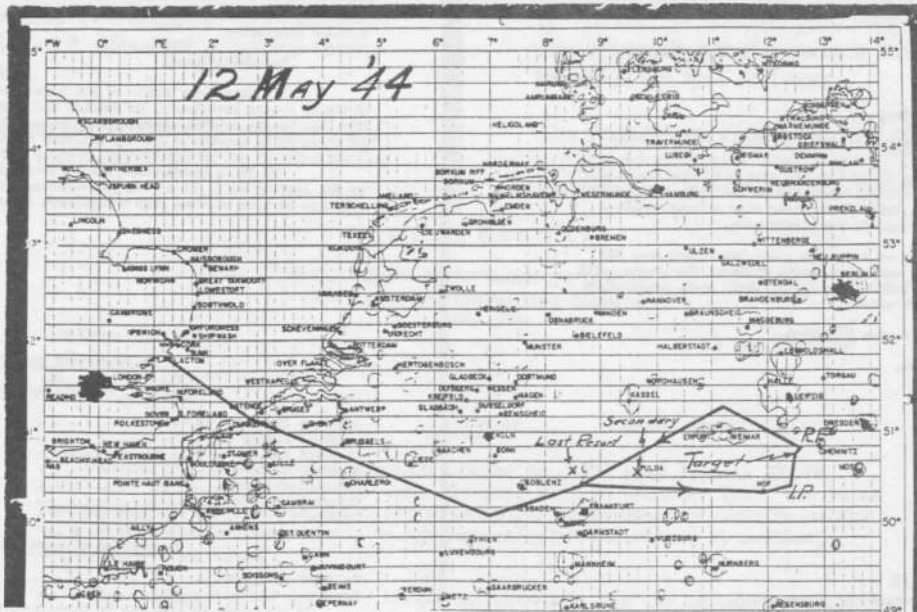
WBJKTI Oroup Oammemdar's Report of Operations, Bbth Bombardment Group (H), MaMoa oCi 11 May 1044.

TO I Ocwaaliig OMaral, M BnwHritmat Uvisdcn, APO BOB.

The TOBth areuy loading the 4th Oombmt king took off an time end mode nrarnal asMubly ever the field. Bw odth aweup flying lew end the ddtth ocwoetu *rasp flying high, wore contacted and eAned the BOOth Group price to Mng asooWbly times The 4th Oowdwt Wing was as sent let prior to hitting the first point of emmbat wing aanonly. The briefed route to division aanonly was folAonod, end the first point or division assembly line was made at proper altitude end on fms. The divaion leader was unable to roach any ar at the following oasnet wing lsadora on Chanel "B", VHP, from midway around combat wing assembly rente to the coast out-point of England, although ho had excellsat contact with the divides ground station, leaving the English Oosst, the division appeared to bo in good formation, prior to hitting the enemy coast the division leader was able to contact the loedera of the dbth A and 48th B wings on Ohasnel 2, the fliter oh mmol. They reported that they wore in good portion, end caked bin to increase hie air speed. Fighters also reported thd the division was in good fonaatien nod easy to sever. The 4th A Oenbet blag undo control point B, the enemy ooaat, on course end two minutes into. Arrow-gift and fighters wore both notified and acknowledge the control point timing and the mo; wind.

Weather was OAVU the entire route except for 8 to 8/10 ndddlo clouds la ths vicinity of the IP. mse extending from 88,000 foot was not thick enough to prevent naviatien or bombing, fighter ooeort up to orosaaic the Fhno was oxal-lont.

BalMteo 1^1 end balnnoo b-8 rwndevoouod end were in oleoo support. Balcnoo 1-4 Was oonteotod as ho was crossing the eas^r coast and acknowledged a smosage tbfue the teosoro would bo IB niantco late of control point 3. First enemy comtmsts were node just upon a rose lag the Mine River when oomo BO to 80 enemy MN craft mads a hsaden ettaak through the p-47 fighter support against the low enemy of the 4th Combat Wing. Balance 1-4 was wuppoood to rondoveus Just over the Rhino River. VHP contact with Balnnoo 1>4 was loot Just after rood ring st took, from this point until rendowvoua*ng with the First Kyiforces leavlnr, their target area, the 4th Ocribat Ring without rrlondly fighter support. The 4th Ocabatt Bing was 18 minutes late at oompt point 3 end la miauloe late st the target. Just north of Frankfurt the 4th Combat Wing was attacked by two waves of *macy fighters cemaioiting of approximately 18 in the first was sad 00 to 00 in the cooam wave. Ths enemy airmrft attacked in mass fmbation pulling out wgy ahead of the bombers, taming to maJn» a frontal attaak and sweeping through - concentrating mainly cm the low group. They then cantinood cm to attaak the two 43th Oosbet Wings fell awing behind ths 4th Oombot Wing* The 4th Combat Wing emittinoo the uAomlon as briefed pooling off by groupc at the IP mid obtaining exoollent bombing results. Bemdesvuous was mode with two wings of the First DA v1 sl sl an which woo north of Oeaba. At thio time » 12-IOO'e wore noticed crossing directly in front or the 4th Coasbt Wing, bat they did net attack. Receiving a call from the dth Cnchbrnt Wing to slow down and pick them up, the 4th Oombst Wing made a largo *8" to the worth of course end encountered ooms flak to st south of msool. They roberned to ths briefed oomroe and encountered earn unmarked flak attS<>^r^/ SIMF • Randouwus was effected with Rhlanoo 1-4 at the designated point. Shortly afior-Rfids, again in the vicinity of Frankfurt, a pass was made by earns 80 to SO enemy aircraft ovowhelmUg ths friendly flightcrw. At tasks safe again concert rated



LSM

STAND BY

*USLIST DB-SC V OIHF, 11 12

-P-

FROM THE 112220D
TO USLIST SB-SC
SECRET 3 D.D. H-121-E

INTELLIGENCE ANNEX TO JIDPOCIB DIVISION F.O. 229

PLAN +A* 4T11, 45TH, 17TH, 6.W.

? GQ 1507

THESE TARGETS TOGETHER WITH THE TARGETS FOR THE 1ST AND 2ND DIVISION CONSTITUTE A LARGE ATTACK ON THIS TYPE OF INDUSTRIAL TARGET. THIS PLAN IF COMPLETED WILL BE THE LARGEST OF ITS KIND IN GERMAN OCCUPIED TERRITORY.

GY 4865
ALL INFORMATION AVAILABLE HAS BEEN ISSUED.

GII 165 A

BECAUSE A NIGHT TARGET HAP ONLY IS AVAILABLE AS TARGET MATERIAL ON THIS TARGET, THE MP 16 WILL BE SELECTED AS DESIRED

ON ~~any~~ *Courtesy* ~~st~~ *Teletyp*

THE HPI IS OH ILL. 18 WHICH WAS DISTRIBUTED TO ALL WINGS AND GROUPS TODAY.

FLAK I

4T11, 13TH, 45T11, I.C.W.S PLAN +A+

THE COURSE THROUGH BELGIUM SHOULD BE FOLLOWED CLOSELY III ORDER TO AVOID THE DEFENSES OF OSTEND, DUNKIRK, COURTRAI, CHARLEROI AND LECULOT. THESE DEFENSES WOULD BE QUITE ACCURATE AT BRIEFED ALTITUDE. SOME MEAGRE FLAK MAY BE ENCOUNTERED ON COURSE IN THE NIVILLE A/D AREA. THE EIGHT GUNS AT KOBLENZ SHOULD BE AVOIDED AS SHOULD THE STRONG DEFENSES AT FRANKFURT. THERE ARE NO KNOWN DEFENSES AT GY 4865. THERE HAS BEEN 35 HEAVY GUNS LOCATED AT GQ 1507. THERE ARE POSSIBLY MORE GUNS THAN THIS HERE AS PART OF THE AREA WAS NOT COVERED BY PHOTOGRAPHS. SOME MEAGRE FLAK MAY BE ENCOUNTERED FROM UNMENTIONED PLACES IN GERMANY AND IF PINPOINT LOCATION OF GUNS FIRING CAN BE OBTAINED, THEY WILL BE OF USE IN FUTURE PLANNING.

PLAN +B* 4TH, 13111 AND 45T11 C.W.

REFER TO 3 B.D. FIELD ORDER NO. 226 FOR ALL INFORMATION ON TARGETS OF PLAN B.

FLAK PLAN +0+

REFER TO 3 D.D. F.O. 226.

92 COMBAT WING I

TO FOLLOW.

LE HAY

TOD 112315B SH AR
A8 FOR R

LEAD CP 'nr'

THREE EIGHTY FIFTH D

HELICOPTERS

RR

B

CI / *Vallée-Fre* <
Kann-DIE *Chambres NESE* *DL-16*

SULM *West-DIE* X Hill.
XII/174 *Z3/May*

FLIGHT

Volant *Chambres*
705/N-1 *952/O-33*

B FLIGHT

Lajbhu
677/Q-39
Crater *Callier*
631/L-6 *762/N-26*
Parsons
554/Q-28
M. Sherry *Hayler*
357/L-15 *966/J-21*
Kalensine
226/X-25
Neiman *Gray*
917/S-26 *465/J-26*

Success
591/V-10
Jones *Louker*
094/G-13 *827/O-11*
Kino
833/R-40
Wells *Wolter*
778/A-45 *787/N-46*

FLIGHT

Fove
Keyler
764/R-10
Dolan *Felix*
111/P-15 *842/Z-3*
Leonard
606/K-13
Ann PeWaf
805/N-17

bpl-HES VUJE BK'L

1 *415 XedeZ* *2-37*
1 *412 -Lik* *109/P-11* *207/P-50*
0 *65Z J->>*

EXHIBIT J.1

819/U-29

CONTINUED OFFICER

LOADING LIST'S FOR BLUB SJAIBON

GUNN	HUGHES	WORSER	WELLS	KING	CALDO/IOU/JOI'S
HIRELL	GARTER	MAHRE	SMITH	CLARK	RICHARDSON * -TKWJSH ****
JOHNSON	YIZANKO	SCROGH	KIRBY	CHICKLBERG	HURS
HEKLER (TOG)	MASON	FUSCO	GILBERT (TOG)	WELLMAN (TOG)	BERKLE
TOG HENRY	HOBINSON	WELGER	ELIAD I	MURPHY	BLA IKARDE
TOG WELGER	STRICKLAND	YIZ HSLAIGKRV	BY - RAHAKER	SKIERIJKGL	O'K HE
TOG FTCH	KORMAN	HOSFORD VY	WOFSY	WATJINBU	AGAL D W. T.
TOG HIRMAN	NOVITSKY	MAJ/INVA HI	noLAND	MOKNNKY	MI NICKEL
TOG JOHNSON	KELLY	oio I	ann KR	LOOKUP	
TOG PATERA		oKV HOUSTONS	LUPE	MMARVBY	JAIESI

Kizkovsky

01 BSE THE V GAF NR 3 7 -P-
FROM GAF 1J10109B
TO OIBSE
THE
CONF. 385BGM-314-D ATTN. A-2 REPORTING SECTION.

TARGET > ZWICKAU.
DATE 1 12 MAY 1944.
GROUP 1 385A (COMPOSITE)
REPORT 1 OPERATION REPORT.
NARRATIVE REPORT.

1. LEAFLETS - NONE.
2. BOMBING RESULTS - EXCELLENT RESULTS. STRIKE ATTACK PHOTOS INDICATE THAT MPJ WAS WELL COVERED WITH ALL BOMBS FORM IN A TIGHT PATTERN. THIS HIGH 8QDM FROM THE 385TH TOOK OVER LEAD FOR THE COMPOSITE WHEN GROUP LEAD WAS KNOCKED OUT. THIS WAS PRIOR TO THE BOMB RUN.
3. ENEMY FIGHTERS.
 - A. THIS FORMATION WAS ATTACKED BY 100 TO 150 S/E FIGHTERS.
 - B. FROM 1207 TO 1430 THIS FORMATION WAS ATTACKED BY THREE WAVES OF FIGHTERS.
 - C. SOME E/A FLEW THROUGH THIS FORMATION BUT PRESSED THERE ATTACKS
 - C. SOME AIR TO AIR BOMBING APPERAS TO HAYE BEEN DONE BY THIS FIRST WAVE.
 - D. THE E/A FLEW THROUGH THIS FORMATION BUT PRESSED THERE ATTACKS AGAINST WING BEHIND.
 - E. FLYING WITHOUT MUCH FORM ION THE E/A FLEW PARRALLEL TO THIS 11*0*1*0 CLOCK *SGH? DEFCO** THROUGH THE ro *ATION FROM
 - F. THE INTENSITY OF THE *ATTACK WAS DUE MORE TO NUMBERS THAN TO ANYONE E/A PRESSING AN INDIVIDUAL ATTACK HOME. ATTACKS WERE INTERMITTENT FOR APPROXIMATELY 2 HOURS.
 - G. ENEMY AIRDROMES UNIDENTIFIED.
 - H. THIS GROUP CLAIMS < 11 DESTROYED. PROBABLY DESTROYED 6, DAMAGED 1.
4. FLAK - JENA - MEAGER - IUACCURATE.
MARBURG - MODERATE - ACCURATE.
5. WEATHER - VISIBILITY AT TARGET WAS 5 TO 10 MILES. HIGH CIRUS AT 22,000 FT. LIGHT UNXUXK NON-PERSISTENT CONTRAILS AT 20,000 FT; .
6. OBSERVATIONS - HEAVY BARGE TRAFFIC WAS NOTED ON THE RHINE. BARRAF BALLOONS ATTACHED TO SOME OF THE BARGES; JENA AD HAD 4 NEV HANGERS AND 20 A/C IN DISPERSAL AREAS.
7. OTHER INFORMATION - FIGHTER SUPPORT WAS INADEQUATE. WAS NOT PRESENT WHEN NEEDED.

+++ STATISTICAL +++
ZWICKAU.
1. 385 "A" (COMPOSITE)
2. 9
3. 9
4. 9
5. 0
6. 1 A. 0 B. 0 C. 0 D. 0 E. <1
7. 1338
8. 18,900
9. < RRIMARY) ZWICKAU, A. 45 B. 1000C . GP D. 9
10. 10 A. 0 B. 0 C. 9 D. -1
11. 4 A. 2 B. 2 C. 0
12. 11-6-1

TELEPHONED TO SGT SEIDEL - 3BD AND LT. VILES 4CBW BY LT.
KAVAL1UNAS AT 2230 HOURS 12 MILY. 1944.



EDITOR'S NOTE: The Tucson Star had this cartoon about the Enola Gay controversy at the Smithsonian. Here are a few of the hot letters they got.



The incendiary editorial cartoon

1 The preservation of life

This letter is in response to the Fitzsimmons editorial cartoon in your paper on Feb. 3.

Where did you ever come up with this prize-winning liberal?

No one likes war or atomic bombs. However, this country had been at war with Japan almost four years when the decision was made to drop the bomb. Thousands of lives had been lost on both sides, but they were the enemy. Any attempt to win the war quickly without losing one more G.I. was justified.

The latest estimates indicate a minimum of 63,000 G.I.s would have died if the bomb had not been dropped and an invasion attempted. Let me repeat that: a minimum of 63,000 good American G.I.s.

Some estimates indicate this figure would have been 229,000 good American G.I.s. I wonder if Fitz would have a different viewpoint if his father had been one of the G.I. casualties he is now so willing to expend?

It has also been estimated that Japanese casualties may well have exceeded those lost in Hiroshima and Nagasaki if an invasion had occurred. We will never know how accurate any of these estimates are.

Those in power in 1945 elected to go with the Enola Gay and the atomic bomb. It does no good for us to try to second-guess their decision 50 years later.

There's one thing for sure: If there had not been a Pearl Harbor, there wouldn't have been a Hiroshima.

Henry J. Selfridge

No regrets from this veteran

I am a combat veteran who was in action on two continents from 1942 to late 1945. I was on Navy landing ships carrying troops to Sicily, Italy and Ie Shima and Okinawa, and was on 'to' the way to Japan when the war ended with the bombing at Nagasaki.

It was a terrible sight to see, but we had been told that it was expected there would be at least a half-million casualties in taking Japan. We did not expect to survive the landing. After seeing what happened at Okinawa, we knew the Japanese would have defended their homeland to the last.

Please talk to those who were there, not to present-day "historians." As for myself, at 78 years of age, I have no regrets that I participated in the final World War II action to end the war and stop the killing. My brother was at Pearl Harbor, and my cousin was on the Japanese death march.

I am proud to be a member of the Veterans of Foreign Wars and the American Legion, and deeply resent Fitzsimmons' cartoon and comments.

F. William Schupp

Distorted journalism

It's a free country and we still have a free press, thank God, which allows for the printing of cartoons like Fitzsimmons' regarding the Smithsonian's 50th anniversary historic record of the atomic bomb.

And a fine example of an unprofessional, distorted, sophomoric, half-baked and un-researched piece of "journalistic" trash it is.

Had the writer been there some 50 years ago or, at least, stayed awake in history class, he would have learned that those "guys down at the Veterans of Foreign Wars" and hundreds of thousands of their fellow comrades-in-arms struggled and died fighting a ruthless aggressor bent on destroying their country at all costs.

That was the price they paid, using whatever weapons available, to preserve freedom for idiots like him to print such nonsense.

It is one thing to refrain from reigniting the flames of hatred against former enemies. It is quite another to distort history in the name of political correctness.

J. Edgar Fennie

Historical perspectives

Is your cartoonist, Fitz, aware that second-guessing historical decisions based on information and attitudes developed later is intellectual dishonesty?

It seems safe to assume that Fitz has no first-hand knowledge of World War n, and it's apparent that he has devoted little time to studying the subject. »

The A-bombing of Japan immoral? Ask the survivors of Nanking and Bataan! Was it unnecessary? Ask those of us who had loved ones in the Pacific in 1945! Had President Truman not used the A-bomb and the American people later learned of it, he would have been impeached, if not lynched!

That innocent people died from the A-bomb is a tragedy - a tragedy of war. But the worst tragedy of the A-bomb is that we did not have it two years earlier, when its use against Nazi Germany could have saved the lives of 2 million or 3 million Jews and other innocent victims of a program far worse than war!

What the Veterans of Foreign War (and the American Legion) set out to accomplish regarding Smithsonian "historians" was not to make them mute; it was to make them *honest*.

Sorry, Fitz. I usually agree with your positions. This time you were dead wrong.

Clyde A. Wilkes
Bisbee

EDITOR'S NOTE: Suppose some of you saw this story. We had planes on this mission. •

Remains of U.S. WWII pilot recovered

DEN OEVER, Netherlands (AP) - The remains of an American World War II aviator were recovered from the sea yesterday, still in the cockpit of a fighter plane shot down by German forces.

Relatives of Flight Officer Frank Gallion will be asked whether they want the pilot buried in the Netherlands or returned to the United States, the Dutch navy said.

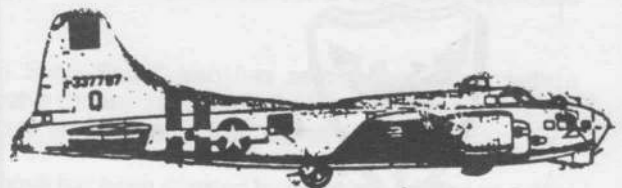
Gallion, 24, from Ohio, was escorting B-17 bombers on their way to attack a German navy base in Wilhelmshaven, Germany, when he was shot down by German Messerschmitt 109 fighters on Nov. 3, 1943. The Dutch navy said it didn't know

his hometown.

The wreckage of his single-engine P-47 Delta Thunderbolt wasn't discovered until an October 1993 survey of the IJsselmeer inland sea, about 50 miles north of the Dutch capital of Amsterdam.

The plane, which had broken in two, was still equipped with three of its six machine guns when it was raised yesterday. It was the most complete airplane wreck recovered in the Netherlands since the war, said navy spokesman Eryk de Boekhorst.

A navy salvage crew even recovered Gallion's rust-encrusted Zippo cigarette lighter from the cockpit, de Boekhorst said.



EDITOR'S NOTE: From the Wisconsin Chapter of the 5th Air Force Historical Society.

HOW TO BE A CIVILIAN

MEMORANDUM (UNOFFICIAL)

I. - General

1. With men now leaving our organization to return to the States, we have found from reports drifting back to us, that these men are required to attend school for two weeks. The purpose of this school is to teach the men culture and refinement, in order that they may re-adapt themselves to the far gentler life in the States. The men are all anxious to return home, and a two week delay in the school is hard to take, so in order to remedy this, we have this pertinent data.

2. After taking this "short course", it will not be necessary for you to attend any school, and may go directly home, confident that you are able to mix with any group, be it Salon or Saloon. Our course carries the Good Tentkeeping Seal of Approval.

II. - Excerpts from the Short Course

1. If you are visiting at someone's home, and after spending the night, are awakened by a gentle rap on the door, informing you that the household is arising, the proper answer is, "I'll be there shortly, etc." Do not say, "BLOW IT OUT YOUR BARRACKS BAG."

2. Your first meal in the morning being breakfast, you will find a strange assortment of foods. Such things as cantaloupe, fresh eggs, milk, etc., and are apt to grace your table. Do not be afraid of them as they are highly palatable. If you wish some more butter, you turn to the nearest person and say, "Will you please pass the butter?" You do not say, "Throw the So-and-So Grease!"

3. If while in a group, you will find that biological urge is coming over you and you find that it is necessary to defecate, you DO NOT grab a shovel in one hand and a copy of Stars and Stripes in the other hand and head for the garden. You will find that 90% of the houses in the States have one room in the house called the "Bathroom", I.E. a bathroom in most cases contains a bathtub, wash basin, medicine cabinet and a toilet. It is the latter you will use in this case. Ed Note: A toilet is a bowl-like contraption, mechanically operated from a control box usually directly behind the bowl, which before using is partially filled with clean water. After using, a lever is turned or a chain pulled and the mechanical action empties the bowl of used water, and replaces it with clean water in one easy swirling action. It is customary among the better classes after using this bowl combination colloquially known as the toilet, for the user to rinse his hands off with clean water, not from the bowl, but from the chinaware object usually standing next to the toilet, known as the wash basin. It is therefore not necessary to carry your helmet with you when you are in need of a wash as both the water containers are available in most homes.

4. You are invited to someone's home. If upon arriving you find that all the chairs in the living room are occupied, DO NOT squat down in the corner and say that you are perfectly comfortable. Have patience - your host will soon provide one for you.

5. Belching or passing wind in company is strictly frowned upon. If you should forget about this however, and belch in the presence of others, just say "Excuse me", DO NOT say, "It must be the lousy chow we're getting".

6. When at dinner, you will be amazed to find each item in most cases has a separate dish. In the Army, you learned to eat such delightful combinations as corned beef patties and pudding mixed together, or lima beans and peaches. Bear with this strange civilian custom, and in no time will become used to their "Separate Dish" system and you will enjoy your meal.

7. If you are entertaining at home and plan on serving any stimulants, you must be very careful. It has been your experience overseas that such drinks as Cognac, VIno, Champagne, Brandy, Alcohol and Grape fruit juice, or a combination of gasoline bitters and water which our friends call "Cognac" are highly acceptable.

8. When a person has erred back in the states, he is informed of this by his associates with such statements as, "I believe you made a mistake", or "perhaps you overlooked this", etc. If you by chance feel it is your duty to inform someone of the blunder, DO NOT accuse him of having F--D UP.

9. If you leave a friend's home after a visit, you find that you have misplaced your hat, it is highly probable that it has been placed in the closet for you. You meet this situation by turning to your host and saying, "I don't seem to have my hat, could you help me find it?" DO NOT say, "Don't anyone leave this room, some S.O.B. has got my hat".

10. You do not have to be afraid of bombs in the States, DO NOT wear your helmet in the house.

11. Upon arriving at home, you will no doubt be offered real American whiskey. It is at this time that you will be called upon to exercise self-control. Merely accept the drink, in due time your glass will be refilled. DO NOT get a wild fanatical look in your eyes, snatch the bottle from the host and proceed to drain the bottle, cork and all.

12. You will no doubt go to the picture shows in the States. You must remember that seats are provided. There is no need to take you helmet along. DO NOT whistle every time any femhie over 8 and under 80 walks across the screen. If you vision is impaired by the person in front of you, merely move to another seat. DO NOT say, "move your head jerk, I can't see a damn thing".

13. DO NOT go around hitting everyone of draft age in civilian clothes. He might have been released from military with a medical discharge. Ask for his credentials and if he can show you none, THEN go ahead and hit him.

14. Upon retiring you will no doubt find a pair of pajamas laid out on your bed. (Pajamas are a sleeping garment of two pieces, which are put on after your clothes are removed). Upon seeing them, try to act as if you used them before. A remark such as "My, what a delicate shade of blue" would show that you used them and are not taken aback by their presence. However, DO NOT say, "Now, how in the hell did you expect me to sleep in a get-up like this".

EDITOR'S NOTE: Thanks to Jerry Ramaker

FOR ALL THOSE BORN BEFORE 1940

We are survivors! Consider the changes we have witnessed. We were born before television, before penicillin, before polio shots, before frozen foods, Xerox, plastic, contact lenses, frisbees and the PILL.

We were born before radar, credit cards, split atoms, laser beams and ballpoint pens. Before pantyhose, dishwashers, clothes dryers, electric blankets, air conditioners, drip-dry clothes - before man walked on the moon.

We got married first and then lived together. How quaint can you be?

In our time, closets were for clothes, not for "coming out of". Bunnies were small rabbits and rabbits were not Volkswagens. Jeans were scheming girls named Jane or Jeanne, and having a meaningful relationship meant getting along well with our cousins.

We thought fast food was what you ate during Lent and Outer Space was back of the Riviera Theater.

We were before house-husbands, gay rights, computer dating, dual careers, and commuter-marriages. We were before day care centers, group therapy and nursing homes. We never heard of FM radio, tape decks, electric typewriters, artificial hearts, word processors, yogurt, and guys wearing earrings. For us time-sharing meant togetherness - not computers or condominiums; a "chip" was a piece of wood, hardware meant hardware; and software wasn't even a word.

In 1940 "made in Japan" meant junk and the term "making out" referred to what you did on your exam. Pizzas, McDonalds and instant coffee were unheard of.

We hit the scene when there were 5 & 10 cent stores, where you bought things for five and ten cents. For one nickel you could ride a street car, make a phone call, buy a Pepsi or enough stamps to mail one letter and two postcards. You could buy a new Chevy Coupe for \$400, but who could afford one; a pity, too, because gas was 11 cents a gallon!

We were certainly not before the difference between sexes was discovered, but we were surely before the sex change. We made do with what we had. And we were the last generation that was so dumb to think you needed a husband to have a baby!

Letters to Ian

Dear Ian,

First of all may I wish you all the very best for 1995 and much success with your forthcoming ventures.

I have enclosed one of the laser photostat copies I brought back from the States showing my father, Robert William Pennington, on stage at Great Ashfield. My dad is the one on the right with his legs crossed.

I am still trying to find out who the other two musicians are so perhaps the photograph could be reproduced in HH asking for possible names. I thought perhaps one of them could be Roy Bercegeay, currently a member of the 385th BGMA, so I wrote to him in that respect. Unfortunately, I have not received a reply. Perhaps an inquiry from you would have more weight.

Best Wishes,

Vance Pennington

EDITOR'S NOTE: Anyone know the other two musicians? And, anyone know who hung the American Flag with the stars to the right instead of the left? We learned flag etiquette as Boy Scouts - and that's a Boy Scout flag and emblem on the wall.



Dear Ian,

Many thanks for your letter and enclosures. It is always nice to hear from you and I appreciate the time you have taken to write.

Yes, I have very recently received a letter from a fellow member of the 385th named Roy Bercegeay. Roy has written to tell me he was a very close buddy of my father and, during their recreation periods, played guitar with him. Ironically, I have a photograph of my dad playing his guitar on a makeshift stage at Great Ashfield and with him are two other guitarists. I have sent a copy of the photo to Roy to see if he can identify himself and the other musician. I hope to receive a reply soon.

I have recently returned from a three week tour of the United States where I met my half-sister and two half-brothers for the very first time. I also met my dad's remaining brother and sister and many, many cousins. It was a fabulous experience and a fitting end to a long and arduous search.

I now have a wonderful photograph of my father in his uniform from which I can see his rank of Staff Sergeant. He is also sporting a couple of medal ribbons which I am desperately trying to decipher but with the photograph being in monochrome, it is very difficult. However, with a little luck, Roy Bercegaey may just be able to tell me a little more about my dad. Unfortunately, my American brothers and sisters know very little about dad's exploits over here (probably just as well!) so they are hoping I can tell them something.

I have tried to find some books in my library that show details of U.S.A.A.F. uniforms but I haven't had much luck. I gather that my dad may have been involved in communications and I notice, from his photograph, that his cap badge (a small circular insignia) is different from the large eagle type insignia one usually sees. If you have any thoughts on this, I will appreciate hearing further from you. I have enclosed a stamped addressed envelope just in case. Please note I too have changed my address.

I would like to take this opportunity to thank you for your interest and to assure you of my appreciation. It is from communications such as yours that spurs us "U.S. war-babes" on in our quests for knowledge about our fathers and our American roots. Some of us, like me, are lucky enough to not only find our dads, even if deceased, but a welcoming family too, while others struggle along with maybe just a first name and nothing else. We all try to help each other and keep the encouragement going, but there is nothing more encouraging than a letter from an interested party offering help. Please accept a very big thank you, not just from me, but from all the U.S. war-babes for being one of those special (and rare) people who so obviously care about us.

My very best wishes to you.

Vance Pennington
17 Ashdown Court
Cedar Road
Sutton, Surrey
SM2 5DG

Dear Vance,

Thank you for your letter of 11 th November. I hope you don't mind but I've copied it to HH so readers can follow events along, and who knows, there may be further recollections about your dad. If you have any luck regarding names in the photograph, I'd welcome a copy for my own archives on the group. I'm not just interested in the aircraft, but in all aspects of the 385th. I'm not strong on insignia and suggest you get your dad's picture copied and send to HH. Ed may be able to run it with a request to identify aspects of both uniform and medals.

Whilst continuing my interest in and support for the 385th, I'm also now embarking on a book of USAAF fighter stories so will be kept busy. There just aren't enough hours in the day!

Best wishes,

Ian McLachlan
10 All Saints Green
Worlingham Beccles Suffolk
NR34 7RR England

Letters to the Editor

Dear Ed,

I cannot thank you enough for your letter of December 22. The information you have supplied fits nicely with the photograph I have of my dad in his uniform and has answered many questions. I gather, from other recent information, my father was in communications and this too fits in with your information.

Unfortunately, the photograph I have of my father, in his uniform, is not too clear and the photographers lighting has obliterated any detail as to what his cap badge (and lapel badge) was actually like. I have a collection of various insignia which include a replica officers cap badge, a genuine set of master sergeants stripes, a set of wings, USAAF shoulder insignia and, of course, the 385th BGMA insignia painted on a leather patch. Naturally, my goal now would be to obtain a replica, an original or even just a good photograph or print of my dad's cap badge, and if possible, a colour photograph of my dad's two medal ribbons, as described in your letter. Do you know how I could obtain these items?

I very much appreciate the help you have already given and would ask if you would help me just a little further with this.

The meeting with my American brothers, sister and family was wonderful and beyond my wildest dreams. I am now receiving letters from my American nieces and nephews all of whom refer to me as "Uncle". You can imagine how good that makes me feel!

Thanks again for your help and I send my best wishes to you and your family for a wonderful and peaceful 1995.

Best regards,

Vance Pennington
17 Ashdown Court
Cedar Road
Sutton
Surrey
SM2 5DG
ENGLAND

EDITOR'S NOTE: Can anyone send Vance an enlisted cap insignia or a good picture of it?

Dear Ed,

I finally finished building all my plane models, models of the Great Ashfield and a similar copy of Elmswell. I was all ready to put it together when I found a larger house. I have one room just for my display. I haven't had a chance to get it done due to the fact I went to the hospital for a few days for a checkup. I just got home with orders to slow down.

I'll continue about my project. Also besides the airport and the town, I have hanging formations of B-17s in flight, British, German and American fighters in combat. Also a crashed B-17 and B-24. I have only found one German jet, the ME262. I am still looking for a larger model.

At the Air Show here in Erie, the local V.F.W. sponsored a tent with a B-17 model. It had working lights and a very nice display. I met a local fellow that has a 6 ft flyable B-17. We were supposed to go out to fly it so as soon as the weather gets good, we will do it and then I'll send you some pictures of it. I have enclosed a couple of pictures of it, also a picture of the B-17 poster that I picked up while visiting the Boeing plant. Also I have the original jacket patches of the 549th B. Sqdn and the 551st B. Sqdn. I have duplicate copies of all the Bomb Sqdns except the 551st Sqdn. So you can see I have quite a collection, still looking for more items.

Merrit F. Andrews
"Andy"
1205 Hillborn Ave.
Erie, PA 16505

P.S. I was a crew member on "Mr. Smith". The pilot was Chester Doron, Navigator Sid Colthorpe.



Dear Mr. Stern,

You have my step-father, Joseph C. Kolasinsky, listed in your obituary section as having died in April 1994. He did, in fact, pass away on January 2, 1993. (You also have his name spelled wrong, but it's a common error!)

Additionally, I have recently discovered a listing of Joe's bombing runs - a diary of sorts, where he describes each mission. Is this something that would be of interest to you for the newsletter? If so, I'd be happy to type it up and send it to you. I've also come across many photos shot from the ground and from the air of the planes, people and surroundings around which Joe spent those years in the 385th. If you can use photos as well, please let me know.

Finally, Joe had quite a large collection of books about World War II, the B-17, and aircraft in general. Would it be appropriate to put this list in a future newsletter in case any of your readers would be interested in these books? There are a few books that I would want to sell, while the rest I would be pleased to send you to anyone who would like them, provided that they foot the postage bill. Please let me know.

Cindy Stoll
327 Sandpiper Ridge
Orlando, FL 32855

EDITOR'S NOTE: A musical offering from Bob Valliere

Dear Ed,

Have you every heard the "Gunner's Lament" (to the tune of "My Bonnie Lies Over the Ocean").

They promised me wings made of silver
They promised me bars made of gold
They made me an aerial gunner
I'll die when I'm 19 years old.

Best regards to you and Jane,

Bob Valliere

Dear Ed,

I would like for everyone to begin thinking what we should do when the time comes down the road to disband and disperse the remaining funds of the 385th BG(H) Memorial Association? I feel the only thing to do would be to leave the money to our memorial at Great Ashfield All Saints Church. Now there has been some suggestions in the past, but would like to see some solid decision made on this in the near future. Maybe we could discuss the matter at our reunion in Omaha.

All take care and have some fun. Hope to see everybody in OMAHA.

Jerry H. Ramaker
Carson, City, NV

Dear Ed,

As you read this, you may want to be aware that it is being copied to my new friend in Holland (see end of letter).

While in the land of the wooden shoes and the famous "Food Missions", I "met" by phone Mr. Hans Onderwater (I believe that his name when translated into English means "underwear"). As you can see by the enclosed copy of his letter to me of 12/23/94, the Food and Freedom Foundation is publishing a book in April '95 about the Food Missions.

With regard to the book, I told Hans that I would volunteer to assemble any orders from the 385th membership, place the order with the publisher, receive the "bulk shipment" and then take care of sending out the individual copies to those persons who had ordered them. Believe it or not, I agreed to do this with no compensation for myself. (Now I realize that this move is a matter of "stepping out of character" for yours truly...but I thought, "What the heck, why don't I commit a random act of kindness for a change." So, anyway, I am now "on the hook" (how do you say that in Dutch..."En der hoek"?) for this project.

Therefore, Mr. Editor, if you wish to advertise that the book will be coming out in about April you may instruct your readers to place their orders with me by sending name, address, etc and a check for \$25.00 per copy desired. I shall then determine what the per unit cost is based upon final delivery postage and will refund any overpayment with each book delivered. (Oh, sure!) As you can see from Hans's letter, the cost shipped in bulk will be approx. \$15.00-\$20.00 and this will represent a substantial savings over individual orders.

Incidentally, Hans tells me that the photo from the Stars & Stripes of 5/7/45 which I previously sent you is in the book and that they already knew that the Square J was not a 385th BG aircraft.

Well, that about covers my report to you for now. As always, with every Best Wish and my continuing appreciation for all that you do for "the rest of us."

Sincerely,

Bob Silver
4510 S. W. 62nd Ave.
Miami, FL 33155

EDITOR'S NOTE: We're trying to get an up-to-date picture of Bob to show what a difference a few years make.

Dear Mr. Silver,

Your letter to Col. Sanders was forwarded to our foundation by Colonel E. Morrow III, USAF Attache at the US Embassy in The Hague for advice and reply.

I can inform you of the following:

In April 1995, during the 50th Anniversary of Operations Manna & Chowhound a book will be launched to commemorate the drops and honour the men who flew the badly needed food to the Dutch.

The book will have the title "Memories of a Miracle" and will be in Dutch as well as English. It will tell the memories of both recipients and suppliers of the food and will be richly illustrated.

The price of the book will be kept as low as possible to enable as many people as possible to obtain it. The publisher of the book is Ad. Donker - Publishers Ltd of Rotterdam, a well-known publisher of historic books in this country.

The book can be ordered in advance through the Food and Freedom Foundation. I understand the price will be between \$15.00 and \$20.00 including P&P. I am sure that orders of larger number are possible (for instance through your organization).

The book - which I as secretary of the Foundation have written - will be the official record of the drops and I agree that as such it would constitute a permanent record for the families of those who participated.

I hope this answers your questions.

Yours sincerely,

Hans Onderwater
Secretary, Food & Freedom Foundation

Dear Ed,

In the last issue of our Newsletter it had an article about Capt. Clarence McIlveen and his crew.

"Me" is also from Portland but I didn't know him. Bill Dickman, his navigator, was on my original crew. We both quit Morris's crew before he crashed.

In a Stars & Stripes article it said "Me" went down on his 25th mission and his 26th birthday. It was Dickman's 13th mission.

I wrote to the War Dept, after the war asking information about Dickman. They replied that he was killed when his bomber crashed in the Baltic Sea on 2-24-44. His body was washed ashore at Rostock, 2-26-44, and he was buried at Rostock on 2-26-44.

Frank Stetson
6445 S. W. Richey Lane
Portland, Oregon 97223

EDITOR'S NOTE: Here's word from Bill Varnedoe on the type of pictures he can still use for the up-dated group history.

Dear Ed,

I'm happy to report that Ian is sending me about 100 pictures to choose from for the 385th History rewrite book. The publication may be slightly delayed to get these in, but I believe it will be worthwhile.

In fact, with what I had, what has been sent in, what you sent and what Ian is sending, I believe we have enough pictures. The missions will be listed, the 385th B-17's will be listed by serial number and by name, nose art pictures and crew pictures included, plus a very few site pictures. When all these are added to the air stories taken from back issues of the Hardlife Herald and a chronological history of the group, there won't be room for anything else. One casualty of this necessary pruning will be pictures of individuals (except the CO's). There simply will not be space enough and I think crew (or most of a crew) are more efficient. Apologies to those who have sent in some of these pictures.

Having said we have enough pictures, two type pictures we're still seeking are good (not Xerox) NOSE ART pictures and CREW PICTURES with identification, preferably of each crew member, but at least of the pilot. If members will send them to me, I'll be responsible for returning them after the book comes out. (Put your name on the back!). If you know the crew number give it, too. That may help identify some pictures I have without ID's, except crew number. Also, if members can connect up aircraft serial numbers and B-17 names, or known not to have a name, this will make the listing more accurate (postcard is fine.).

Yours,

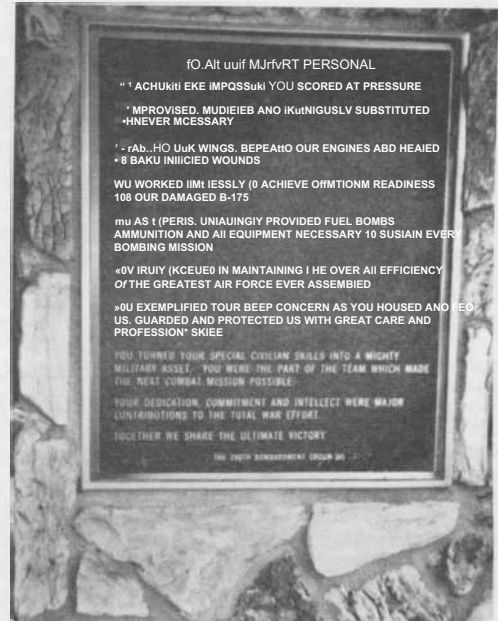
Bill Varnedoe, Jr.
5000 Ketova Way
Huntsville, AL 35803
(205) 881-3288

Dear Ed,

Reading Bill Varnedoe's superb reports, I was prompted to ponder the fate of "Rum Dum". She may not have made it back to Great Ashfield but she did get back to England and finally finished her career in May of '45 after a belly-landing in Suffolk. If you refer to your back-issues, you'll find I sent in some photographs a few years ago but could never find anyone who was on board during her final flight.

All the best for now

Ian McLachlan



At the Pima Air Museum in Tucson.
Frank Sutter got this good shot.

385TH BGMA

ED STERN, EDITOR
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