

BACK TO THE SACK
 OHIO AIR FORCE
 SKY GODDESS
 HONKY TONK SAL
 HESITATING HUSSY
 GROUND HOG
 BIG GAS BIRD
 THOROBRED
 HIT PARADE JR
 ROUNDTRIP TICKET
 RAUNCHY WOLF
 LIBERTY BELLE
 ANGELS SISTER
 GREMLIN BUGGY II
 LIL AUDREY
 HUSTLIN' HUSSY
 LEADING LADY
 ALEXANDER'S RAGTIME BAND
 LONESOME POLECAT
 MR. SMITH
 SUGAR JO
 PISTOL PACKIN MAMA
 MIS-FORTUNE
 SHACK N LADY
 SWEET CHARIOT
 SWINGING DOOR
 MISSISSIPPI MISS
 SATAN'S MATE
 SLICK CHICK
 KITTYS REVENGE
 BELLE OF THE BLUE
 MARY ELLEN II
 THE JOKER
 AIN'T MISBEHAVIN'
 IMPATIENT VIRGIN
 CRASH WAGON III
 RAGGED BUT RIGHT
 LULU BELLE
 RUBY'S RAIDERS
 FOOISH VIRGIN
 RAGGED BUT RIGHT
 MAIDEN AMERICA
 MISSION BELLE
 OU' RUM DUM
 MACS HACK
 STORK CLUB
 LADY ANN
 PICKLE FINGER OF ?
 LIL-LU
 BETTY JO
 IN LIKE FLYNN
 PRINCESS VAL
 PIN UP GIRL
 HELL'S BELLS
 MARY ELLEN III
 VAT 69
 SOUTHERN BELLE
 SPIRIT OF CHICAGO
 ROUNDTRIP JACK
 SHACK BUNNY
 PAT PENDING
 MADAME SHOO SHOO
 PERRY'S PIRATES
 GIZMO
 SLO JO
 ROGER THE DODGER
 MICKY
 HALF AND HALF
 SLEEPYTIME GIRL
 MICKY II
 SLEEPYTIME GAL
 LATEST RUMOR
 VIBRANT VIRGIN
 RAGGEDY ANNE
 HOT CHOCOLATE
 BIG STINKY
 MY GAL SAL
 HOMESICK ANGEL
 POSSIBLE STRAIGHT
 SKY CHIEF
 MR. LUCKY
 BARBARA B
 SKY GODDESS
 THE BLACKJACKER
 THUNDERBIRD
 GOLDEN GOOSE
 WAR HORSE
 HEAVENLY BODY
 CHOWHOUND
 MISS AMERICA
 PREGNANT PORTIA
 POCADILLY QUEEN
 YANK
 GELDING
 STARS AND STRIPES
 DORSAL QUEEN
 HARES BREATHE
 SLY FOX
 WANDERING DUCHESS
 MARY ELLEN
 DRAGON LADY
 WINNIE THE POOH
 WAR WEARY
 MARY PAT
 OFF SPRING
 CURLY'S KIDS

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.

VOL. XVI NO. 2

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APRIL 1998

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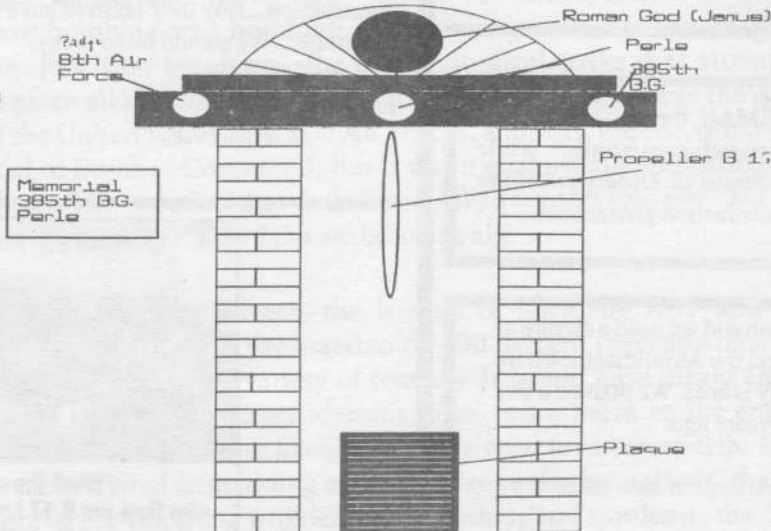
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 Austin, TX 78763



Roger Feller gave us a taste at Tucson of the very meaningful ceremonies which will honor our two crews. McDonald's and Whites, which crashed near Perle on 12 July 1944. Ten of our members plan to attend. Be a part of this once-in-a-lifetime opportunity. Write John Pettenger, Box 117, Laurel FL., for more information.

Call Roger Feller at 352-649465 he has a 8 day program. Everything is free once you get there. He will make hotel reservations for anybody. He has a nice display and is encouraging anyone to attend.

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 *Earl L. Cole
 Sam Lyke
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 Robert C. Smith

Chaplain Sez

Greetings from Washington (the State!!)

Have you been reading your Bible, as I suggested in the February issue of the Hardlife Herald?? Well just in case you haven't or have I want to use another portion of the Bible at this time.

In the New Testament, II Corinthians 4:7-9, are words to help is live each day. Again I am quoting from the Contemporary English Version.

"We are like clay jars in which treasure is stored. The real power comes from God and not from us. We often suffer, but we are never crushed. Even when we don't know what to do, we never give up. In times of trouble, God is with us, and when we are knocked down, we get up again."

Paul, the author of this scripture, is expressing his experience of God's love but even today, 1998, we will experience that same strength when we put our lives in god's control. Don't knock it. Try doing this and you will find that the apostle Paul was correct. God will always be with us, even to the end of the earth.

May God's Power, Love, Compassion, Guidance and Eternal Presence be yours now and forever.

Sincere Love,
Jim

Your editor can be reached via EMAIL through his buisness "Website"—address www.fargoweb.com/straus While you're at it pay attention to the Stijaus as. Orders gratefully accepted, shipped promptly, satisfiation guaranteed.

We have a memorial at Arlington and we need a oicture of it. You;ll find it half way around the Amplitheatre where the Unknown Solider ceremony is held. We planted a tree and placed a stone—about 10 years ago.

Please—one of you WDC or Arlington area members—let's show it in a futures H.H.

John Pettenger (Box 117) Laurel FL reported that he will have room in his luggage to carry small items, up to A2 jackets to Perle! Write Him.

I Dear Ed,

In the Hardlife Heard - page 17 - concerning the photo of "Top Cover". The phone # of Walter Bryne - should be 520-577-0894. Since he has an unlisted number - I'm sure people will have a tough time in reaching Walter using that mystery phone #.

OK—On Feb. 19, 1998 I was asked to be the host of Col. Richard Graham (retired) a former SR-71 blackbird pilot. I did meet Richard and his wife Pat. We toured our great B-17G for about 11/2 hours. Col Graham asked; - How on earth did you guys ever fly this airplane? No computers on board our B-17 to guide and direct you! Col Grahams wife Pat is from Bury St. Edmunds and knows our WWII famous pub "THE FOX" very well. In all it was a fun thing for me to be the guest host!

Your friend,
Ken Laffoon

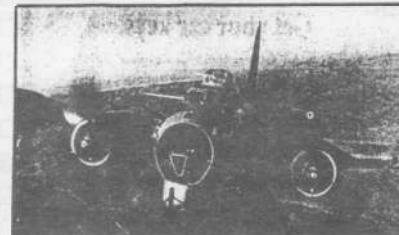
Dear Ed,

Now that I have my computer going, I'm having a blast and a lot of hair pulling to get this machine to do what I want it to do for me. I found the 8th Airforce on the www.

Here is how you can get on for information, <http://collectorsnet.com/millhist> once this goes up you can select the bomb group in interest to you LIKE THE 385THBG. The only problem seen to be that there is nothing showing up for us old vets to look at with our weakened eyes.

The Pima Air and Space Museum are well under way with the new construction...Boy they seem to have no problems, when it comes to money... We should be so lucky.

Keep in touch,
Ken and Veda



Meet the men who flew the B-17 bombers against TARGET: GERMANY

Saturday, Jan. 24, from 1 pm to 3 pm

Program and flight demonstrations: During this week, 55 years ago, US B-17 bombers began the massive campaign to destroy Hitler's war production capability. Step back into history and meet those brave airmen of yesterday ... climb inside and go through the epic B-17, then watch her fly!

PALM SPRINGS AIR MUSEUM

745 N. GENF ALTRY TRAIL (between Vista Chino and Ramon) PALM SPRINGS
OPEN DAILY (760) 778-6262 10 AM TO 5 PM

BULLETIN BOARD

NOMINATING COMMITTEE APPOINTED

A nominating committee has been appointed by President Michael R. Gallagher to present a slate of candidates for Association officers to be elected at the Biennial Reunion meeting scheduled for Savannah in the spring of 1999.

The committee consists of past presidents not currently holding office who are willing to serve, and the editor of the *Hardlife Herald*. Robert C. Smith has been appointed chairman.

The Committee is charged with the responsibility of submitting a slate sufficiently in advance of the 1999 meeting so that it can be published in the *Hardlife Herald* at least a month before the meeting. Additional nominations will be solicited from the floor. Ballots will be distributed at the meeting, voted in secret and counted during a brief meeting recess. The process will take more time but should quiet any concerns respecting the procedure, Gallagher said.

AIR MUSEUM OPENS

The American Air Museum has opened near Cambridge, England. The Museum is a memorial and a tribute to American airmen who served from British bases in World War II. The museum is located at the Imperial War Museum at Duxford Airfield, which is considered one of the finest aviation museums in the world.

The American Air Museum uses aircraft and supporting exhibits to explain the significance of American air power and its role in 20th-century history. Duxford attractions also include a Land Warfare Exhibition Hall with a collection of tanks, military vehicles, and artillery; a Spitfire Battle of Britain dogfight simulator; and the original wartime Operations Room. The museum is still accepting founding members to help support the project. For information, call (800) 233-4226.

VETERANS

Veterans National Locator Service, Inc., is a non-profit veterans organization helping to locate long "lost" veteran friends since 1986. We have been instrumental in reuniting hundreds of veterans with old friends. Our goal is to record the name, address and military information for all veterans in our central computer system and use the data to locate others. Our registry service is, and always has been, free to all. We exist on good will donations from veterans and the income from our national newsletter entitled, "Vet Search U.S.A." We ask a donation of \$15 for the newsletter which is our base search document. We ask all veterans to write to us and give their data plus the data about their lost friends for inclusion in our next newsletter. Our address is Vet Search U.S.A., Amoldsburg, W.VA., 25234.

Correction:

Phone Number for Walter Bryne (see page 17, February *Hardlife Herald*) should be 520-577-0894.

Miami Airport

Did you ever work at the Miami Air Depot or Miami 36th St. Airport? If so, please write to Raven International, 965 N. Nob Hill Rd —303, Ft. Lauderdale, FL 33324. They're doing a historical research and want all the info they can get.

The City of Seymour Indiana is hosting a Freeman Army Airfield Reunion June 5 to 7. For more info, write Ted Jordan or Jane Henley, Freeman Municipal Airport, Box 702, Seymoure IN 47274.

Peter Femia, 15 Baker Court, Clifton, NJ 07011-1009 is compiling a collection of photos of WW2 A-2 Flying jackets, in particular ones painted with a SQ or group insignia, or other personal markings. He will compile that, along with any info he gets about individual us-ingjacket. He'd like a good 35mm photo of the front and back of the jacket. Sound likes a great project. He'll come to you if you heed help, and he has photographers lined up to help. His phone is 973-478-3442.

Researchers would like to hear from any gunners or Instructors who attended the U.S. Gunnery School—Stn 172—situated on "The Wash" Norfolk England 1943-1944. Any recollections however small would be greatly appreciated. Write Brian Clipston or Sonia Gifkins, 1 Pond Cottages, Pond Lane, Knapton, North Waslsham, Norfolk NR 280SE England

We print 6 *Hardlife Herald* a year, February, April, June, August, October, December. If yours hasn't come by the end of each of these months let us know. (We goof occasionally)

HERITAGE MUSEUM MONUMENT

At the Tucson business meeting, it was agreed to request donation of \$50.00 from each member of our association to finance the erection of a standing monument at teh Eighth Air Force Heritage Museum in Savannah. Donation smaller or larger than \$50.00 will be gratefully accepted.

Please make your checks payable to:

385TH BOMBARDMENT GROUP MEMORIAL FUND

and mail them to:

Verne D.J. Philips
P.O. Drawer 5970
Austin, TX 78763-5970

**\$15,000 Memorial Approved for
8th Air Force Heritage Museum**

By a unanimous vote at Tucson, we approved a fund to build a significant monument memorializing our 385th Bomb Group. Past President Bob Valliere heads a committee to submit the design to the Executive Committee for approval. Funds have started to roll in, with over \$1850 in as this is written.

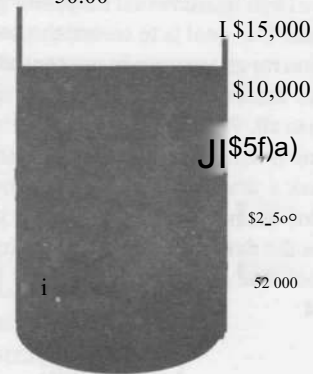
Discussion pointed out that 300 contributions of \$50 would bring in the needed funds. More would increase the size and impressiveness of our Memorial.

Send your contribution to Treasurer, Verne D.J. Phillips
P.O. Drawer 5970
Austin, Texas 78731-2105.

Contributions to date:

Poore, Forest	100.00	Tulare, Willis	100.00
Albright, James	1000.00	Crosman, Dorland	50.00
Baumann, Ernest	50.00	McDonald, Col	100.00
Nestler, Fred	50.00	Hunter, Woodworkd	50.00
Dentlinger, Stanley	100.00	Johnson, Donald	50.00
Gelbman, Burton	50.00	Land, Clayton	50.00
Zeigler, Wayne	50.00	Flynn, Eunice	100.00
Stensfiled, John	50.00	Fauber, Clarence	100.00
Girson, Martin	50.00	Woltman, Harry	50.00
Moll, Frank	50.00	Silvor, Robert	50.00
Klosterman, Don	50.00	Tunstall, Helen	75.00
Lybeck, Clifford	50.00	Vamedoe, W.W.Jr	50.00
Jones, Henry	50.00	Cook, Burnell	50.00
Anderson, Jeffrey	50.00	Hosbach, Horace	50.00
Gallagher, Michael	50.00	Weigand, Arthur	50.00
Mathews, John W	50.00	Philips, Verne	200.00
Feller, Roger	50.00	Degiacomo, Joseph	50.00
Dworshak, Henry	50.00	Crawford, Frank	50.00
Platt, G.H.	50.00	Porter, Heyward	50.00
Baumann, Albert	100.00	Helman, Thomas	50.00
Stell, Theodore	100.00	Messbauer, John	25.00
Colthorpe, Sidney	50.00	Molck, Wilbur	50.00
Newton, Thomas	50.00	Dickason, Elmer	50.00
Wheeler, Dorothy	50.00	Harvey, Robert	100.00
Craig, E.M.	50.00	McDonald, Paul	100.00
Bames, Ira	50.00	Tenbrook, Frobos	50.00
Cook, Harlan	50.00	Richardson, Howard	50.00
Hubbarrt, Donald	50.00	Anderson, Oliver	50.00
Warmington, John	50.00	Moravek, Karl J	50.00
McCaughey, Charles W	50.00	Heckel, Herman	50.00
Moore, Bryce	50.00	Jones, J Richard	50.00
Vencill, Rulland	50.00	Hoagland, William	50.00
NcNichols, P.L.	100.00	Garvin, Archibald	50.00
Carney, Sid Jr.	50.00	Montano, Arthur	50.00
Diedrich, W.B.	100.00	Hagman, Willard	25.00
Kneale, A.O.	50.00	Schaeffer, Mae	50.00
McCawley, Frank	50.00	Vance, James	75.00
Stetson, Francis	50.00	Cobble, Ila	100.00
Cerrone, Warren	100.00	Sherry, Alexander	100.00

James, Isabel	50.00	Swana, Michael	50.00
Loyet, Myron	50.00	Leupold, Mathias	50.00
Viller, Harlan	50.00	Bertges, Harry	500.00
Murray, Martha	100.00	Mudge, Jerome	50.00
Reichart, Leslie	50.00	McGuire, Robert	50.00
Zachary, Dr. W.C.	50.00	Sieders, Herman	50.00
Gentile, Thomas J	50.00	Belden, Merland	100.00
Behl, George	50.00	Anderson, Herbert	25.00
Kindya, Michael	50.00	Hackel, Eugene	50.00
Valliere, Robert	50.00	Zaputil, Steve	50.00
Clew, Harry	50.00	Morgan, Thomas	50.00
Damato, Cono	50.00	Beam, D.E.	50.00
Riva, Dr. Daniel	100.00	Williams, J.T.	50.00
Souza, Theodore	50.00	Kavanaugh, Thomas	50.00
Elder, James	50.00	Wrigley, H.J. Jr	50.00
Sunday, Wilbur	50.00	Thompson, Leslie	100.00
Nysether, Maurice	50.00	Stem. Ed	50.00
Harrington, Eldred	50.00	Gilbert Chandler, Jr	1000.00
Langley, Ellis	100.00	Donald E Collins	50.00
McCool, Raymond	50.00	TOTAL	10,975.00
McElroy, Edward	50.00		
Snider, Harvey	50.00		
Csonka, William	50.00		
Martin, Earl	100.00		
Ford, James T	100.00		
Williams, DonR	50.00		
Montgomery, Caroline	50.00		
Martin, Harry W	50.00		
Bond, James	50.00		
Gallagher, Jeffrey	100.00		
Hausman, William	100.00		
Grundler, Carl	50.00		
Wilson, Robert W	50.00		
Cook, Gordon	100.00		
Bailey, Robert	50.00		
Woodley, Clifford	50.00		
Riggle, Albert	100.00		
Fuller, Francis	50.00		
Knight, Robert	50.00		
Vollmer, Ralph	50.00		
Moloy, William	50.00		
Hughes, James	50.00		
Mamice, Paul	50.00		
Luckie, Samuel	50.00		
Jackson, Lauren	50.00		
Lieberthal, Sylvan	50.00		



Editor's Note: Roger has arranged a great program for us. Try to make it for this memorable occasion.



Memorial 385th Bomb Group
20th-21st June 1998
PERLE
Luxembourg



Under the Auspices of the
United States Embassy in Luxembourg
the 52nd Fighter Wing Spangdahlem
and the Municipality of Rambrouch

Roger Feller
22 Rue de l'Ermitage
L-8833 Wolwelange
Luxembourg

Dear Mister Stern

Thank you very much for the books and pictures you sent me. I got it today. We try to show all the books in the museum at Perlé. The museum will be named 385th Bomb Group Museum I got three rooms in the old school at Perlé to arrange this museum. I will found an association for this museum. We try to make a nice museum with all the pictures you sent me and the original parts from two planes (Mc Donald and White). We collected many parts from other B-17. I got very interesting items from Mister Pettenger, Mister Nysether and Mister Silver. The first room will be only for the two planes and the members who died by this accident. The second room (the largest) will be for the other members of the 385th B.G. The thirt room shows pictures and items from Perlé during the last W.W.

Last week I was in contact with the U.S. Vetrans Friends Assosiation Luxembourg. They will invite the members of the 385th Bomb Group for a guided visite of the city of Luxembourg, a reception by the mayor of the city of Luxembourg, a visite to the HQ. of General Patton when he stayed in Luxembourg during the battle of the Bulge. An other visite to the U.S. cemetery (4500 U.S. soldiers) at Hamm. A barbeque and a dinner for the members of the 385th B.G. will take place. A ceremony for the U.S. orphelins is also on the programm. The people who is still in Luxembourg on 23th of June are invited for the Natinal festivity of Luxembourg.

I hope many members of the 385th Bomb Group will come over to celebrate with us. Thank you for your help. Every picture or item belonging to the the 385th B.G. is wellcom for the museum.

All the best from your friend Roger.

Editor's Note: A slightly shortened version of Bob Silver's letter to Roger Feller in Luxembourg.

Jim Dacey was at the meeting in Tuscon...I hope that you got to meet him. It was the first time he and I had seen one another in 52 years! Here is an interesting thing about Jim: He spent some of his childhood and teen-age years living in Austria where his father was a physician. Result: He spoke fluent German. He was asked by the War Department to go to London to make a broadcast recording for radio to the Germans; in this, his message was—in effect— "Why don't you stop the war now (surrender) instead of letting it drag on any longer." That's as close as anyone on our crew ever came to being a "Secret Agent"..but I do think it is interesting.

Enclosed is some material I am sending you separately are two copies of a photo which he made of the entry sign at the gate to our air base. I specifically asked Jim to make these for you. They should fit in very nicely to your display of 385th material. He has always been a photography enthusiast as I am sure you can tell from the photos which Ed Stem has used in the newsletter. While it was probably "totally against regulations" for him to take photos while on missions, he did it anyway! I trust that by letting this be known at this point in time he will not be court martialed.

3) Under separate cover, I am going to send in the next few days two boxes. One contains a copy of "One Last Look", a truly beautiful book about the airbases of the Eighth Air Force. Also in that box will be a copy of the first history book of the 385th. Also, a book about "nose art" of the B-17s—very colorful. These are for your use in the museum. The second box will have in it the helmet which I wore along with an oxygen mask (also mine). These have been sitting in a drawer for 52 years waiting for someone named Roger Feller to let me know that he might be able to use them. That I wore them has absolutely no relevance whatsoever, they are simply examples of what all crew members wore. Better that they be in Perle than in my drawer!

In that box shall also be the insignia which we wore on our "dress" uniforms—along with a photo-diagram of where they were worn. Also in the box will be a copy of a new newspaper which was published in our community last month (Volume #1, Number 1) and a lead story just happens to be about our mutual friend, Bob Silver. It came about as the result of a talk which I was asked to make to the Dutch/American club of Miami. The editor/publisher of the paper happened to hear my talk was enthralled with the story and decided to use it.

Also in the box will be a really nice photo of B-17s on a mission with flak-bursts around them. It gives an excellent view of how the flak came in bursts 3 or 4 at a time—having come from 88 millimeter cannons on the ground in groups of 3 or 4 (usually 4). It is my recollection at this time that the Germans had radar which determined our altitude. In any event, they were extremely accurate. On the first mission which our crew flew together (each of us having had one or two "indoctrination" missions with other crews) we counted 160 flak holes in our aircraft when we got back. This was a mission to a synthetic oil refinery at Meresburg which, we later learned, was the most heavily defended target of the air war.

The date was (I believe) 4 November '44. Am I lucky to be here to write this letter? YES!

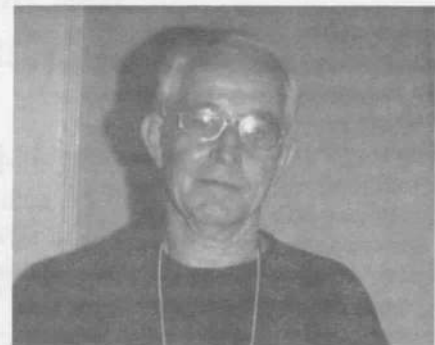
Michael Gallagher, now president of the 385th BGA, was on a bomb-survey team after the war ended and it is my recollection that he said Merseberg target was defended by around 2,000 88 millimeter guns! He was, as you know, on our crew at that time. By the way, Mike wrote up, from his daily journal notes made during the war, a marvelous history of his experiences. Perhaps he could be persuaded to make a photo copy of this history for your display. Of course, you have his address from the newsletter.

Well, Roger, I do believe that this covers most of the things I wanted to say..at least for now. If I come up with more I shall write more. Because they are both mentioned in this letter, Jim Dacey and Ed Stem shall receive copies.

We would truly love to come to Perle in June..giving it serious consideration!

With every Best Wish to you and Geanny.. and, as my friends in Luxembourg so often say: "J'espere que tout va bien et qu'on se reverra au mois de juin." (We shall not tell Jim and Ed what that means..their feelings might be hurt!)

Sincerely,
Bob Silver



Dear John,

I hope you and Ruth started well into the new year. There was a reunion by the members of the municipality of Rambrouch on the 23rd of December. They fixed the price for the monument at 6.669.960 belgian francs (190.570 U.S. dollars). It is 6 times higher than the first project but there is no problem about this. The population rate of the whole municipality is about 2300 members. 11 towns are in this municipality: Holtz, Perle, Wolwelage, Bigonville, Bilsdorf, Arsdorf Rambrouch Floschette Eschette and Rombach.

I try to find an association for the museum. Included in the museum of the 385th Bomb Group will be a small part of local history during WWII with pictures from 1940-1945 until liberations by American troops.

If you need more information please tell me. I made pictures from the parts made in bronze already finished. I will send it to you after developing.

I hope you can understand me English, all the best for you and Ruth from your friends Jeanny and Roger.

Dear Ed,

Another GREAT reunion, Ed. The area was first class...things to see and do, and you fellows made everything "click". Thanks.

I was able to meet a fellow "Cadet" living in Phoenix whom I had not seen for 53 years. This day, February 8th, was our graduation day at Ft. Sumner, NM in 1944. I would like to offer him an honorary membership in our Memorial Association. He went into Transportation Command, flew the Berlin Air Lift, etc., while I went into B-17s. He joined me at the reunion for the first two days.

Address:

Hugh W. McBride
10315 White Mountain Road
Sun City, AZ 85535

With warm regards,
C.W. "Mac" McCauley

Dear Ed,

My late husband, Emory N. Ford enjoyed the copies of the Hardlife Herald. We were life members, so I received it during a second marriage, my new husband, R.K. Harrington read it because he was stationed in England. Both husbands died January 6, 1981 and 1997. I plan to move to Delaware.

Emory was seen on TV in Delaware when we visited the church. It was our first trip overseas with the 385th. I have enjoyed the Herald, but we all have to move on.

I send best wishes to all and thank all that contributed to the news.

Sincerely,
Charlene Ford Harrington

Dear Ed,

I must thank you for furnishing the 385th B.G. Newsletter - Hardlife Herald over the past several months. And now it's the new year - let's hope it will turn out to be a memorable one for the group.

Having been an Honorary member for so many years, before John Ford's time, I have always appreciated your kindness and consideration in keeping me in touch with the Group.

I was able to give an original programme to the Miles family of the dedication of the altar in Great Ashfield church. They were most pleased to add this to the church mementos.

Ed, may I wish you and yours all the very best for this new year - may it be kind to you in every way. Again so many thanks for your continued kindness.

As Ever,
John Archer

SSgt Frank RAEMAN MSM

George Reidstraat 4

B-9990 MALDEGEM

Belgium

Phone & Fax: +32(0)50/71.88.76

E-Mail: jan.sierens@sping.be

Dear Mr. Hruska,

Since sometime, I'm working on my second book regarding the Second World War over Belgium. Especially the area of Eeklo-Maldegem-Bruges. This book describes the history of the former military airfield in Maldegem (Province of East Flanders, Belgium) from 1939 to 1950, when the runway was destroyed. The book is nearly finished but for one specific day, I would like to ask for your help.

On April 1st, 1944, fourteen B-17's of the 390th Bomb Group and Nineteen of the 385th Bomb Group attacked Maldegem airfield between 1012 hours and 1019 Hours. I have been able to find some names and aircraft numbers who took part at the attack:

WHEATON, R. A.	1 st Lt. (Lead Bombardier) A-Group
LANCASTER O.V.	1 st Lt. (Lead Pilot) A-Group
HEARD, L.B.	2nd Lt (Lead Navigator) A-Group

Please see diagram A and B groups with participating B-17's numbers and pilots names.

That day, Maldegem was a target of opportunity because the initial target (not known what and where) was covered in clouds. The aircraft's took off at 0620 Hours and returned at 1131 Hours.

Sir, I would like to ask you if you were able to help me find formal members who took part at the attack and who would like to help me with this chapter in my book. Stories, photographs, etc. are welcome. All original material will be returned within 2 weeks after I received it by registered mail. I hope that I have given you a little help with names and aircraft numbers, because it is all that I have regarding the attack in which 385th Bomb Group was involved. Any information, how small I may be, would help me a lot.



TREASURER'S REPORT 1997

ASSETS 1/17/96 16,1 55.46

ASSETS 1/17/98

Checking 13,000.00
Checking 4,698.46

17,698.46

INCOME

transfer from Reunion Account 13,000.00
Dues & Donations 2,479.00
Interest 248.00
Total 15,627.00

Expenses

Newsletters
Sally B
LM & Raffle to Church
McLachlan Expenses
British Dinners
Treasurer
President
Tothl
Net Gain

Vertical stamp: OHO O-P-0081 OHOXOOX O O O KO

1,5*3.00

Respectfully submitted

John F Pettenger
Treasurer 1976-1997

Notes

(1) Reunion transfer 13,000.00
Less Advances 1903.00
gaffle 536.00
Savannah Memorial 1,950.00
Net surplus 8,611.00

(2) Outstanding check

(3) Includes 6 newsletters and 1 roster mailout

Please note that there were no dues reminders sent out during 1997

Ever since I was a boy I have read about and admired the exploits of combat veterans. Their gallant deeds were the stuff of my daydreams. Recently I have begun seeking out the heroes of my youth. I have corresponded with a number of famous war heroes, intrepid individuals with whom I made many vicarious excursions into canbat.

But as I reflect on what Veteran's Day means to me, I realize I am neglecting the "every day heroes" who fought and died in America's wars. The soldiers, sailors, airmen and marines who may not have distinguished than selves or became famous, but contributed every bit as much to our cause. They were there in the thick of it all, doing their inglorious jobs day by day, and bearing the physical and emotional stress of war.

I hold all military veterans in very high regard, and I thank them for their service. But it is to the Veterans of World War II, my Dad's generation, that I wish to send a special thank you!

Their Patriotism and idealistic concept of good over evil inspired them to fight and die for what they knew to be a noble cause! It was what Studs Terkel called "The Good War". They served admirably in the E T O, the P T O, the C B I, and even the Z I. It was, in their words, something they simply had to do, and their righteous resolve got the job done! It is to those individuals, my "every day heroes", that I wish to address the balance of my comments.

Your values and ideals were moulded and formed by the hardships of the Great Depression. So it was nothing new for you to be willing to endure the hardship of war. That discipline was already instilled in you. But you found the reality of war to be a stark contrast to what you envisioned. It was brutal, ferocious, and ugly, but you met those challenges head-on. You survived Pearl Harbor and Bataan. You triumphed at Midway and a hundred other engagements in the Pacific. You won the Battle of the Atlantic. You invaded North Africa, Sicily, and Italy. You endured the tropical hell of island hopping from Guadalcanal to Okinawa, and you returned to the Philippines. You fought from Normandy to the Rhineland. And high above all these battlegrounds, you met the enemy in the skies, and brought the war home to him. And everywhere, you prevailed! It was a hard-fought Victory paid for with your buddies blood. You are truly worthy of America's grateful approbation, and my humble accolades as well! As long as I live, your deeds will be remembered! My children and someday, my grand-children will learn of your sacrifices, and your legacy will live on in their hearts.

So it is with sincere and deep respect that I convey to each of you my gratitude in grateful recognition of your dedicated service to God and Country so very long ago! No one knows better than you that Freedom isn't free. Thank you for paying the price for us all! And may God Bless you all!

Very Respectfully, *Chip Dobson*

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?



HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

POST OFFICE DEPARTMENT PERMIT NO. 1

With young men like this in our country, we can rest easy regarding the future of our great nation!

Editor's Note: How about this wonderful tribute to "our" generation form a new generation? It's from Chris Dobson, 204 Darwood Ct. Mobile, AL 36605 in case anyone want to wrie to him.

W. W. Vamedoe, Jr.
5000 Ketova Way
Huntsville, AL 35803
(205) 881-3288
9 January 1998

Dear Ed,

I am putting together a little book of all the B-17s in the 385th BG, together with as many pictures of each as I can gather. It will list the serial numbers, names of the Forts, Squadrons, and their eventual fate. Of course, there are many gaps in this information. The book with pictures is in my computer and is NOT copyrighted. I will make it available to anyone, free, for the cost of the paper and postage, say \$10. It takes some time to print out the pictures with my wind-up computer, so don't expect a return mail response. I expect to continually correct and up-date it; each copy will bear a date to identify how current it is. Many of the pictures are of nose art. Some pictures are only copies of newspaper quality prints, and very poor, but they are all I have of that particular 17, and are included, nevertheless, to be as complete as possible. If anyone sends me better quality prints of any, (and trusts me,) I will scan them in and return the print. Data corrections are also welcome.

I am sending you two lists of 385th B-17s. One of A/C known only by serial numbers, and another list known only by name. The latter must match some of the former, but which to which?? Help!!

Sincerely,

Bill

W. W. Vamedoe, Jr.

I'm open for suggestions!

43- 38566	44- 8487	42-107054	42- 40016	42- 31349
43- 38597	44- 8603	42-107108	42- 40046	42- 31355
43- 38639	44- 8744	42- 107189	42- 97027	42- 31370
43- 38666	44- 8763	42-107226	42- 97078	42- 31380
43- 38667	44- 8787	42-107232	42- 97207	42- 31413
43- 38700	44- 8810	42-108031	42- 97211	42- 31526
43- 38717	44- 8854	42- 110041	42- 97220	42- 31538
43- 38720	44- 8919	43- 0197	42- 97226	42- 31554
43- 38743	44- 8949	43- 7079	42- 97235	42- 31598
43- 38785	42- 0414	43- 7842	42- 97296	42- 31632
43- 38798	42- 2679	43- 32078	42- 97307	42- 31639
43- 38804	42- 3169	43- 37542	42- 97310	42- 31742
43- 38859	42- 3285	43- 37566	42- 97330	42- 31746
43- 38873	42- 3308	43- 37642	42- 97506	42- 31751
43- 38980	42- 3336	43- 37663	42- 97508	42- 31761
43- 39056	42- 3337	43- 37665	42- 97523	42- 31764
43- 39112	42- 5896	43- 37668	42- 97530	42- 31773
43- 39117	42- 5909	43- 37677	42- 97539	42- 31786
43- 39181	42- 6004	43- 37687	42- 97563	42- 31787
43- 39199	42- 6155	43- 37726	42- 97569	42- 31833
43- 39259	42- 8135	43- 37842	42- 97593	42- 31864
43- 39270	42- 8417	43- 37860	42- 97643	42- 31866
44- 0004	42- 9711	43- 37871	42- 97776	42- 31922
44- 3453	42- 11168	43- 37888	42- 97818	42- 32003
44- 6009	42- 30039	43- 37895	42- 97842	42- 32113
44- 6031	42- 30090	43- 37903	42- 97847	42- 37530
44- 6108	42- 30097	43- 38035	42- 97952	42- 37592
44- 6112	42- 30177	43- 38143	42- 97953	42- 37891
44- 6149	42- 30181	43- 38148	42- 98010	42- 37963
44- 6502	42- 30186	43- 38156	42- 98016	42- 37966
44- 6521	42- 30197	43- 38209	42- 98717	42- 38121
44- 6527	42- 30254	43- 38210	42- 38743	42- 38135
44- 6569	42- 30262	43- 38217	42-102451	42- 38195
44- 8008	42- 30281	43- 38233	42-102486	42- 38196
44- 8077	42- 30292	43- 38270	42-102487	42- 38200
44- 8080	42- 30317	43- 38273	42-102561	42- 38204
44- 8143	42- 30364	43- 38320	42-102606	42- 39860
44- 8236	42- 30851	43- 38336	42-102614	42- 39908
44- 8345	42- 30912	43- 38381	42-102646	42- 39918
44- 8361	42- 30959	43- 38430	42-107010	42- 39925
44- 8366	42- 30970	43- 38443	42-107016	42- 39938
44- 8368	42- 31042	43- 38544	42-107030	42- 39951
44- 8415	42- 31090	43- 38548	42-107031	42- 39959
44- 8417	42- 31102	43- 38549	42-107037	42- 39972
44- 8472	42- 31105	43- 38559	42-107045	42- 40004
42- 31133	42- 31171	42- 31181		
42- 31162	42- 31174	42- 31295		

Furlough Myrtle	Achtung	Night Mare
Garey B	Aimless Wanderer	Old Shillelagh II, The
Gelding	Aimless Wonder	Old War Horse
Gen'l Billy Mitchell	Ain't Misbehavin'	Oswald the Volunteer
Gizmo	Albatross	Over the Hump
Happy Daze	Angels Sister	Passionate Witch, The
Heaven Sent	Back to the Sack	Patch, The
Hell on High	Barbara Lee	Perry's Pirates
Hootin Nanny	Batchelor's Delight	Pin Up Girl
Impatient Virgin	Beautiful Gal	Piscosa
In Like Flynn	Beba (Bring'Em Back Alive)	Pistol Totin Babe
In the Mood	Beelzebub	Powerful Katrina II
Is This S Trip Realy Necess."	Ben-J	Powers Girl
J for Jenny	Big Stinky	Pride of the Yankees
Jeanie Beanie	Blitz Buggy	Princess Vai
Jeanne Rickey	Butter Fingers	Purple Shaft
Joker	Buzzy	Ready Maid
Junior	Calamity Jane	Remember Us
Just Enough	Charlie	Righteous Wrath
Just Once More	Charlotte Ann	Satch's Mate
Kitty's Revenge	Choo-Choo	Screamin' Eagle
Lady Ann	Chowhound	Second Front
Lady Lyle	Cinderella	Shy Dotty
Lady Ruth	City of Lakes	Sioux Princess
Lady Susie	Crash Wagon	Skirtin Trouble
Laiden Maiden	Crash Wagon II	Souse Family II
Lallah V	Cultured Vulture	Souse Family III
Lenora Linda	Curley's Kids	Souse Family IV
Letty Jane	Damyank	Southern Belle
Lil' Lamsey Divey	Darlin	Spirit of Chicago
Little General	Dear Mom	Stork
Lucky Star	Easy	Stormy Angel
Lucky Strike	Echo	Sugar-Jo
Lucky Turner	Finishing Touch	Sunday Punch
Lurline	Flak Shak	Superstition
Maiden USA	Flub	Sweet 17
Mairzy Doats	Flying Joker	This Is It
Man O' War II	For Whom the Bombs Fall	Tung Hoi
Mary Ellen	Francis	Unfinished Business
Micky	Fulton's Folly	Virgie, Queen of Hearts
Miss Alamo City	Worry Bird	Virginian
Miss Nanalee	Zoot	Wandering Duchess
Moonglow		Weider's Wildcast
Moon's Morons		White Heat
My Gal Sal		Wildcat, The

07FEB1998

Dear Ed

I would like to thank you for printing my letter in the Hard Life Herald. I really enjoy reading the Hard Life and hearing the stories these hero's have to tell. I feel the men who serve their country are true hero's.

As you know I originally wrote you about my grandfather Ned H. Mertz, he joined the Air Corps in 1943 leaving behind a wife and 5 children. He was 28 years old when he was KIA and he was not drafted I don't know why he enlisted but I assume he believed in the cause he was fighting for or he would not have left his wife and children.

My grandfather was buried at the Ardennes American Cemetery in Belgium. I am the only member of his family to have visited his grave as I participated in Operation Provide Promise in 1994 in which we airdropped supplies to people in Bosnia and I was able to take the time off to visit his grave.

I received a few responses to the letter you printed but more help would be appreciated. I am interested of course in hearing from any one who knew him personally, but I am also interested in any information and pictures concerning the living conditions and activities he may have enjoyed while he was at Great Ashfield He was there from May 1944 until he was KIA Oct. 6, 1944 I have learned that he flew only 8 missions with his original crew then he flew his next 11 missions with as a replacement tailgunner on other crews. I know he was in the 549th squadron. I am also hoping that someone may know a James R. Maturo I believe he was a good friend of my grandfather.

I hope to see you all in Savannah Ga. when you have a reunion there I will enjoy hearing all the stories I'm sure will be told at the reunion.

Thankyou

WOC. Jeffrey S. Page
655 Promise Land Rd.
Charlotte, TN 37036



385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION



COMBAT UNITS

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

SUPPORT UNITS

- 424th AIR SVS. GP.
- 877th CHEM. CO. (AO)
- DET. 164, 18th AWS
- STATION COMPLEMENT SQ.

11 March 1998

NOTE: Revision to letter of 9 March '98 (DATE CHANGE ONLY) _____

Mr. Ed Stern
 Editor, Hardlife Herald
 385th BGMA

At the request of Bob Douglas, we are arranging a 385th BGMA Mini-reunion. It will be held on 20 June '98, 18:30 hours, at the 356th Fighter Squadron Restaurant in N. Canton, OH, adjacent to the Akron-Canton Airport. Address is 4919 Mt. Pleasant Rd., N. Canton, OH 44720.

Starting with a cocktail hour at 1730 hours (cash bar) an excellent complete buffet dinner and entertainment are planned at a cost of \$22.50 per person. This includes tax and gratuity.

Reservations and payment mu_s_t be received by 13 June '98. Send to Don W. Bupp, 446 Memory Lane, Wooster, OH 44691, or call 1-888-879-7510 for additional information.

There are a number of motels within a 5 mile radius of the airport and restaurant. Holiday Inn, Days Inn, Hampton, etc.

Points of interest in the area include Air Museum, Football of Hame, Shopping Centers, Stan Hywet Hall & Garden, to name a few.

Dear Ed,

We now have heard from four members who are active flyers at the present time:

Russ Hill 1316 Holman Street Leavenworth, KS 66048	Tom S. Carson 1 Syosset Lane Novato, CA 94947
--	---

Tom Newton PO Box 34 Dallas, OR 97338	Michael Gallagher
---	-------------------

I'm sure there are other out there. I'd like to here from them.

Very truly yours,

Michael R. Gallagher

Dear Ed,

Thank you for answering my letter. Amazing how our Post Office works. We have been in Yuma since Nov. and now Palm Springs for a bit. Anyhow here is the picture he sent me of the jacket and its not our art work. That was on our plane. And like I stated our plane to the best of my memory was left in Bel. with two engines out and lots of holes plus a wreck wing we went off runway (steel mats) and sunk in mud to avoid a head on with another 17 who couldn't go around one more time. So here's the young mans address:

Scott Marchand
704 Coach Bluff CR. SW
Calgary, AB Canada
T3H1A8

This young man is an Assistant curator of Military History involved in exhibitions on Canadian regiments. While in Scotland at the University of St. Andrews he went to Great Ashfield plus others he sounds like a fine young man.

Regards,
Rocky Tanguay



Dear Ed,

I am following up on a message that I left on your answering machine a week ago, trying to find the address for Duxford in England. As I understand through a contribution, you can get a plaque of your crew placed in the museum. I am not too sure about this, but it is what I heard. I would like to contact them if possible and work out getting a plaque for our crew. We had a plaque placed in the Savannah Museum of the crew and I have not been there to see it, but I hope to get there in the not too distant future.

Ed, another thanks to you for what you do for the Hardlife Herald and all of us remaining from the 385th. It has been great to keep in contact by way of the paper and personal contacts by way of the reunion.

Yours truly,
Clark B. Rollins, Jr.

Dear Mr. Stern,

I've recently become an associate member of the 385th BG Memorial Association. I must tell you that I was fascinated with my first copy of the "Hardlife Herald". I thought you may be interested in the enclosed clipping, originally printed in "Stars and Stripes" in Nov., 1943. The name of the aircraft in the story is the "War Cry", and a testament to the ruggedness of the B-17, as well as the skill and bravery of her crew.

I believe it to be a worthy addition to the known history of the 385th.

I am trying to locate any surviving crew members. Any information that you could provide is greatly appreciated.

Regards,
Gerry Berthiamue
149 Hadley St.
Springfield, MA 01118
(413) 782-4719

ARLINGTON CEMETERY OFFERS INTERMENT!

Within the boundaries of the Arlington National Cemetery in Washington, DC are the mortal remains of the honored dead, the known and the unknown. In existence for more than one hundred years, Arlington has become a cherished national shrine commemorating the lives and services of members of the United States armed forces. It is the final resting place for over 200,000 American soldiers, 4,725 of whom are unidentified.

For in-ground burial, the service person must have been: on active duty; retired from the service and on pension; a Medal of Honor recipient; a Distinguished Service Cross, Air Force Cross or Navy Cross recipient; a recipient of a Silver Star or Purple Heart.

There is no charge for burial at Arlington or for the marble markers. It is estimated that Arlington has sufficient space to meet demand to the year 2021.

from the "Carpetbagger"

January 18, 1998

Dear Mr. Ed Stern,

I've recently become an associate member of the 385th BG Memorial Association. I must tell you that I was facinated with my first copy of the "Hard Life Herald". I thought you may be interested in the enclosed clipping, origially printed in "Stars and Stipes" in Nov.,1943. The name of the aircraft in the story is the "War Cry", and a testament to the ruggedness of the B-17, as well as the skill and bravery of her crew.

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I am trying to locate any surviving crew members. Any information that you could provide is greatly appreciated.

Regards,

Gerry Berthiaume f
149 Hadley St
Springfield MA 01118
(413) 782-4719

FOURTEEN

VALLEY EVENING MOI

Valley Man Survives Tailless Fort's Flight

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Crew Spends Seven Honrs in Icy North Sea Within 80 Miles of England,

ALAMO—An Alamo youth, St. Sgt. Lynn Ward, can match horror tales with any battle-scarred veteran after flying over enemy territory for three hours in a Flying Fortress Without a tail and then being rescued from the North Sea after floating about in its icy waters for seven hours.

Sergeant Ward is recovering from his experience, which followed a raid on Bremen in November, at a hospital in England. He escaped the ill-fated flight, safe except for an injured hand.

In Stars and Stripes

His parents, Mr. and Mrs. Cecil Ward of Alamo, learned the details of their son's narrow escape this week from an article written by Charles F. Kiley for Stars and Stripes, which the sergeant sent home.

The story reads:

AN EIGHTH BOMBER STATION. Nov. 25—An almost unbelievable story of a Fortress flying over enemy territory for 60 minutes with most of its tail assembly torn away, of a heroic crew fighting off enemy attacks until the B17 crashed into the Icy North Sea, and of nine men tossing around in rough seas in a half-submerged dinghy for seven hours, came to light here today when it

was revealed that the pilot has been recommended for a posthumous award of the DSC and the co-pilot for the Silver Star.

Credited with the feat of keeping the "ship without a tail" air borne until it left enemy territory and with playing a major role in effecting the rescue of the crew were First Lt. Ben J. McCall, M-year-old-pilot of San Antonio, who died in the arms of his top turret gunner before the crew was picked up by the RAF Albatross Rescue Service, and Second Lt. C. L. Ginn, co-pilot from Bonita, La.

Lost Its Rudder

It was during the last USAAF raid on Bremen. Just before the Fort reached the target, McCall's ship lost its rudder, most of the horizontal and vertical stabilizers and the oxygen system on the port side.

The plane lost 1000 feet of altitude, but McCall and Ginn struggled to keep it in formation until they bombed the target.

On the homeward flight the crippled Fort had to try to make it alone. On two occasions Ginn gave the order to bail out when it appeared the

6hp was doomed. Each time, however, McCall and Ginn regained control, using a combination of automatic and manual controls and with the help of Thunderbolts and Lightnings nursed the B17 through swarms of enemy fighters to the North Sea. During part of the trip the Fort flew "in formation" with a wounded Liberator and a crippled P38.

80 Miles from Coast

The plane crashed only 80 miles from the English coast, with only one five-man dinghy available for nine men. A Hudson from Air-Sea Rescue Service dropped another hours later but it was too damaged to use.

Two Liberators meanwhile hovered overhead to mark the position of the ditched crew.

Injured in the crash landing, Lt. McCall remained conscious until two hours before the rescue. He was kept afloat

in the dinghy by its top turret gunner. Tech. Sgt. Lawrence F. Charland of Brooklyn. During the seven hours in the snow, hail and rain-swept sea the crew was submerged to their waists in water and only Lieutenant Ginn had sufficient strength to find a very pistol and fire flares.

According to Ginn, every member of the crew was responsible for the safe return of those who got back.

Remained in Turret

St. Sgt. Edward J. Berthiaume of Worcester, Mass., remained in the ball turret defending this ship all the way despite the lack of oxygen.



MEMBERS OF THE FLYING FORTRESS CREW on which Sergeant Ward of Donnajs serving are shown in this air forces photo. Bottom row, l. to r.; Lt. Ben J. McCall. Lt. C. A. Reed. Lt. J. L. Replogle and Lt. R. E. Lambiaso; standing, l. to r.: Tech. Sgt. L. F. Charland, St. Sgt. W. H. Bowles, St. Sgt. S. W. Easterbrook. Sergeant Ward, and E. J. Berthiaume. The last man on the right is not identified.

He refused to share the pilot and co-pilot's oxygen supply because they "needed it more than he did."

While the crew was stacked in the radio room waiting for the crash landing. Tech. Sgt. Stanley W. Easterbrook, radio operator from Shippensburg, Pa., removed one shoe and stretched his legs to tap out an SOS with his toes.

The tail gunner, who was thrown from the ship in the collision and who is still "missing in action" was St. Sgt. William H. Butler of Windsor, N. C. The rest of the crew included 2nd Lt. John Replogle, navigator from St. Peters-

burg, Fla., who claimed a probable during one of the fighter attacks; 2nd Lt. Robert Lambiaso, Abington, Ill., bombardier and St. Sgts. William H. Bowles, Carthage N. C., and Lynn D. Ward, Alamo, waist gunners.

Graduated at Donna

Sergeant Ward is a 1939 graduate of Donna High school. He trained at Sioux Falls, S. D., and at the Harlingen Army Air Field.

Earlier in the war he was a crew member on the Fort "Pistol Packin' Mama" but was transferred to the "War Cry" after his other ship was forced to make a crash landing.

548th SQUADRON
 3rd Sth BOMB GROUP.
 3rd AIR DIVISION
 RAID ON BREMEN
 NOV 13, 1943

Dear Editor,

I've taken notice the pictures of all the crews that have appeared in the Hardlife Herald. With the exception of Lt. Franks crew. Since they were the first to finish their combat tour, and I may add without an abort. I think they deserve to have their picture shown. I previously sent in pictures of the crew. But for some reason were not shown. I am once more sending you their picture with the original "Raunchy Wolf" taken in Great Falls, Montana where we trained. I hope this picture will be published.



Top Row Left to right

Lt. I.H. Frank -Pilot, Lt. JI Watson-Co-pilot, Lt. MT Farrell-Nav.,
LT LB Westerman - Bomb

Bottom Row Left to Right

S/Sgt HARvey Snider -L.W.G, S/Sgt AA Oldfather-Tail G,
S/Sgt AM Boyer - RWG, T/Sgt LA Moomaw-Radio,
T/Sgt DR Whitney-Top Turret,
S/Sgt AR Bartholomew-Ball Turret

First Mission 7-17-43

#25-11-16-43

Sincerely yours,

Arthur M. Boyer

Dear Ed,

I'm writing for a friend, Jan Daley, whose father Herb Shute was shot down on a mission to rescue POWs. His aircraft crashed in Holland a few days after the war in Europe was over.

Jan was told by her mother that Herb wanted to go on this mission because he knew his best buddy was among the POWs. Jan doesn't know the name of the buddy but he stayed in the service and retired as a Colonel.

Jan's mother now has Alzheimer's and can't give her any of the details concerning her father. Jan is a beautiful woman, a very successful ballad singer and musician in Los Angeles. She would appreciate any information members of the 385th may have concerning Herb Shute.

Please contact her:

Jan Daley
173 N. Las Palmas Avenue
Los Angeles, CA 90004
FAX: (818) 782-5017

Very truly yours,
Byron Morgan

Dear Mr. Stem

May I begin by introducing myself. My name is Jo Ann Hansen now, however, my maiden name was Jo Ann Levy. I am the daughter of Samuel K. Levy who was a member of the 385th Bomber group, 551st Squadron, during World War II.

I was an infant when my father was shot down over Germany and killed. Naturally, I have always wanted to find out more about him personally, and the events of his death. Just recently, I was fortunate enough to learn that a friend would be able to help me make the connections I needed so as to answer my many questions. Through this friend, I was blessed to have had the opportunity to meet Milton Shalinsky.

Just before Thanksgiving I traveled to Kansas City and stayed with Milton and Ann at their home. It was a very special weekend for me, and because Milton has such a wonderful memory, and was so eager to share his experiences with me, it completed my puzzle, answered my questions and gave me the closure I so desperately needed. Also, now that I am about to become a Grandparent, I will have information I needed to pass on to the next generation so they will be proud of their Great Grandfather and know how he gave his life for his country and also understand how gallantly all the men and women fought, and were willing to risk their lives for their country and freedom.

I understand that you might be able to assist me in adding my Father's name to the "Wall of Valor". I would very much like to do this and hope I am not too late. Please either contact me by return fax, call, or write. I will then send the check and information needed.

Thanking you in advance for your assistance.

Very Sincerely
Jo Ann Hansen

Editor's Note: We gave Jo Ann the address for Wall of Valor listing.

IAN McLACHLAN - AVIATION HISTORIAN

10 All Saints Green Worlingham Beccles Suffolk NR34 7RR England
Telephone 01 502 713253

5th December 1997

Ed Stem
PO Box 9466
Fargo
ND 58106-9466
USA

Dear Ed,

Firstly, I'd like to say a very big THANK YOU to all the 385th for giving Sue, Jake, Maddie and I such a superb time in Tucson. It was a time we'll never forget and we were overwhelmed with the kindness, hospitality and friendship shown to us. I may be an author of sorts but there aren't words big enough to encompass how we feel about that great-hearted group, the 38[^] veterans, their wives and families. I returned to England with renewed enthusiasm for continuing to promote 385*¹ history and achievements as best I can and one avenue has possibly opened up where, once again, I hope the 385*¹ can assist.

Briefly, a British television company is interested in doing a documentary about the loss of the Hutchison and Pease crews in that tragic mid-air collision on 21st February, 1944. Finding wreckage of Hutch's ship way back in 1964 is how I began my interest in the 385*¹ and I'd like the TV programme to pay tribute to both crews. The theme of the programme is archaeology and we're planning a final dig on both sites to recover items for museum display in recognition of both crews and the 3 83*¹. Evidence indicates that there are two engines of Hutch's ship still buried - the Pease site's a little more uncertain but while we've got the machine at one site, it'll make sense to excavate the other. Before any of this can go ahead, I need to get landowner's consent and a Ministry of Defence Licence and, to support the documentary, I need as much background and as many pictures as I can get which is where I hope HARDLIFE HERALD will once again help. I have pictures of the Hutch crew but, despite searching for over 30 years, I've never seen one of the ship they were flying that day, serial 42-31370, tail letter "O". Of even more importance to the pro; gramme is a picture of Lieutenant Pease and his crew:

Pilot: Pease, Warren J	1/Lt	Aircraft serial 42-37963
CP: Brown, Edward B	2/Lt	
Nav: Kaplan, Bernard	2/Lt	
Bomb:: Jenkins, Robert E	2/Lt	
TTG: Clift, William R	T/Sgt	
ROP: Gill, William Jr	T/Sgt	
BTG: Owsley, Franklin C	S/Sgt	
TG: Falls, Junior M	S/Sgt	
LWG: Dickason, Harold E	S/Sgt	
RWG: Bruner, Gail F	S/Sgt	

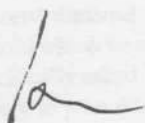
If anyone can help me with pictures of any of these men or recollections about them, I'd be very grateful. It may be that their crew picture is in the original 385th history or the recent publication but they've not been identified so, again, I'd welcome it if someone could point them out for me. Incidentally, I don't have a picture of their aircraft either.

Ed, if this dig goes ahead, it'll be the culmination of years of work on my part and I'd dearly like to do justice to both crews by having their photographs and an appeal through Hardlife seems like the best shot I have.

Things have been hectic since getting home from the reunion and-1 have a very long, "to do" list so will ask for forbearance from all those to whom I made promises. I *will* be in touch.

Thanks again for everything and, of course, for cementing everything together via the newsletter.

Best wishes,



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Make check payable to: **385th BGMA**
Mail to: **Verne D. J. Philips, Treasurer PO Drawer 5970, Austin, TX 78763**

Give any info about yourself, such as crew position or assignment at Great Ashfield, names of crew members, missions flown, etc. Any interesting experiences in the 385th.

Editors Note: We will be running short excerpts from this book in the next few issues, just to give you a taste of the many surprises you'll find in reading it. We talked to the author and received permission with the thought that you'll want to read the whole history of air combat in WW2—Corregidon, Peral Harbor, Midway, the works

MILITARY HISTORY

"Quite simply the best short account of air power in the Second World War."

—**Spencer Tucker, *Fort Worth Star-Telegram***

In *Clash of Wings*, Col. Walter J. Boyne, USAF (Ret.), has focused his aviation expertise on air combat in World War II to create a readable, comprehensive history of the war waged in the skies over land and sea. Boyne masterfully recounts the decisive battles waged on all fronts and elucidates the strategies of each commander. He also gives critical evaluations of the machines themselves and the technological advances that made airpower such a key element in the war, making *Clash of Wings* an indispensable volume for anyone interested in the history of warfare or aviation.

"Boyne is in masterly command of his global narrative."

—**Robert Anderson, *The Chicago Tribune***

"*Clash of Wings* makes a fine source book, for it tells you everything you wanted to know about WWII's air war in one brief literary bombshell."

—***Stars and Stripes***

WALTER J. BOYNE is a retired Air Force colonel and the former Director of the National Air and Space Museum. He has written more than twenty-eight books about the military and lives in Ashburn, Virginia.

The Luftwaffe would occasionally strike a sharp blow, as when on March 6, 1944, the Americans made their first raid on Berlin 1660 aircraft dropping 1,626 tons of bombs through the overcast. The largest force of enemy fighters since Big Week reacted, including a sizable portion of the night-fighter force, and they destroyed 69 American bombers.

There were a thousand aspects to the long and bitter air war, but four cities and one aircraft came to symbolize the heart of the campaign. The cities were Hamburg, where the first man-made firestorm occurred; Schweinfurt, where the Germans asserted daytime air superiority; Berlin, where the Bomber Command lost a costly battle; and Dresden, which became the symbol of the depths of the campaign when it was destroyed in an anticlimactic bombing horror in February 1945.

The one aircraft was the North American P-51 Mustang, the long-range fighter that reversed the losses at Schweinfurt and over Berlin, and made it possible for the Allies to secure air superiority, allowing the bombing campaign to reach its final intensity.

The British learned the hazards of daylight bombing in one mission. On December 18, 24 Vickers Wellington twin-engine bombers, the best the RAF possessed, made an armed reconnaissance of the Schillig Roads waterway and Wilhelmshaven.

German fighters shot down 10 Wellingtons into the sea, most in flames, for the fuel tanks were vulnerable. Two more ditched en route, and 3 crashed on landing. The first lesson had been learned: unescorted aircraft could not bomb in daylight from medium altitudes and live.

British training and doctrine were destroyed at a stroke. Very little effort had been devoted to night navigation or bombing and few crews were capable of finding the Ruhr in the dark, much less a city and still less a particular factory in that city.

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tics were awash in the blood of the aircrews. In one of many coincidences of the war, the three major western opponents endured strikingly similar losses among their aircrews, the Germans lost 80,588, the British 79,281, and the Americans 79,625 lives. Losses among staff members were considerably lower.

By April, however, it was apparent that the objectives of Operations Pointblank and Argument had been achieved. The Allies had the requisite air superiority to permit an invasion by methods that no prophet of airpower had ever forecast. Air superiority had been won not by bombing the enemy's factories into oblivion; instead, it was won by the long-range fighter, using the bomber formations as bait to entice the Luftwaffe to fight.

The USSTAF and Bomber Command at last combined their offensives, the Eighth and Fifteenth Air Forces hitting synthetic oil plants while Bomber Command hammered targets in the Ruhr where benzol was derived as a by-product of the coke ovens. In the process, an argument that had by now become academic was settled: precision bombing using the Norden bombsight could do more damage with 250 tons of bombs than could an attack using radar with 1,000 tons.

unexpected dividend. By the end of the war, the 220,000 tons of bombs rained down on the German oil industry had reduced its output to 5 percent of the previous year's production, resulting in bizarre anomalies like the latest thing in aviation, jet fighters, being towed to their takeoff positions by teams of horses to save on the fuel required for taxiing.

Without question, the single most advanced aircraft the Germans put into the field was the Messerschmitt Me 262 jet fighter. With its twin jets, swept wings, heavy armament, and 540-mph top speed, the Me 262 was easily the best fighter of the war and a clear harbinger of the future, for it influenced the design of the postwar North American F-86, Boeing B-47 and, at least in plan form, the Boeing 737 airliner.

ROUND-THE-CLOCK BOMBING

285

Yet the morality of bombing must be considered within the context of World War II politics, where, as a famous historian has noted, the greatest immorality would have been to allow Hitler to win and to establish the perverted Nazi rule over much of the world. Further, some argue that there are degrees of morality, and that area bombing is more immoral than the precision bombing techniques advocated by the United States.

This, however, is essentially a nonargument, for the implacable factors of weather, wind, size of the bombing formation, inexperience, mechanical flaws, and German resistance tended to make *most* bombing area bombing, whether it was intended to be so or not. Precision bombing—the precise surgical strike that attempts to place all the bombs only on hard military targets—was the goal of the United States Strategic Air Forces, and was, indeed, often the goal of Bomber Command. But it was a goal usually impossible to attain. The question that daily faced Allied leaders was not “Do we bomb precisely?” but “Do we bomb at all?”

Even with this caveat, the leaders of both the RAF and the USSTAF would have preferred to do 100 percent precision daylight bombing for a wide variety of reasons. It would have meant easier navigation, better target identification, more harm to the enemy war potential, and less likelihood of the need for a return trip. They were inhibited from doing so by the size of the formations, the nature of the bombing problem, the weather, and not least, the Germans, who used fighters, antiaircraft fire, decoy fires, electronic counterwarfare, smoke screens, and other devices to combat the attack. So instead of bombing as they wished, the Allies bombed as they could, and for the most part this meant area bombing.

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JHJI ND-THE-CLOCK BOMBING

287

Wfiense effort that a successful bombing campaign would require, of the tremendous resilience and strength possessed by a modern industrial country such as England or Germany. Both sides also completely underestimated the apparently inexhaustible ability of Germans to endure the ravages of bombing.

When the war ended with Germany in ruins, with city after city gutted shells, the streets filled with rubble, the utilities destroyed. it seemed that bombing had, after all, been effective. It had taken a long, hard fight to beat the Germans on the ground with the assistance of bombing, and the question "What would it have been without it?" had to be asked. The answers seem obvious. In the first place, there would have been no invasion without the air superiority obtained through the bombing campaign. Had there been no invasion, then there were only two probable outcomes for the ground war. Russia might have made a separate peace, leaving Germany still master of the Continent. Alternatively, Russia might have crushed Germany in the field and then continued its victorious land assault across Europe to the English Channel.

After the war, captured Germans didn't seem to doubt the efficiency of the bombing or the disastrous effect that it had upon their war effort. Albert Speer called it the unrecognized second front, as it diverted 2 million men, 30 percent of the gun output, 20 percent of the heavy ammunition, 50 percent of electronic equipment, and 33 percent of optical equipment to anti-aircraft units. Perhaps most important, 75 percent of the vital dual-purpose 88-mm guns were diverted to anti-aircraft duty from their primary task of killing tanks on the Eastern Front. Hermann Goring attributed the loss of the war to the American long-range escort fighter achieving air superiority. Field Marshal von Rundstedt stated unequivocally that air power had made the difference. Most other German leaders, military and civilian, agreed that airpower had won the war for the Allies.



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|-------------------|--------------|
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| C.J. Thomas | March '98 |
| William Swenney | November '97 |
| Ivan E. Caneen | February '98 |
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