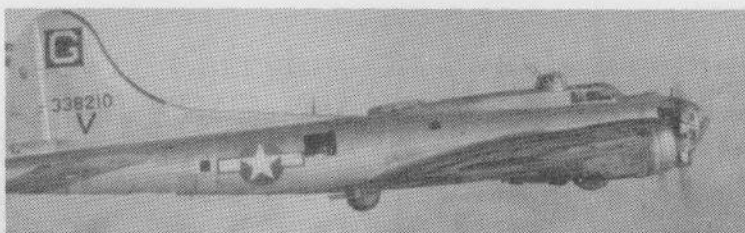


COMBAT UNITS

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. 155, 18th AWS

"The Mighty Eighth Reunion Group"

385TH BOMBARDMENT GROUP REUNION ASSOCIATION

GREAT ASHFIELD — SUFFOLK, ENGLAND

STATION 155

ASSOCIATION OFFICERS

PRESIDENT

DR. VINCENT W. MASTERS
Gilbert Health Center
University of Georgia
Athens, Georgia 30601
(404) 546-1324

VICE-PRESIDENT

FRANK P. MARANO
63 Club Road
Upper Montclair, New Jersey 07043
(201) 746-6044

ASSOCIATION SECRETARY & REGISTERED ADDRESS

JOHN C. FORD
7204 Easy Street
Camp Springs, Maryland 20031
(301) 449-6382

TREASURER

JOHN F. PETTINGER
121 Home Park Road
Venice, Florida 33595
(813) 488-7569

HONORARY MEMBERS

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FRANK B. WALLS, Past Pres.

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JOHN K. HUGHES
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JAMES L. COOPER
RUDY J. CUNAT
CHARLES C. SMITH

1977 HOST

ARKEY HUBER

NEWSLETTER

Volume VI, No. 5

15 April 1976

Editor: John Ford

GROUP NOW CHARTER ASSOCIATION



JOHN F. PETTINGER

Until 11 February 1976, this Group did not have any organizational document to provide the rules and regulations necessary to govern planning, membership, finance, goals or purpose for existing. Since the adoption of the Constitution and By Laws, several actions have taken place. Jim Cooper, our able Treasurer for the past several years, has been forced by the press of his personal business, to request replacement. His request has been honored with sincere regret,

for the members of this Group owe Jim and his wife Dot, our heartfelt thanks for a job well done. Our new Treasurer, whose picture appears at the top left, is "Cash Basher" John F. Pettenger, one of the original 385th pilots with the 551st, Commander of the aircraft "Pregnant Portia". John was shot down on Mission 27 to Munster on 10 October 1943 and was imprisoned at Sagen for the duration. He recently retired as a Captain on United Air Lines and resides with his wife Ronnie, in Venice, Florida. Several new committee Chairmen have been named since the adoption of the Constitution. Frank B. Walls is now Chairman of the Finance Committee, Charles C. Smith is Chairman the Reunion Committee, Wilbur "Rally" Dennis is Chairman of the Historical Committee, and

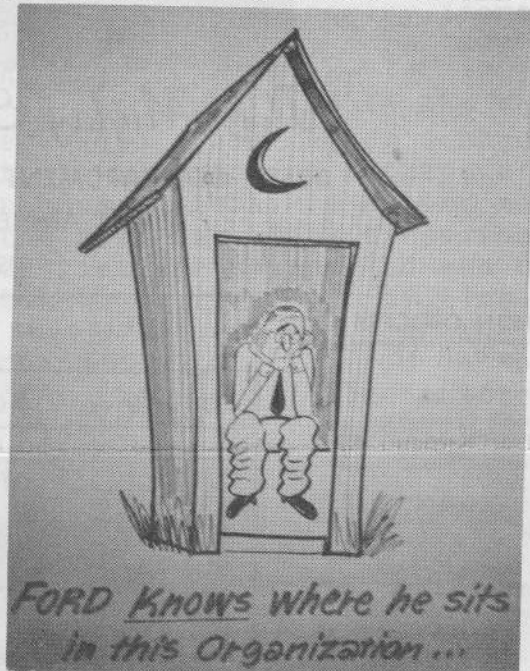
John Ford was named Travel Coordinator. A vacancy exists for Chairman of the Membership Committee and anyone who can devote some time to this Committee will be most welcome. Speaking of the membership, we now have 524 active addresses, and since 20 February, over 300 members have paid their dues. In the midst of publishing this NEWSLETTER, your Editor is preparing the petition to the IRS for tax exempt status on the basis of a non profit veteran organization. When this status is granted, application will be made to the Postal Service for a non profit mailing permit which will lower our mailing costs considerably. Such a tax exempt ruling will also benefit several of our members who have made

(Con'td page 2)

ASSOCIATION STATUS (Con'td)

exceptionally fine donations during the past two months, since such donation will also be tax exempt and can be claimed on the annual tax filing. You will also notice on the letterhead that we have given deserved recognition to the support units, without whose support the 385th mission would never have been accomplished. Requests for the Group History have also picked up and with a few more orders, we intend to go to print before the full 100 orders are received. Bill Wilson is checking with Newsfoto Printing in San Angelo, Texas, to see if their original bid (it is several months old now) is still valid. If so, we go to print soon. Even items donated to the historical file, if they are reasonably estimated, will have a gift donation value. In February, when "Ruby's" picture was printed on the back of the NEWSLETTER, Harold C. Prange did not know where the rest of his crew was located, but as a result of the photo, he has located all but one of the old "Ruby's Raiders". Incidentally, the Cpl. Ploss who painted Ruby's photo on the aircraft, is also the same man who decorated the stage in Hanger #1 for the 200th mission party. And as if that party didn't leave me with a nasty hangover, the problem with getting out membership cards certainly does. Out of all the previous listings of 385th personnel, not one contains the Squadron or unit of assignment, position held during the war, wife's first name, and, if aircrew, the pilot's name, aircrew number, missions flown, airplanes name and number of missions flown. Someday when you have 13¢, send the information in to this address. Cards will be sent to member and wife. They are numbered and if your dues are paid, it is noted on the reverse side of the card. And, since quite a few of you want an updated listing of our membership, a target date of 1 May has been set to get this listing in the mail. Above all, the greatest problem still to be solved is finding out the whereabouts of every man who ever served with the 385th, and that goes for those who have passed on as well as those still alive and unaccounted for on our roster. If each man tries finding one man per month - great,

AIR FARE PRO-RATA PRICE CHANGE ANNOUNCED



After striving for months to put the Constitution and By Laws together, and also getting a top notch travel package for our Memorial Trip to England - one can imagine the feelings aroused when faced with an air fare price rise far different than one would expect. At the final moment of signing for the charter aircraft, it was discovered by the overseas branch of the airline, that flights originating and terminating in this country, can only be contracted for in the USA. These rules by the C.A.B. are for the protection of the charterer, but that is no excuse for not having been told before the last minute. That accounts for my assuming the role depicted in the photo above. Under the new contract, the price increase per person is \$13.40 and the new air fare breakdown follows: Air Fare is \$252.42, plus \$5.60 airport taxes, plus \$0.98 administrative costs (printing, mailing, etc.), for a total air fare of \$259.00. The ground package remains at \$240.00 to include first class hotels, coaches, etc. Continental breakfasts will be served at the hotels. Those who wanted more time to think about the trip will soon find that time has run out for them. Get your reservation in as soon as possible. Everything is "GO" as of now. You can see where I'm sitting! -

— They're Carrying On Family Tradition —

AFWL's Brother Captains Attain Ph.Ds

Wright-Patterson AFB, Ohio

The Bicentennial year is a time for all of us to look back on our history and traditions. But for two brothers, tradition is the Air Force.

Cpts. Eric and George Jumper, both recently graduated from the Air Force Institute of Technology (AFIT) School of Engineering (EN), are following a career their father started — and that a younger brother is about to begin.

Both at AFWL

The captains, who were graduated from AFIT/EN Dec. 19 — with Ph.D.s — are both assigned at Kirtland AFB, N.M., in AFSC's Air Force Weapons Laboratory (AFWL). Eric is assigned to the Theoretical Branch, while George works in electric lasers.

Their younger brother Jeffrey will be graduated from the Air Force Academy in June.

Eric, 29, and George, 33, both were commissioned through the Air Force ROTC at the University of New Mexico — Eric in 1968 and George in 1964.

Both obtained their master's degrees under AFIT programs. George did it in the residency program at EN, and Eric under the AFIT Civilian Institutions Directorate at the University of Wyoming.

"Oddly enough," recalls Eric, "I was stationed at Wright-Patterson in AMD's Aerospace Medical Research Laboratory while George was a student at EN. Then, while I was a student, George was assigned to the Air Force Materials Laboratory." Both laboratories here are in Systems Command.

Ph.D. candidates at AFIT spend from 18 to 24 months in the classroom before beginning work on their doctoral dissertations at one of AFSC's laboratories at Wright-Patterson.

While working on their doctorates, both men came under the guidance of Dr. James E. Hitchcock, who became their adviser.

"Cpts. George and Eric Jumper were well known at AFIT," reports Dr. Hitchcock. "Coincidentally, both specialized in the field of heat and mass transfer, and their research enhanced our understanding of the field."

Some Collaboration

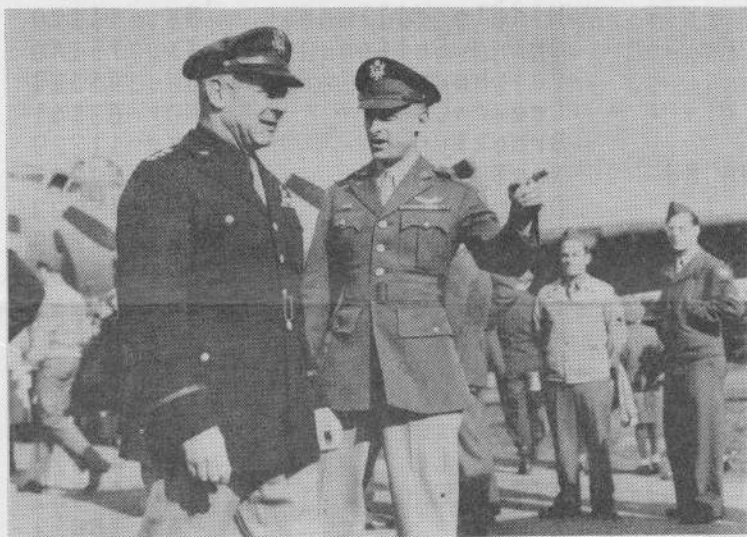
Eric was assigned to Kirtland in 1973, and he was joined by his brother last July. Now, working in AFWL, they sometimes collaborate on projects.

Their careers have paralleled that of each other, as well as their father's. The elder Jumper — Col. George Y. Jumper, USAF, Retired — is a graduate of West Point and also an engineer.

An Air Force family — all officers, all engineers. All making the Air Force a family tradition.

Reprinted from the U.S. Air Force Systems Command's "Newsreview", February 1976

MEANWHILE, 31 YEARS AGO, DAD EXPLAINS PROBLEMS WITH SAME PRINCIPLES



During the 200th mission party 31½ years ago, Colonel George Y. Jumper was trying to tell Lt. Gen. James Doolittle, some of the problems he faced in transferring mass and heat-aircraft, aircrews and incendiaries! The members of the 385th BG send congratulations to Colonel and Mrs. Jumper on the achievements of their sons. Their goals are high and their flights seem well plotted into the future.

LOJINGER'S CREW ADDED TO LIST OF CREWS SHOT DOWN!

In January 1976, Robert I. Lojinger, former pilot in the 549th Bombardment Squadron, 385th Bombardment Group, was told by one of his former crew members that the 385th had organized and had been holding reunions over the past thirty years. This was news to Bob, who had not heard anything about his WW II unit since the conflict ended. He wrote in to the Secretary and asked that his name be entered on the mailing list. As usual, a package of all items printed since the Fifth Reunion in Atlanta, was mailed to Bob as soon as possible. This package included the Souvenir Bulletin that was passed out to all participants at Atlanta, and it also contained a reprint of all the missions flown by the 385th, with all of the mission losses shown in parenthesis after the mission. It had been extracted from the original Group History. After the 57th mission to Brunswick on 30 January 1944, there were no losses listed. This was a stunner to Bob, whose crew had been shot down and spent the rest of the war in Stalag Luft #1. It took a long time, but the Lojinger aircrew is in our history now!

"THE VIBRANT VIRGIN"



John F. Pettenger's original crew #36, is shown at the left. It was an original 551st aircrew from Great Falls, Montana, and as can be seen, it was a B-17F. Pettenger was shot down over the target of Munster on 10 October 1943. Engine on fire, no oxygen, and German fighters swarming, John ordered his crew to bail out. It was his 19th mission and in those days the average crew life expectancy was 11 missions. The crew was imprisoned in different Stalag Lufts and John and some others were sent to Stalag Luft 3 at Sagen. It was 22 October when they arrived. David Leventhal, his Navigator, escaped twice, but after being caught the second time, he was given a thorough "going over". John play-

ed guitar in the Camp Band. On 27 December 44, they started a forced march to Spremberg in sub-zero weather and snow. They departed Spremberg on 5 January 45 via train, arriving at Dulag 7A in Moosberg on 7 January. They were liberated on 29 April 45 by the 10th Armoured Division of the Third Army. Incidentally, the forced march to Spremberg was 100 miles. Processed at Lucky Strike, John departed Le Harve on the Ship Kungsholm, arriving in New York on 29 May 45. Other members of John's crew were John Baum, Co-pilot, Killed in Action; Ernest Bemis, Co-pilot David Leventhal, Navigator; William Dorney, Bombardier; Robert Lewis, Top Turret Gunner; Richard Clairmont, Ball Turret Gunner, Killed in Action over Regensburg, 17 August 43; Glen Knecht, Ball Turret Gunner; John Shealy, Radio Operator-Gunner; Donald Sanborn, Tail Gunner; Harry Rudberg and John Leahy, Waist Gunners. The Committee is honored to have John aboard!

IN MEMORIAM

Sanford Swerdlin

Pilot, 551st BS,

8 March 1976, Heart.

John Serafin

Pilot, 548th BS,

24 December 1975, Cancer 1 September 64, Cancer

Edward Meredith

Navigator, 548th BS

"RUBY'S RAIDERS"

Named for Cpl. Ruby Newell, chosen by Stars & Stripes as the most beautiful WAC in the UK. Harold C. Prange, Pilot, stands on the left of the rear row. Others from left to right rear row are Richard McHugh, Co-pilot, (Deceased); Raymond Drake, Navigator; Gilbert E. D'Alonzo. Front row, left to right are W. P. Dickerson, Tail Gunner; Abner E. Tilley, Radio Operator-Gunner; Allan Babbitts, Ball Turret Gunner; Albert E. Beran, FE & Top Turret Gunner; Paul N. Grilliot and James W. Krause, Waist Gunners. Missing from picture is DeJack Vittitow Jr. who replaced Dickerson when he became ill in hospital.



STATISTICS FOR 1ST AND 3RD AIR DIVISIONS - 8TH ARMY AIR FORCE

BOMB GROUP	MISSIONS	SORTIES	BOMB TONNAGE	ACFT		E/A	E/A CLAIMED			SORTIES/A/C LOST	NOTES OF INTEREST
				E/A	LOST OTH		CONF	PROB	DAMG		
303rd	364	10721	24918.1	165	1st AD recorded only combat losses of acft	379	92	174	65	Most missions. 1st 25 missions-Roscovitch. "Nine-o-Nine"-140 w/abort. Pioneered B-17 Formations. Dropped most bomb tonnage. Dropped last bombs. 3 Medal of Honor in 1 day. YB-40's and Disney Bombs. Lost 11 acft-Schweinfurt. 2nd high in accuracy. Pioneered PFF & all Radar. Little known on history 1 acft lost/111 sorties Flew 1st B-17 mission-ETO.	
306th	342	9614	22574.6	171		392	97	185	56		
91st	340	9591	22141.5	197		420	127	238	49		
305th	337	9231	22362.5	154		332	97	185	60		
379th	330	10492	26459.6	141		249	57	131	74		
384th	314	9348	22415.4	159		165	34	116	59		
351st	311	8600	20357.0	124		303	49	177	69		
92nd	308	8633	20829.4	154		207	42	89	56		
381st	296	9035	22159.5	131		223	40	162	69		
401st	255	7430	17778.1	95		75	28	92	78		
482nd	246	346	496.7	7		14	1	12	49		
457th	237	7086	16915.5	83		33	12	50	85		
398th	195	6419	15781.2	58		5	2	1	111		
97th	14	247	395.1	4		16	3	9	62		
1st	8	104	185.8	1		3	5	1	104		
TOTALS	3897	106897	255769.8	1644	Unk	2816	686	1626	65	Avg 1 loss/65 sorties	
94th	324	8884	18924.6	153	27	342	92	154	58	Activated 4th Wing-5/13/43 Highest losses-3rd AD. Only 8th unit w/3 DUC's. Aphrodite & Battly Missions. Many high loss missions. Hewitt Dunn flew 100 mission Credited last combat mission Medal of Honor-R. Femoyer. 2 Medal of Honor-same acft. + 46 B-24 Missions. + 46 B-24 Missions. + 62 B-24 Missions. + 40 B-24 Missions. + 47 B-24 Missions.	
96th	321	8924	19277.3	189	50	354½	100	222	47		
95th	320	8903	19769.2	157	39	425	117	231	57		
388th	306+	8051	18162.0	142	37	222½	80	116	57		
100th	306	8630	19257.1	177	52	261	101	139	49		
390th	300	8725	19052.2	144	32	342	74	97	61		
385th	296	8264	18494.0	129	40	287	80	95	64		
447th	257	7605	17102.7	153	27	342	92	154	50		
452nd	250	7279	16466.6	110	48	96½	45	58	66		
486th	188+	6173	14517.0	33	24	22	6	18	187		
487th	185+	6021	14041.4	33	26	21	5	18	182		
34th	170+	5713	13424.6	34	39	8	4	12	168		
490th	158+	5060	12407.4	22	32	4	0	1	230		
493rd	157+	4871	12187.5	41	31	11	6	3	119		
TOTALS	3538	103103	233083.6	1517	504	2738½	802	1472	68	Avg 1 loss/68 sorties.	
GRAND TOTAL	7435	210000	488853.4	3161	504	5554½	1488	3098	66		

NOTE: Missions and sorties in statistics are for B-17 aircraft only.

LETTER FROM ENGLAND

Dear Mr. Ford:

Please may I introduce myself to you. I am Fred Dunn, member of Friends of the Eighth, and Chairman of the Essex Historical Aircraft Society.

I am writing to you with regard to an 8th AAF B-17 of the 550th BS, 385th BG. This aircraft came down in the Thames River on 12 May 1944. It is believed the B-17 was P-109, based at Elmswell, Suffolk.

Perhaps it may be of interest to your members to know that we have recovered one of the control columns out of the remains of the aircraft on the river bed.

I have a copy of the crew list that indicates the crew were safe after bailing out over Tilbury. The list is as follows:

Pilot: Seehof
Co-Pilot: Laughter
Nav: Lt Chester Krecisz, 706939
Bomb: CWO Stewart Hahsen, T-186203
SSgt Edward C. Pilay, 39272079 - (FE)
SSgt Larry Pussell, 13093819
SSgt Wayne Morris, 16150306
Sgt Russell Houser, 13003953 (Injured)
Sgt Marcel Roussell, 11085916
Sgt Robert Corty, 16034303

I would be most grateful if you would be kind enough to let me know if this aircraft and crew are known to you and if there is any possibility that some of the crew may visit the UK with your group this September. We may be able to recover the rest of the machine later this year depending on the weather conditions, etc., and if we are successful, I will keep you informed.

Yours Sincerely,
(Signed)
F. R. DUNN
21, Sussex Road,
Brentwood,

*****0*****

The above letter is but one of many that are received every week from persons overseas, with interests varying from history to archeology. They must be answered. As a matter of fact, there

are many families of former airmen who have never found out what happened to their loved ones, and over the years they have had little to go on except conjecture or hearsay. It is amazing how some of the true stories of accidents are emerging from the work of other men just like Mr. Dunn, Ian McLachlan, John Archer, and many others. In the case of this letter, your Editor was able to refer to the Mission Notes of the 550th BS Executive Officer, Maj. Edward Stern, to whom I am indebted for much information on the 550th. His log indicates that 7 crews went on the mission to Zwickau that day, all returned safely. But a crew from another squadron could have flown in a 550th aircraft. If anyone knows about the accident described in Mr. Dunn's letter, please let the Editor know. In that manner, Mr. Dunn will be informed, and our historical records will be enriched.

INFORMATION NEEDED

Among the souvenirs that many airmen still have in their possession are copies of Special or Operational Orders that transferred them to the 385th, listed their promotion, assigned them aircrew numbers, and, in many cases, also assigned them aircraft by tail number. Many of the original orders issued from the bases at Geiger, or even pre-Geiger, and orders issued at the bases in Montana, contain a wealth of information on personnel assigned to the 385th. Special Orders issued at Kearney, Nebraska, contain the names of all passengers flown overseas in 385th aircraft, as well as the crew number and assigned aircraft. Later, when replacement crews started overseas, most of their transfers were effected by Operational Orders issued from bases under the operational control of the North Atlantic Division, Air Transport Command. Many personnel also kept diaries that contain a great amount of information of historical nature. If any individual has any of the above type information, it is requested that you zerox or copy the information and forward it to this address. Mission flimsies, Navigator notes, your own poems, etc. - all the
(con'td page 8)

INFO NEEDED(con'td)

memoirs of yours, put together, can mean hours of pleasure for your former teammates. But one of the primary reasons for requesting this information is to reconstruct our personnel roster in the 385th and its Support Units. Perhaps a former First Sergeant has a roster, or a former Commanding Officer, Operations Officer or training Officer has a full roster of his flying officer personnel. As an example, your Editor has a complete roster of all the maintenance personnel that served in the 550th Bomb Squadron. This roster includes their rank, MOS, Crew Chief Assignments, and their home address upon entry for duty.

EDITOR'S CORNER.....

It has been my policy to try and answer letters within a 24 hour period, but on many occasions, the inquiry is general in nature and asked by more than one person. This type letter is usually answered in the NEWSLETTER in one form or another. When a new member's name is sent to this office, a package of all our printed material is mailed not later than the next day. Many times the names or addresses are misspelled and corrections take up quite a bit of time. Even after several years, W.J. Jarman had his name changed correctly from Jarmon. But since I'm the son of a Scotsman, man or mon - what's the difference? Hoot Mon!



WHODUNNIT? Did Ted Harris bring this B-17F back to the 548th BS early in war?

385th BGRA NEWSLETTER

John C. Ford, Editor

7204 NG 7th Street

Camp Springs, MD, 20831

FM 1976

ADDRESS CORRECTION REQUESTED

ALWAYS

USE ZIP

CODE



FIRST CLASS MAIL

KOSCINSKI JOSEPH B
2514 SUNSET DR
BELOIT WI 53511