

BACK TO THE SACK
 OHIO AIR FORCE
 SKY GODDESS
 BONEY TONE SAL
 HESITATIN' HUSSY
 GROUND HOG
 BIG GAS BIRD

HIT PARADE JR
 RAUNCHY WOLF
 "HAYRAG" ANNIE
 LIBERTY BELLE
 STAR DUST
 ANGELS SISTER
 GREMLIN BUGGY II

THE BLACKJACKER
 GOLDEN GOOSE
 WAR HORSE
 HEAVENLY BODY
 CROWBOUND
 THUNDERBIRD
 POCADDELY QUEEN
 MISS AMERICA
 FREGNANT PORTIA

OFF SPRING
 WANDERING DUCHESS
 BLUE CHAMPAGNE
 YANK GELDING
 STARS AND STRIPES
 DORSAL QUEEN
 HARES BREATHE
 MARY FIT
 SLY FOX

CURLY'S KIDS
 MARY ELLEN
 DRAGON LADY
 WINNIE THE POOH
 MR. SMITH
 SUGAR JO

THOROGBRED

HARD LIFE



HERALD

SKY CHIEF
 PERRY'S PIRATES
 GIZMO
 MR. LUCKY
 MADAME SHOO SHOO
 PAT PENDING
 POSSIBLE STRAIGHT
 BARBARA B
 ROUNDTRIP JACK
 MY GAL SAL
 SHACK BUNNY
 SPIRIT OF CHICAGO
 HOT CHOCOLATE
 SOUTHERN BELLE
 WIT 69
 MARY ELLEN III
 HELLS BELLS
 IN LIKE FLYNN
 PIN UP GIRL
 PRINCESS WAL
 BETTY JO

SLO JO
 ROGER THE DODGER
 MICKY
 HALF AND HALF
 SLEEPTIME GIRL
 MICKY II
 SLEEPTIME GAL
 LATEST RUMOR
 MAIDEN AMERICA
 VIBRANT VIRGIN
 MISSION BELLE
 OL' RUM DUM
 RAGGEDY ANNE
 STORK CLUB
 LADY ANN
 PICKLE FINGER OF ?

ALEXANDER'S RAGTIME BAND
 LONESOME POLICAT
 TARGET FOR TONIGHT
 JUNIOR
 OL' DOODLE BUG
 SWEET CHARLOT
 SACK TIME
 RELUCTANT LADY
 RAGGED BUT RIGHT
 SWINGING DOOR

MISS-FORTUNE
 SHACK N LADY
 MISSISSIPPI MISS
 SATAN'S MATE
 SLICK CHECK
 KITTY'S REVENGE
 BELLE OF THE BLUE
 MARY ELLEN II

THE JOKER
 AIN'T MISBEHAVIN'
 IMPATIENT VIRGIN



NEWSLETTER OF THE 385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION

COMBAT UNITS

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

VOL. XVI NO. 2

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AUGUST 1998

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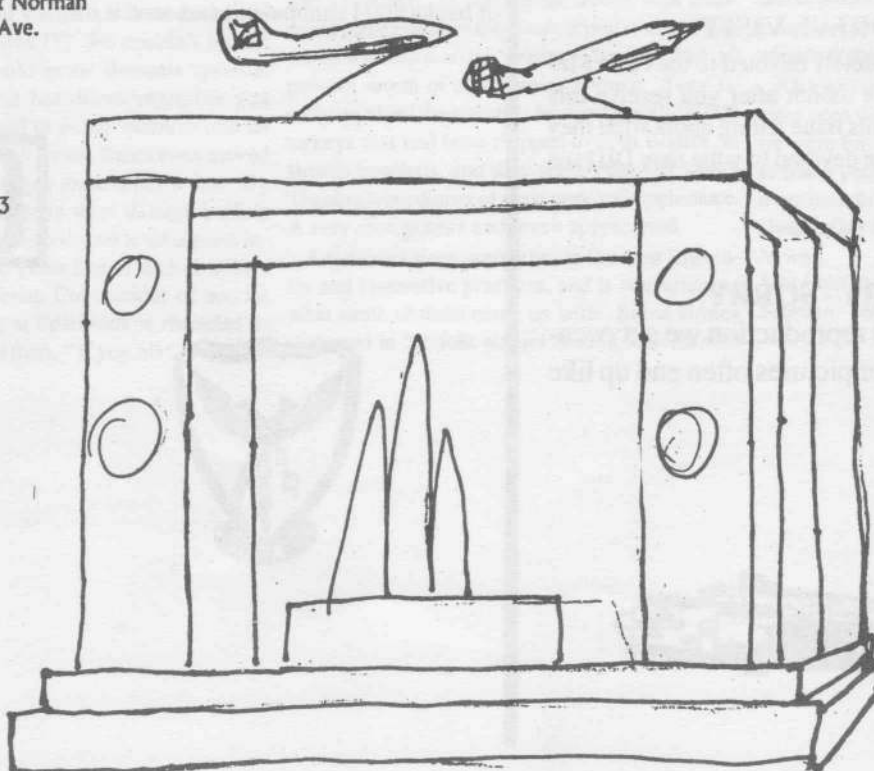
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Your editor can be reached via EMAIL through his business "Website"—address www.fargoweb.com/straus While you're at it pay attention to the Straus ad. Orders gratefully accepted, shipped promptly, satisfaction guaranteed.

ELECTION OF OFFICERS—SAVANNAH 1999

Send your nominations for the election of officers. Contact your nominee to make sure he is willing to serve—and don't be hesitant to offer your own name as a candidate.

Send your nominations for the election of officers to the Chairman of the nominating Committee, Past President Bob Smith, 12019 N Anna J Dr, Spokane, WA 99218-2783.

Be sure to contact your nominee to make sure he is willing to serve if elected—and don't be hesitant to offer your own name as a candidate.

Election will be held at the first business meeting in Savannah, after taking nominations from the floor to add to the list.

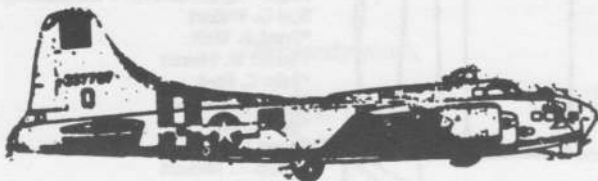
Here's an opportunity to serve. Don't forget to nominate possible Editors, too. Your present Editor turned 84 the day before this was written, and his family is telling him he's too old to (a) drive a car, (b) go out partying, (c) go to reunions without supervision, (d) sleep in the same bed with his wife—we could go on and on.

PERLE MEMORIAL VISIT

The next issue will be almost completely devoted to the Perle Memorial visit—should be out about a month after you receive this issue. You'll find several letters in this issue telling about what they would see, but the next issue will be devoted to what they DID see and do.

SORRY - SORRY - SORRY

Sorry for the very dark picture reproduction we get occasionally—reprints of newspaper pictures often end up like that.



EDITOR'S NOTE: We had a call from Jerry Monkman, who finished 30 missions on April 29, 1944 and then went on to be a photo gunner and a lot of other things until the war was over. Asked him to write a letter to the editor telling about it, but he probably won't.

Incidentally, Jerry claims that he remembers your Editor walking through his barracks one day and finding them with a keg of beer. Since they didn't offer him a drink, he confiscated the barrel. That's what he says—we deny the charge. Can't believe anyone would have such a memory after all these years.

Pages 220-21-22 of the June issue should have had a work of explanation—Here is is:

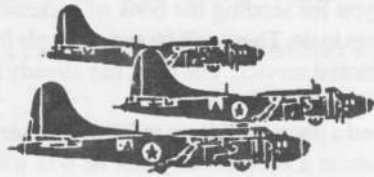
Here's an interesting look at the last few days of our Control Tower's records, showing the take-off for home, Lt. Gunn's crash landing at Wales and the crew's return to our Base to await a replacement plane that came in from Sweden (it had aborted a mission and flown to Sweden during the war.)

Lt. Gunn's plane had 20 on it—his crew plus most of our 550th Operations staff. So—they got home a week later than the others—maybe two weeks. Most were still at Sioux Falls waiting to be mustered out when the rest of us, who came back on the Queen Elizabeth, got there in August 1945.

Happy Day!

Incidentally, we don't remember how we got hold of the Tower's record book, but we have it—record from February 6, 1945 to the end. Anyone wanting a copy of individual pages send me a couple of bucks and I can make it and send it off.





Letters to the Editor

Dear Ed,

I recently found this photograph below of what appears to be my Dad's (Harlan Inglis) plane, the Thoroughbred in the background. I have a few questions about it, and I hope that your readers might be able to help me. First, I thought it odd that in 'The History Of The 385th Bomb Group' book, the Thoroughbred was listed with the Ser# 42-31677. This serial number as listed in the back table of "Flying Fortress" by Edward Jablonski (1965 Doubleday & Company Inc.) would have belonged to a B-17G. However one can see in the photo, the plane in question lacks the distinctive chin turret of a B-17G, and in fact is a G-17F. Were there in fact, more than two B-17's named Thoroughbred? If there were in fact two, does anyone know or have any idea what the serial number of the F model was? Also, does anyone know who the men grouped around the dog were? Dad wrote the names Birelle, Anderson, & Dr. Bard, on the back of the photo. If anyone has any information, I would appreciate hearing from them.

Yours Sincerely,
 Stephen Inglis
 21717 Inverness Forest Blvd.
 #2504
 Houston, TX 77073-1300

Editor's Note: The picture was too dark to show up — the crew plus their dog "sitting up" for a treat.



Editor's Note: We stumbled onto this picture of the 550th Administrative Staff taken in late 1944. After 54 years we decided to see how many names we could put with the faces of this handsome group. So—here are 12—anyone come up with the other 12?
 Hill, Davis, Pisani, Howell, Toubell, Halstead, Thompson, Grubb, Catone, Stelle, Thrift, Stem.

Dear Ed,

During Memorial Day Services at Jefferson Barracks VA Cemetery I learned that the VA has a new headstone system for those of us who are authorized. At attachment 1 is a copy of the different symbols that can now be ordered for a headstone, note that they stop at 29 and then begin again at 96, there is nothing in between, so if one of the 385th would like something more than one of the first three which have been the standard for years they can now order it by contacting the funeral home and the director will have the documentation accomplished for the headstone, which here at JB takes around four to six weeks after the veteran has been laid to rest. Should a member choose to be buried in a civilian cemetery/family plot but would still like a new GI/VI headstone, they should contact any VA office and request VA Form 1330 and complete same returning it as soon as possible. We were told at services Monday that 30,000 World War II vets are passing away per month now.

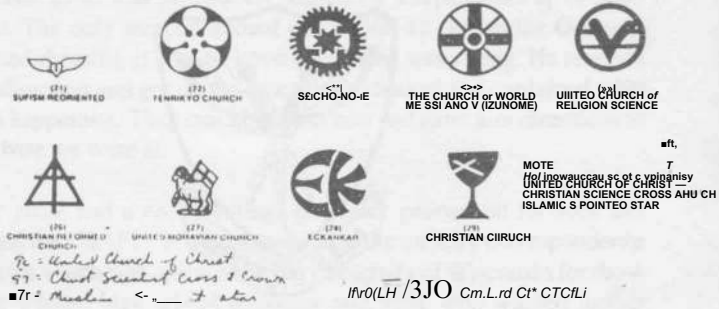
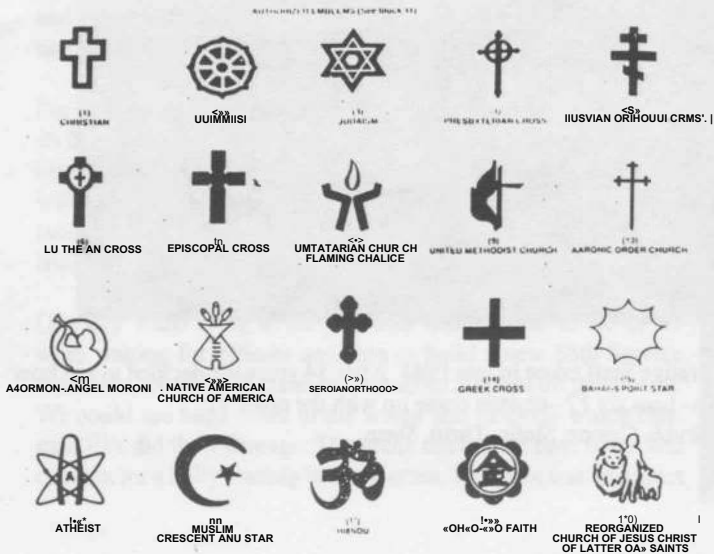
As I usually do I placed flowers, artificial at the request of the JBVA officials because deer eat real flowers and then walk onto 1-255 causing auto accidents and some fatalities recently, on the grave of Sgt. Ray Baer. To the best of my knowledge Sgt Baer is the only 385th member buried here in JB. I also decorate two 392nd graves and one Navy.

Almost forgot, you can now get two lines on the bottom of a VA headstone, 15 characters each. I've seen some that read Beloved Husband, Father and Grandfather, etc. I'd have kicked myself if I had forgot to tell you that one.

I hope this finds you well, I remember that North Dakota had lots of daylight at this time of year during my stay up there, but it was not a good trade off for me during the winter when you went to work and got off in the dark.

Sincerely,
Allen Holtman, Msgt, USAF Ret
Asse Mbr, 385th BGMA

Editor's Note: Allen also placed flowers on the 385th stone monument at the AF Museum at Dayton on June 8th.



Dear Ed,

Thank you for sending the book of Luxembourg of places to see and things to do. There will be seven people from the Ryan family at the memorial service. The book has already helped.

I received a phone call from my nephew the other night and he was telling about a documentary that he was watching on TV about a woman telling of her husband being killed in a mid air crash of 2 B-17's over Luxembourg. Here it turned out to be the wife of George E. Brown, chief engineer and turret gunner on McDonald's crew. She has been trying to contact some one from the 385th for 50 years. The title of the documentary was "Serving With Honor".

Here is her name and address to put her on the mailing list for the "Hardlife Herald". I will send a check to Verne D. J. Phillips for membership of 385th BGMA.

Mrs. Norma L. Tipsword
1587 East 1600th Ave.
Beecher City, IL 62416

Thank you, Ed
Sincerely,
Andy Ryan
4955 Antioch Rd
Harrisonburg, VA 22802

Dear Ed,

Great to hear from you! I seldom find one that remembers so well. The other day I did find one like you. Do you remember James E. Beaver? He was Group Personnel Sgt. Major. I always called him Evrett, his middle name. He was a home town boy and his dad was my school Superintendent. Beaver was a school teacher before the war. Mr. Butler, our Red Cross Field Director, was my Science teacher in high school. Bradford Meyers was Armament N.C.O. and Lt. James Heston all from the 550th were from around Anson. Old home town boys. They told me I was crazy. They used to meet our airplane after a mission. Back to Beaver, he is 89 years old and sharp as a tack. He knew almost everyone and so much about the Group History. He went to 493 Group in 1944. I went to 493 in 1944. I flew

with Major Charles Glenn until they broke up our crew and flew with Lt. Robert L Johnston till the war ended. We flew every 6 missions so I only flew 6 missions with Johnston and they were easy.

I went to UK Nov. 1943 and flew my first mission Dec. 16th, 1943 - Bremen Germany. Worst flak I every saw. Col. Van was commander when I got there and Maj. Tesla Sqdn. Com. Ed you say you are coming 84, I was 76 in April. Schleusener, Wheaton and Baumann were 18 when our crew was in training. Clark and I were 21. Colston was 29 and Stone 28—the 'old men' on our crew. Did you know Harry Sanders (our Radio Op.) was Jewish? He was of the Jewish Faith too. I told him he was a lot braver than me. He was afraid the Germans would kill him. I felt the worst they'd do to me was starve me nearly to death if I was captured. I flew 2 missions with Lt. Marinovich's crew and Vance flew 3 missions as our pilot while Clark was in hospital.

Ed do you remember giving me a box of .45 auto cartridges-armor-piercing? Only ones I ever saw and you gave me a box of 20 rounds of .45 shot shells. I carried some of both on all of my missions. I think they came from supply but were marked 'Detective Special' I believe. They would penetrate a GI Helmet.

After the war I spent 2 years in Alaska and loved it. Flew supplies to North outposts and did whatever dirty work there was. My C.O. Maj. Dixon was C.O. of two outfits, MATS & 1 Oth Rescue. We took mail and emergency supplies to the far North and hunted airplanes that crashed. Between this I did mechanic work or anything that came along. We had a lot of beer parties, a few whisky parties and a few memorable fights. In summer there was no more work and we spent both summers at Lake Lleama. My best friend was a boxer and won most of his fights against some real contenders at Fairbanks. The Major soon decided that Chuck and I could break up the fights that broke out since we were usually sober and nobody would hit this kid. So we didn't enjoy the parties much for putting the drunks to bed.

I'm sure you know Clark became a Dr. and Wheaton preached to the Indians for many years. Roy Bevins, my best friend on the crew, died 1997. Must stop this. Thanks for the good letter.

Oral Lindsey
921 23rd St
Anson, TX 79501
(915)823-2039

Editor's Note: No, I don't remember giving you a box of .45 shot shells. That was against the rules, as I remember!

Editor's Note: This letter about the Perle ceremonies tells us what was going to happen. This edition will be printed before we get pictures and details from the actual memorial service. We'll have complete coverage in the next issue.

Dear Mike,

On Saturday I went to Perle, and I wish you had been along. Roger Feller and his group have really done yeoman work and it is reflected in the museum and the monument. The monument base and surrounding area are finished, and the parts to the monument are being prepared to come together in plenty of time I am assured. The museum is small of course, but in 4 rooms they have assembled a lot of memorabilia and all of it dedicated to your group. Your A-2 and Ike jackets are displayed in a glass case with appropriate wording explaining what they are and from whom they came. There are also lots of crew pictures and photos of planes. Larry Atiyeh sent a packet of photos of his crew and some recent pictures of him—very nice ones—Roger even displayed the shipping parcel in which they came. There are many parts of the two planes that the area residents collected through the years—part of a prop, a part of an engine—any piece they could find. I am overwhelmed that a small rural community like Perle could do so much. Roger says they have so many volunteers, especially teenagers, that they have to turn some of them away. I visited with the Mayor again, and with the nice lady that runs the hotel—they are really pumped up that as many as 35 Americans are coming to their village!! We should be the ones that are pleased, but you would think that we are doing them all a big favor in just showing up. I know that you and your group will be delighted and honored.

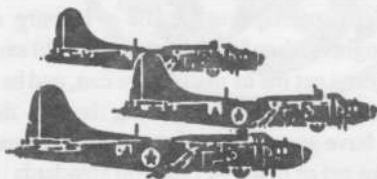
Roger asked me to try to get some flags, of any size or configuration and I am still working on that. I found some little ones, about 6 inches by 4 inches perhaps, at the BX at Bitburg AF Base (Germany), and bought all they had, about 40 I would say—I have asked the BX Manager to get me as many as he can, and he will get some—I can play the big spender by donating these as they only cost a quarter each. I have given Roger three large flags and he just called imploring me to get as many as I can, on standards if possible. The BX had a few about 3 ft by 4 ft perhaps, with a nice standard with eagle on top, for only about 15 bucks, so I am going to get him another half dozen tomorrow. It seems that every citizen in Perle wants to display a flag in front of his home. Roger will reimburse me for any large ones I buy and I will ignore the stares of the active duty guys from Bitburg and Spangdahlem AF Base who might be there who know that it is slightly illegal, but of course I don't give a rat's patootie. Nobody who sees Roger and his group at work and sees what they have accomplished would fail to be impressed.

Tom Newton (from Oregon) had sent a package to Roger, or rather had one sent from some Medals company in South Carolina I believe—I suppose it has some medals or plaques in it, but Tom asked that Roger not open it until he (Tom) arrived. Roger was perplexed because customs had to open it in Luxembourg City, and did so—but they resealed it immediately and did not even charge customs. I wrote to Tom (address provided by Roger) and assured him that the package arrived in great shape and that it is still sealed. I also shared with him my impressions of the museum and the effort being put forth. I utilize the APO at Bitburg so my mail goes quicker, and much cheaper. I can receive packages that weigh a lb. or less, but otherwise, all first class mail. I will enclose a couple of stickers in the event you need to get in touch.

I don't know if Roger told you, but the pilot (Bob Morgan) and copilot of the Memphis Belle are scheduled to be here for your doings. It is the second time they were supposed to have been here, but last time Morgan had a previous engagement at an air show and the copilot got sick at the last minute. There is a LuxAir Pilot, Leon Pesche, who is the oldest and most experienced pilot in Luxembourg (more than 20 thousand hours), has a bunch of money, and is a flag waving patriot-invited 10 WWII fighter pilots and their wives to come over last year, paid their tickets over, and their hotel for a week-he had invited the two Memphis Belle (1st Bomb Group at Basingbourne) also, but they scrubbed. He is footing the bill again this time for the two 91st pilots-they will stay in Grundhof which is about a mile and a half from my house in Beaufort.

Last Friday I attended Memorial Day Services at Spangdahlem AF Base and it was nice, with a flyover by F-16's including a Missing Man Formation like they will provide for you folks on the 21st. The annual program at the US Cemetery in Hamm (edge of Lux. City) was to be the 23rd, but they changed it because Madeline Albright was coming to Europe this week to a NATO conference and she agreed to be the speaker, so it is the 29th, this coming Friday. It is always impressive—hope it does not rain.

See you soon,
John Parker



Dear Ed,

I am enclosing herewith a Statement of Account for the year ending June 30, 1997 of the 385th Bombardment Group Memorial Endowment Trust. I am also enclosing an excerpt from Stephen Miles' letter of partial explanation of account. As you know, Mr. Miles is Chairman of the Memorial Endowment Trust Fund.

It would be appropriate to have the State of Account and the explanatory excerpt published in the Hardlife Herald.

Very truly yours,

Mike R. Gallagher
1501 Euclid Avenue
Seventh Floor, Bulkley Building
Cleveland, OH 44115

Borrowed from Erika Morse

AGE IS ONLY IN YOUR HEAD

AND IN YOUR. NECK. SHOULDERS. ARMS.
STOMACH. KNEES. LEGS AND TOES.

EXCERPT

As Chairman of the 385th Memorial Endowment Trust, I thought it may be helpful to you if I explained how the Trust is set up to ensure The Memorial Chapel will be protected forever. The Trust Fund has three accounts. The main one is the High Premium Account in which all monies have been donated to the trust have been invested. This account is re-invested every six months, for a fixed term. The interest that is yielded from each investment is split 50/50; 50% going back into the account and the other 50% goes to the Maintenance Account. The Maintenance Account is for any work done to the church, which the Trust Committee considers is worthy of a donation. For example, if the roof above the Chapel needed repairs, then a donation towards the cost would be made. To date, no donations have been made. The Memorial Trust Account is just used for holding donated money until it can be added to the High Premium Trust Account. All three accounts are with Lloyds Bank and no risks are taken with any of the money. I enclose a copy of the accounts.

The Trust committee is as follows:

Chairman	Stephen Miles
Treasurer	Roy Barber
Secretary	Sarah Oxford
Committee Members	Ian McLachlan Roger Oxford

We hold an Annual General Meeting and two other meetings during the year. I hope from the attached you can see the Trust is well looked after and the future of the Memorial safeguarded.

385th BOMBARDMENT GROUP MEMORIAL ENDOWMENT TRUST
 ACCOUNTS TO YEAR ENDING 30th JUNE 1997

Opening Balance 1.7.96	\$28.44	Transfer to High Premium	\$29,800.00
Donations	\$446.47	Transfer to Memorial Maintenance Account	\$767.57
Fixed Term Repayment	\$28,400.00		
Fixed Interest			
Oct.	\$773.18		
April	\$764.40		
May	\$124.88		
June	\$136.97		
Interest	\$3.65	Cash in Hand	\$25.00
		Closing Balance	\$85.42
	<hr/>		<hr/>
	\$30,677.99		\$30,677.99

385th MEMORIAL MAINTENANCE ACCOUNT

Opening Balance	\$5,833.22		
Transfer from Trust Account	\$767.57		
Interest	\$157.28	Closing Balance	\$6,758.07
	<hr/>		<hr/>
	\$6,758.07		\$6,758.07

Summary as at 1.7.97

385th Memorial Trust Account	\$85.42
Cash in Hand	\$25.00
High Premium Account	\$29,800.00
Maintenance Account	\$6,758.07
	<hr/>
	\$36,668.49

385th Bomb Group Memorial Assoc.

Statement of Earnings
6 MONTH ENDED
July 31, 1998
Unaudited

	CURRENT PERIOD	CURRENT YTD
REVENUE:		
INCOME		
Income - Dues	\$420.00	\$9,745.00
Income - Reunion	\$0.00	\$15.00
Income - Interest	\$0.00	\$122.35
	<u>\$420.00</u>	<u>\$9,882.35</u>
 MONUMENT FUND		
Income - Monument	\$2,365.00	\$14,867.00
	<u>\$2,365.00</u>	<u>\$14,867.00</u>
 TOTAL INCOME		
	<u>\$2,785.00</u>	<u>\$24,749.35</u>
 EXPENSES:		
Expenses - Newsletter	\$0.00	\$10,568.97
Expenses - Dally B	\$0.00	\$0.00
Expenses - LM and Raffle to Ch	\$0.00	\$0.00
Expenses - Treasurer	\$0.00	\$11.75
Expenses - President	\$0.00	\$0.00
Expenses - Monument	\$0.00	\$0.00
Expenses - Reunion	\$0.00	\$1,591.42
	<u>\$0.00</u>	<u>\$12,172.14</u>
 Net Earnings (loss) for period	 <u>\$2,785.00</u>	 <u>\$12,577.21</u>

385th Bomb Group Memorial Assoc.

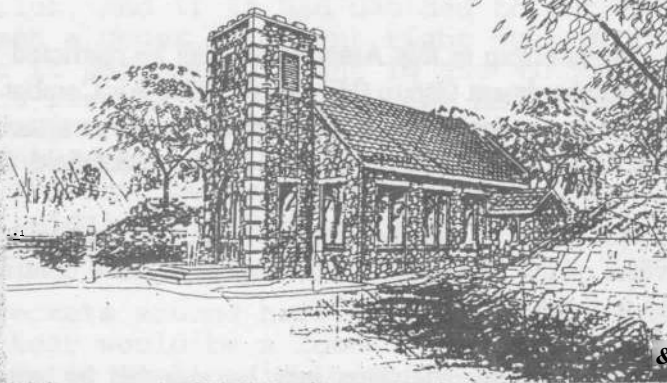
Statement of Earnings
6 MONTH ENDED
July 31, 1998
Unaudited

CURRENT ASSETS	
CASH	
United Heritage - mmkt ckg	\$640.93
United Heritage - Svg (Monument)	\$6,546.00
United - Cert Deposit 10/9/98	<u>\$22,000.00</u>
TOTAL ASSETS	<u>\$29,187.93</u>
	<u>\$29,187.93</u>
 LIABILITIES AND CAPITAL	
 CAPITAL	
Retained Earnings	\$16,609.72
Profit (loss) for period	<u>\$12,577.21</u>
TOTAL LIABILITIES AND CAPITAL	<u>\$29,187.93</u>
	<u>\$29,187.93</u>

••8TH AIR FORCE NEWS"STH AIR FORCE NEWS"

The Historical Society Memorial Chapel Fund

Your Eighth Air Force Historical Society Chapel Fund Drive is well underway. To date we have received \$205,900.00 toward our goal of \$300,000! The chapel will be constructed in the style of old East Anglian chapels familiar across England and will be an important addition to the Eighth Air Force Heritage Museum in Savannah, Georgia. It will serve many purposes: a solemn place for meditation and prayer; a nice service area to hold special ceremonies; a location for weddings and religious observances; a very special location for memorials and remembrances for those who did not survive World War II and who have gone before. The Memorial Chapel will be a most special addition to our permanent home for the Eighth. It will stand in the northern portion of the Memorial Gardens of the Heritage Museum and will be a special tribute to those who served in the 8th Air Force.



funds donated to construct the memorial chapel are being held in a special Historical Society account to be used specifically for the completion of the building. Donations are considered to be charitable deductions for records purposes.

All those who contribute an amount to the Historical Society Memorial Fund Drive will be recorded in a special donor book to be placed in the chapel. This volume will be presented during the opening dedication ceremony of the chapel. Be one of those included and send your donation in today!

landscaping, and features to honor those who served in the 8th Air Force. The time is now to complete the funding for this special Historical Society project so that chapel construction may begin this summer. All

To date, we have received \$205,000.00 on the way to our goal of \$300,000!

To meet our goal, every contribution is appreciated. They add up quickly! If we all take action, we can make the 8th AF Memorial Chapel a reality.

Send your contribution to:
 Mr. Jack Hower
 WS. Finance Manager
 P.O. Box 103
 St. Joseph, MO 64502

LET'S ALL SUPPORT OUR FUND DRIVE!

8th AF HS MEMORIAL CHAPEL FUND DRIVE

NAME _____ AMOUNT \$ _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____ GROUP OR UNIT _____

Please send this form & make check/money order payable to: 8AFHS Chapel Drive and mail to: Jack Hower (address above)

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

Editor's Note: President Mike Gallagher sent this copy of our By-Laws with the request that we call attention especially to Article XI on dissolution of our organization. We think it's worthwhile to publish complete By-Laws. Send any comments you have for future issues of Hardlife Herald.

AMENDED BY-LAWS

ARTICLE I

Membership

Section 1. Membership in this Association shall be restricted to former members who served with the 385th Bombardment Group (H), 4th and 93rd Air Combat Wings, 3rd Air Division, 8th AAF, and to individuals and members of other units assigned or attached for support purposes, who were stationed at Great Ashfield RAF Station 155, Great Ashfield, Suffolk, England.

Section 2. Associate or Family members shall be those who have expressed unusual interest in the activities of the Association, who may have made contributions in money or free service of great need to the Association.

Section 3. Honorary memberships may be awarded by vote of the membership to individuals for exceptional contributions to the USAAF or USAF who have had national and/or international recognition in the field of aviation. Each individual so honored must have his name presented for consideration by an active member.

Section 4. The total membership of the Association, including Associate members, shall meet the requirements of Section 501(c)(19), of the Internal Revenue Code of 1954 as follows:

(a) At least seventy-five (75) percent of the members shall be war veterans, and substantially all (at least ninety (90) percent) shall be veterans (but not war veterans), or Cadets, or wives, husbands, widows, or widowers of war veterans, or others listed here, and

(b) That no part of the earnings of the Association shall inure to the benefit of any private individual or individuals.

ARTICLE II

Meetings of the Membership

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Section 1. Meetings should be held annually, but in no case at periods longer than two years. The meetings will be held at the call of the President, or the senior officer acting in his absence. Biennial reunion meetings will be held at locations and dates determined by a majority of the members. Due to the membership being nationwide, the geographic location of biennial meetings will be dispersed around the USA or England.

Section 2. Election of officers will take place every two years and will normally be held in conjunction with the biennial reunion meetings. Transaction of other business may take place concurrently with the elections. Notice of such meetings must be given not less than thirty (30) days prior to the meetings. All members of the Association will be notified of the meeting, but only those who have paid their annual dues may vote. Members in attendance who have not paid their dues will be treated as guests at such meetings; however, prior to the official commencement of the meeting, members paying their dues will be reinstated as voting members and may vote at said meeting.

Section 3. A quorum at any meeting of the members shall consist of the majority of the members in good standing in attendance at the meeting in person or by proxy. A majority of such quorum shall decide any questions that may come before the meeting, except where otherwise specified by law.

Section 4. All meetings of this Association shall be governed by parliamentary law as set forth in **Robert's Rules of Order Revised**. The President of the Association may name a permanent Parliamentarian, or select the best qualified Parliamentarian at each meeting.

ARTICLE m

Standing Committees

Section 1. The following Committees are authorized:

- (a) Membership
- (b) Finance
- (c) Reunion
- (d) Historian
- (e) Travel Coordinator

Section 2. The Chairmen of the Standing Committees will be approved by the President, who shall also act as Chairman of the Executive Board. The Chairmen of the Standing Committees will also serve as members of the Executive Board. They will appoint their own Committeemen.

ARTICLE IV

Executive Board

Section 1. The Executive Board shall consist of the following regular members: President, First Vice President, Second Vice President, Secretary, Treasurer and the two immediate Past Presidents.

Section 2. Each member of the Executive Board shall hold office until the next election, or until his successor has been elected or appointed and qualified. Any vacancy, however occurring, in the Executive Board, may be filled by a majority vote of the remaining members of the Board.

Section 3. The Executive Board shall meet at each regular meeting of the members, and at such other times as may be called by the Chairman or by a majority of the Executive Board members. With appropriate written notice, meetings may be conducted by teleconferencing.

Section 4. The Chairman of the Executive Board shall be the President of the Association.

Section 5. A quorum at any meeting shall consist of a majority of the members of the Board, then elected and/or appointed, and serving, who have not advised that they are unable to attend the meeting. A majority of such quorum may decide any question that may come before the meeting.

Section 6. Members of the Executive Board shall not be paid any regular wages, salaries, or reimbursement for any other expenses for attendance at each meeting of the Board.

Section 7. All meetings of the Executive Board will be governed by parliamentary law as set forth in **Robert's Rules of Order Revised.**

ARTICLE V

Officers

Section 1. The officers of this Association will perform the duties prescribed for their offices in the parliamentary authority adopted by this organization.

Section 2. Officers shall be elected at organizational meetings and shall hold office for two (2) years, or until their successors are elected or appointed.

ARTICLE VI

Finances

Section 1. The moneys of the Association shall be deposited in the name of the Association in such bank or banks as the Executive Board shall designate, and shall be drawn out by check or draft signed by any officer or officers as the Executive Board determines by resolution.

Section 2. All funds of the Association shall be expended for the lawful purposes of the Association in keeping with its tax exempt status. The expenditures will be made for those expenses normally associated with an organization of this type, and shall include, but not be limited to:

(a) Funds for conducting the business of the Association such as telephone, postage, office supplies, printing and reproduction, stationary, and any other supplies or equipment normally used in conducting an office of similar nature.

(b) Funds for printing and mailing to the membership a newsletter entitled **385th BGMA Hard Life Herald**.

(c) Funds to locate, identify and enroll former members of this organization, the 385th Bombardment Group (H).

(d) Funds for maintaining the Memorial Altar and other memorials at All Saints Church, Great Ashfield, Suffolk, England and to establish and support a 385th Bombardment Group Memorial Endowment Trust Funds for these purposes.

(e) Funds necessary for holding periodical reunion and other meetings of the Association and its Executive Board.

(f) Funds not enumerated above, but whose expenditures will be necessary and proper for the purposes of the Association, PROVIDED HOWEVER, that no funds will be expended that would violate the tax exempt status of the Association under the provisions of Section 501(c) of the Internal Revenue Code of 1954, as amended.

Section 3. The annual dues for members of this Association will be ten (10) dollars. The dues may be raised or lowered at any meeting of the membership. If funds from dues are insufficient to carry out the purposes of this Association, then the Association may solicit contributions for the conduct of business.

ARTICLE VII

Proxies

Members of this Association, current in their dues and in active status as provided in these By-Laws, may vote at any meeting either in person or by written proxy. A proxy form shall be supplied each active member along with proper notice of the meeting. Proxies shall be filed with the Secretary of the Association before or at the time of the official meeting. No proxy shall be valid after the expiration of six (6) months from its date of execution, unless it qualifies as an irrevocable proxy under law.

ARTICLE VIII

Notices and Waivers

In computing the period of time for the giving of any notice under these By-Laws, the day on which notice is given shall be excluded, and the act for which notice is delivered shall be included. If mailed, such notice shall be deemed given, or delivered when deposited with the postage prepaid in the United States Postal Service, and addressed to the last known address of the person entitled to receive notice. Any notice of any meeting of the members of the Executive Board of the Association herein required to be given, may be waived in writing by the signature of the party to receive notice, either before or after the meeting, and such waiver shall be deemed equivalent to the giving of notice. Attendance at a meeting of the members, or a member of the Executive Board entitled to notice of said meeting shall constitute a waiver of notice of the meeting, provided the person does not attend for the express purpose of objecting to the transaction of business of the ground that the meeting was not lawfully called or convened.

ARTICLE IX

Amendment of the By-Laws

The By-Laws may be adopted, amended, or repealed in whole or in part by the Executive Board, subject always to the right of the members to adopt, amend or repeal the By-Laws, except that the Executive Board shall not adopt, amend or repeal a By-Law which requires a quorum or a vote greater than a majority. The notice of meetings of the members or of the Executive Board at which By-Laws are to be adopted or amended or repealed shall contain notice of such proposed action.

ARTICLE X

Severability

Any provision of these By-Laws, or any amendment or alteration thereof, which may be construed in violation of any law, shall not in any way render the remaining provisions invalid.

ARTICLE XI

Dissolution

Section 1. Dissolution of the 385th Bombardment Group Memorial Association shall be accomplished in accordance with the following procedure:

(a) Notice of the proposed dissolution shall be given to the members of the Executive Board in writing, and shall be published for the Association's membership in the *Hard Life Herald*, in each case no less than sixty (60) days prior to the meeting at which the proposal is to be considered.

(b) Dissolution must be approved by a majority of the Executive Board.

(c) Dissolution must be approved by two-thirds of the paid-up members present and voting at the biennial reunion meeting at which the proposal is considered.

Section 2. Upon approval of the dissolution of the Association, the Executive Board shall, after paying or making provisions for the payment of all the liabilities of the Association, dispose of the remaining assets of the Association by giving said assets to any organization operated exclusively for charitable, educational, religious, or scientific purposes under the provisions of United States of America *Internal Revenue Law or Regulations*, with particular consideration being given to the 385th Bombardment Group Memorial Endowment Trust Fund of Suffolk, England, The Friends of the Eighth (FOTE) of England, The Eighth Air Force Heritage Museum in Savannah, Georgia, and The American Air Museum in Britain.

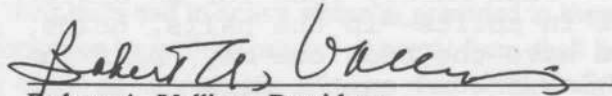
Section 3. As its final act, the Executive Board shall report to the membership in writing:

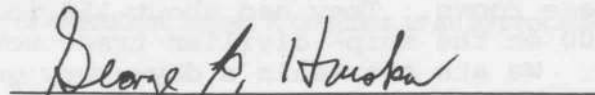
- (a) advising of the Association's dissolution;
- (b) making an accounting of the winding up of the Association's affairs; and
- (c) announcing the identity of the donees of the Association's assets and the amount received by each.

ARTICLE XH

Certification of Adoption

At a meeting of the Executive Board of the 385th Bombardment Group Memorial Association, properly noticed and duly convened, in Naples, Florida on March 8, 1996 the foregoing Amended By-Laws were adopted for the governance of the Association.


Robert A. Valliere, President


George Hruska, Secretary

Editor's Note: Going through some old family papers looking for a picture, I stumbled onto a 4 page letter I had written to my wife back in May 1945 when censorship was ended and we could write anything we wanted. I really don't remember writing the letter, but I remember everything I wrote, it's all true, and I hope it makes interesting reading. I mentioned a few names of people she knew. If it seems like a lot of activity, remember it covers a 22 month period.

Dearest Wife,

Incidentally, plans are undergoing some changes as far as we are concerned, and we'll be lucky if I'm home by Xmas. Before it looked like a pretty fair bet. Now it'll be lucky.

Had a tragedy on the base tonite--one of the fellows who'd finished his missions and was working in operations had a German pistol he was monkeying around with. Shot himself in the stomach and died. We have quite a few German weapons, swords, flags, and other souvenirs around.

Good news on censorship--aint no more. We don't have to censor em's mail, and we can tell almost anything in our own letters, so here goes for some of the things I haven't told you before. I'll forget lots of things that I wanted to tell you about, naturally, but I'll ramble along and probably hit most.

First, as to location, you must know by now we're at Elmswell in Suffolk--18 miles from Ipswich. It's a little town about 1000 people, in the middle of England's most rural district. The people are very countrified, the horses are the best in the world, and the crops are very good. You can easily find us on a decent map--but then England is so small I never could see much reason for you to be especially interested. But whenever you read in the papers "Enemy aircraft were active over East Anglia last night" that means us. East Anglia seemed to be where they were always active over.

Now as to the trip over. We left NY June 30--rather we got on the boat June 30 and pulled out July 1 early. Quite a sight, seeing the skyline disappear and realizing that we were on our way. We were lucky--rode on the Queen Elizabeth--85,000 tons of ship--England's newest, best, fastest. It was completed after the war (in NY to keep from being bombed) and was partly finished for civilian use before it was converted. They had put beds and barracks everywhere--I think I probably told you we had 12 in our cabin--made for 2. And the 2nd Lts. had 18 in the same size. Just barely room for an aisle. The Em were in worse shape. The slept in shifts--in the halls, holds, storage rooms, everywhere. Half would have the beds one day, half the next. Those that didn't have the beds lay Ground on the deck or in the aisles. Was something to smell. I'll tell you. The whole ship was air-conditioned, tho, except for the storage rooms. They had about 150 in a storage room. Something over 15,000 on the ship--civilian trade would have been maybe 2,500 at the most. We ate two meals a day--very good meals--and had the rest of the time pretty much to ourselves. Did a lot of sleeping, of course, and a lot of just gazing thru the porthole at the rough seas. The boat was so big that we hardly knew we were at sea except when we would veer sharply. That meant either that they were just veering or that they thought they might expect a sub. We were lucky--came over about the time the subs were being licked. But it was a damned welcome sight after being at sea for a few days to find the planes from Europe flying over us as escort. We had escape drills quite often and got our first tastes of what to

expect when they test fired the guns. Sounded like the whole ship was exploding. Was a pleasant trip, tho--fun to stand out in front with the wind blowing about 50 miles an hour and great breakers almost coming up to the deck of the tremendous ship. Never saw anything so big--we went by some smaller ships that looked like toys. I read in the paper the other day that the Queen Mary had veered sharply one night and run over a cruiser--which is a pretty good sized naval vessel--and just crushed it completely. Easy to understand.

We landed up by Glasgow--pulled in about midnite of the 6th of July. It was still very light. Saw all kinds of naval vessels there--but they all looked like toys alongside us. We got off the boat about noon on the 7th, got on trains, went over thru Edinburgh and then down to Elmswell. I told you all about that trip. Anyway, that was some boat, and you and I will ride it again someday on our way back. Only next time it'll be us two in the cabin. With that nice bathtub and all the trimmings just to ourselves.

Things were pretty rough that summer and fall. Jerry was over almost every night on the way to Ipswich. We used to stand out on the air raid shelters and watch the flak guns at Ipswich. The planes droned over and we'd have our air raid warnings and we'd all pile out to watch the show. But after awhile it got boring and whenever we had a raid warning, we'd just turn out the lights and sit. Lots of nights I'd type to you in the dark. Sort of a game. And whenever I heard anything interesting, I'd get out and watch. Numerous funny things happened--once Wagner, McWilliams, and a couple of others were standing on a raid shelter watching and a plane was droning overhead. Witherspoon started to whistle like a bomb falling and somebody hollers watch out. Wagner jumped into the shelter and found about a foot of water in it. Twas the night of a party and he had on his good pants. Most of us never took the stuff seriously enough--we'd never seen what a few bombs could do. Instead of being properly afraid or careful, we just got out to see the fun. Never had anything serious here--heard bombs crash around and about within perhaps 20 miles--but once we got it. Twas about two weeks before Dday and our planes were all loaded up for a raid. Twas just turning dawn and there were lights all over the line where they were working on the planes. I was asleep--naturally--when a plane came over our barracks low as hell, I heard it dimly, but I naturally rolled over and went on sleeping. This bastard turns on his landing lights as tho he were an RAF man coming in to land. He circles the field once and comes around again and damn if he doesn't drop 7 bombs on us--killing not a soul, but burning up one brand new plane and scaring hell out of a lot of fellows down there waiting to take off. If he'd dropped one bomb about 75 feet differently, he'd have hit the briefing room filled with about 400 flyers plus Col Van and all the Operations and S2 boys. One of his bombs hit in our big hangar and the plane it hit was loaded with ammo, all of which started popping. Our fire chief pulled another plane out of the hangar in spite of all the exploding ammo, getting a soldiers medal for it. And where am I all this time? Looking out my window while still lying on my bed. I watched her smoke and listened to her burn and went back to sleep. But it was exciting anyway and we were damn lucky not to lose anyone.

And then there was the plane that exploded while getting ready for takeoff--full bombs and full gas load. Wham she goes, shaking our whole barracks and knocking something onto my radio breaking the turnon knob

(remember when I asked for a new switch for my radio). The first Wham finds Tipp out in the air raid shelter with his helmet on. The second Wham--which nearly knocked the barracks over--got me out of bed, got my slippers on, and got me to look. All I saw was a tremendous column of smoke and a great red ball of fire about 100 feet in the air. One fire-fighter was killed in that. The next morning when I went to work, I found a big hole in the roof over my desk, the roof on the desk, all the glass out, and all my nice charts dirtied up--that was when I was a Stat officer. It made a might big hole in the ground. We had another one blow up, too--with about the same results. Also, we once had a B24 come in to land arid go crashing head over heels into a lot of trees. And once just recently, a limey truck was going across the perimeter when a plane was coming in. The plane took the top of the truck off, the top of the two limey's heads, and went on about its business as tho nothing happened. The pilot wanted to paint two teacups on his plane to signify two limeys, but they wouldn't let him. I shouldn't talk like that, honey--I don't really mean it. Just sort of grimly humorous.

Jerry didn't come over very much after March 44 until close to Dday. Then he tried to screw up our plans, and there was plenty of activity again. The worst was the day after Dday. Our boys flew 3 missions that day, and the last one was coming in at 11 at night--just getting dark, right before our fellows were due, a formation of 24s came over, lit up like Xmas with all their landing lights. A minute later, a plane came over and we said, "Look at the mosquito". It was light up in the sky and we could see all the silhouettes--such spelling but up in the sky, the ground seemed dark. So a minute or so after this "Mosquito" goes by, we hear the old guns go and pretty soon boom and a big flash of light about 2 miles away. The 24s kept right on going in their pattern and the "Mosquito" which turned out to be a JU88 kept right with them. Boom--Boom--Boom goes 3 more of them--24s, I mean. That Jerry no doubt got An Iron Cross. Anyway there were all kinds of them swarming around, and our boys had to stay up for 2 extra hours till they were chased away. Was just like the 4th of July--tracers and flack and machine guns going all over.

We saw another exciting time when a British night fighter and a Jerry tangled over us back in Nov. 43. All we could see was the bullets and a few glimpses of shadows. Finally one of them got the other and he started to burn and then a big ball of fire started to fall. She crashed a few miles away and we all cheered thinking the limey must have won. But he didn't. He did bail out, tho.

But best of all was the battle of the buzz bomb, at which we had an uncomfortably close front seat. At first, we saw very few, since they were going from the French and Dutch coast over to London. We'd only get an occasional stray. But after we got the French coast, they started firing them from planes over the North sea, and they decided that the closest way to London was over Elmswell. Once in awhile they aimed at Ipswich, too. But pretty soon they started flying them over us towards London--and they did it at 8 almost every night. We'd hear them drone along--some high, some low--some near--some far. The closest happened once while I was writing you a letter--and you could no doubt tell that something had happened as the letter got a little jerky after it came. We'd had about 3 of them, and I decided to go out and watch as they seemed very close. They make a terrific roar--a rough hammering that shakes everything and is unmistakable. I went out after hearing 2 or 3

and stood in front of the orderly room. Pretty soon I hear another one-coming closer, too. I look around and see an orange light coming up our driveway. I stand there with my mouth open looking. She comes at me 50 feet off the ground at 300 miles an hour. Whoosh and she's past me while I stand there fascinated watching to see if it'll clear the trees. I'll still swear that it didn't--that it went between the trees instead of clearing them. But anyway, that one went no more than 50 feet above me and no more than 75 feet in front of me. I even felt the wind and the blast as she went by. Quite a site. Different than being buzzed by a plane. Because when it's a plane, you know there's a pilot there who will pull up because he doesn't want to kill himself. But this old buzz bomb didn't have a pilot, and if it had decided to cut out right then, old pop would have been a goner. It went right over McDonald's house, too, and they thought it was coming right in the window. Hit about 3 miles away on a slight rise in the ground. We had numerous others, but I wasn't around at the right time to see them. But that baby was really a close one. And it renewed my resolution not to go to London as long as they fell. Remember I didn't go from March to November? In March, they had some big bombing raids. We were restricted for a couple of months, and then came the buzz bombs. The really gave London hell, too.

We didn't have many rockets around here--there was no warning on them, of course, and all we'd hear would be a loud crump and then a sort of a rumble. That was an eerie feeling in London. Never know when one would hit right where you were. They would bomb all over--I heard 10 or 12 the last time I was there. Had no control whatsoever over them, of course, and they always seemed to hit either in a wooded area where they did no harm or else in a block of flats where a lot of people lived. A couple hit in the business district now and then--two hit within a block of the Grosvenor house, but that was the next week. Nobody can know what those people of London had to put up with, tho--the nervous strain alone was too much for the average person, it would seem to me. And still they just went about their jobs and lived their lives and just figured it'd happen to someone else but not to them. They're not at all admirable in many ways, but their courage certainly is.

Can tell you a little about personalities, too. Gilder was lost on his way over--never heard from. Poor guy--he really wanted to fight Nazis because he didn't like their ideas. And he never got a chance. Col. Piper got transferred to fighters and was shot down, but turned up a PW and is home now. John Dewey was lost in a ditching on the way back from Africa. They were shot up over France, ditched in the channel, and John got out of the plane all right but was drowned. Piper was along on that one, too. Incidentally, they were returning from the shuttle run to Africa when they bombed Regensburg and flew on to Africa.

It was a rough deal all the way around--lost some on the way down and some more on the way back, and a lot crashed on landing down there. Our Division got its Presidential Citation for that. And I tried to go on the mission--the only one I ever tried to get on. I knew that the records would be all screwed up if they didn't take one of us administrative officers along. I was on duty that night so I asked to go. Col. MacDonald turned me down. Good old Col Mac. Never knew what a friend he was.

Editor's Note: President Mike sent this meaningful editorial from the Cleveland Plain Dealer

*2-A



Dick Feagler

Fallen soldiers left us a lot to live up to

"I didn't give my life for my country. I gave my life for a guy named Bill, who was a friend of mine. He got shot and couldn't get back to the lines.

"He was hollering, 'Help me, help me.' We all kind of froze for a minute and then I was the one who made a lunge.

"To be honest with you, I couldn't tell you why I did it. I guess I just figured I could make it if I did it fast. It was only about 50 feet to where he was. I got about 45 feet. Then they opened up and Bill and I died looking at each other. He's here too, someplace.

"The president was here this morning. Well, somebody was. Heard somebody gabbing through a loudspeaker. Too far down the hill for me to tell who it was. Laying a wreath at the Tomb of the Unknowns.

"One of them's missing, of course. They say that pretty soon, they'll figure out who he is and he'll be a known. Naturally, we already know who he is. Everybody knows everybody here.

'You got an interesting idea of freedom. To you it means freedom from responsibility. Freedom to get something for nothing.'

your way of life, then I'm telling you I got cheated.

"You got an interesting idea of freedom. To you it means free-

dom from responsibility. Freedom to get something for nothing. Freedom to stay in the club without paying your dues.

"You took freedom of speech and made it freedom of spin. You lie to each other all the time. You wrap screwy ideas in slick paper and sell them to each other. You fall for each other's con games. I'm not even sure ybu'd know the truth anymore if it hit you in the ..

"I'm sorry. I'm forgetting my manners. You're a guest here.

"Listen... hear that?"

"That's a bird. Isn't that pretty?"

"We hear them here when you're not around making speeches. But we can't see them, obviously.

"You'd know a little more about freedom if you were stuck down here in this box for a while.

"If I had the freedom to get out of this box, you know what I'd do with it?

"I'd feed those birds. I'd watch them for a while. I'd drink a glass of cold water. I'd eat some fresh-baked bread. I'd look at the sky. I'd love to see the sky again. I'd listen to music. I mean good music. They only play one song here. Over and over. On a bugle.

"I'd meet the girl I never met and have the kid I never had. I'd take care of that kid and teach him about birds and bread and music and love. I wouldn't let his brain get polluted with all the garbage you've made out of that freedom you claim I died for.

"Your kids sing songs about murdering people. You teach them much about sex and little about love. You make them too old while they are still young. They don't know how to handle that and neither do you because you are afraid of them or lazy or something...

"I don't know. I told you, we can't figure you out. To us, you are the unknowns. Are you beginning to see why?

"I died on a battlefield with the sound of gunfire in my ears. You've made battlefields out of schoolyards. Your kids are lying in schoolyards saying, 'Help me, help me.' And nobody's making a move.

"Do you think for one minute any of these guys here would act that way? Do you know what it's like to lie here and not be able to do anything about it while you're up there walking around with all that fancy freedom you've got?

"Awww, forget it. I always did have a big mouth. When I had a mouth...

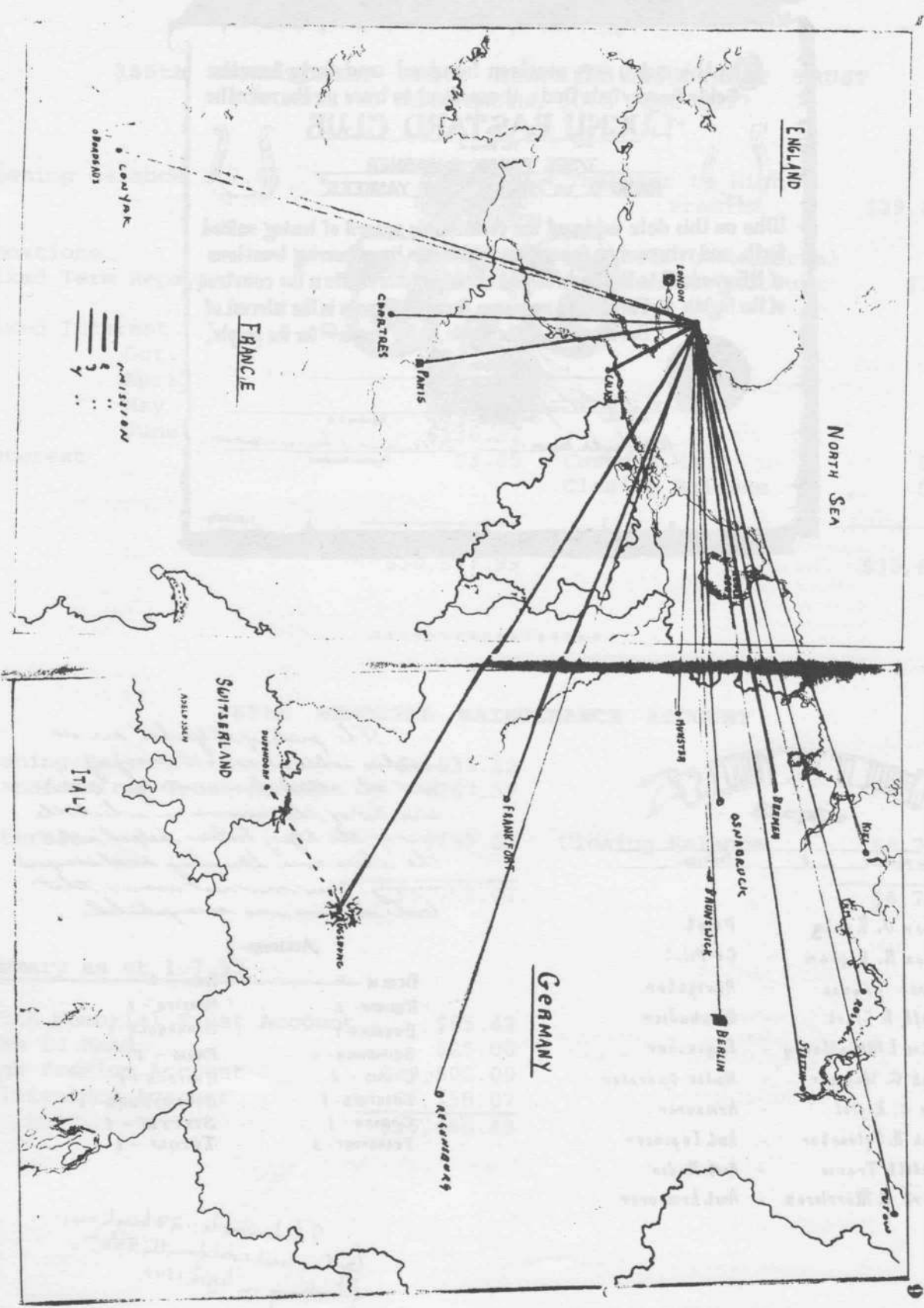
"It's getting dark, isn't it? The birds are telling me. They sing differently when it starts to get dark. Pretty soon they'll stop and that will be the end of another Memorial Day.

"When we can't hear the birds, we know it's dark where you are, too. But you've got the moon. We've got nothing. Pitch black. So how come it seems that you're more in the dark than we are?

"In a minute the bugler will start playing that song again. Listen to it. Listen hard. He's playing it for you. I had mine."

Messages for Feagler may be left at (216) 999-5757.

TOMORROW IN THE PLAIN DEALER



On this 13 day APR. nineteen hundred and forty four the
 fickle finger of fate finds it expedient to trace on the roll of the
LUCKY BASTARD CLUB

The Name of
T/SGT. FRANK G. WASMER
 RADIO G. on "PRIDE OF THE YANKEES"

Who on this date achieved the remarkable record of having sallied
 forth, and returned in less than twenty four hours, bearing tonsions
 of HE goodwill to the Führer, and would be returned thru the courtesy
 of the Eighth Air Force, sponsors these programs in the interest of
 Government, the people, for the people, for the people.

F. J. Witherspoon
 Air Executive Squadron C-11

W. J. Shankle Major U.S.A. *W. J. Shankle Major U.S.A.*
 Group Operations Squadron Operations

COMPTON



CREW MEMBERS	POSITION
Myron J. Kratz	Pilot
James R. Bigham	Copilot
Hagood Haynes	Navigator
Harold H. Clark	Bombardier
Curis L. McCallarby	Engineer
Frank G. Wasmer	Radio Operator
Adam G. Kaziel	Armorer
Joseph R. Sylvester	Asst. Engineer
Meredith Travis	Asst. Radio
Robert B. Morrison	Asst. Armorer

The pride of the Yankees are no
 rookies when it came to carrying
 out the attack to our enemy. Below
 is a list of the missions in which the
 crew of this Flying Fortress helped
 rule the skies over Germany and occupied
 auntsy. You can rest assure that
 each mission was accomplished.

- AUGSBURG - 2
- | | |
|---------------|----------------|
| BERLIN - 4 | KIEL - 1 |
| BREMEN - 2 | MUNSTER - 1 |
| BORDEAUX - 1 | OSNABRUCK - 1 |
| BRUNSWICK - 4 | PARIS - 1 |
| CALAIS - 2 | ROSTOCK - 1 |
| CHARTRES - 1 | REGENSBURG - 1 |
| COHYAN - 1 | STETTIN - 1 |
| FRANKFURT - 3 | TUTOW - 1 |

*Editor note: 28 tough ones
 by this great crew from the 550th
 finishing in April 1944*

Dear Ed,

Here's information on the Military History Group. I sent them a request for info on the 385th's 34th raid of Bremen on Nov. 13, 1943. It took about ten weeks to get the report from them, and was well worth the wait. Cost was \$25.00.

I am forwarding a copy of the report, which the MHG researched at the National Archives in College Park, MD. What I found particularly interesting were the number of aborts (10, that included most of the high sqdn.), and Capt. Masters tone concerning the sending of bombers on a mission in such foul weathae. These facts give a wider perspective to anyone interested in "how it really was".

Dave Thaggard, of the MHG, explains that sometimes the exact information requested isn't there. He does try to get what is available, and is successful most times.

The address is:

Military History Group
11741 Lucasville Rd
Manassas, VA 20112

Regards,
Gary Berthiaume
149 Hadley St.
Springfield, MA 01118
(413)782-4719

Editor's Note: If you write the Military History Group, give them Unit (385), date of mission, target and mission number (if known). We're printing 1 of 5 pages received.

SECRET

130

YMA/hh

4.P.O. 434,
10 Hotwbor 1943,

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Office of the Operationa Offloar

4.P.O. 434,
10 Hotwbor 1943,

SWSOF ffinfifir-TIP. ** * N ** * MEAN ^ "bardnaat Croup (t),

*o ' Attention? ** Bof amF inWvtalon, 4. P.O. 434.

-622

1. Twenty aircraft, of. the 889th Beat Croup.

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^k. * * * * * j as

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4/8 Takin* off

Abortions. -A/

Sopries Claimed. > * //

Gp

Position : LO* /

WCSFI w. Mjanna,
Captain, Mr Corp a,
Croup Leader.

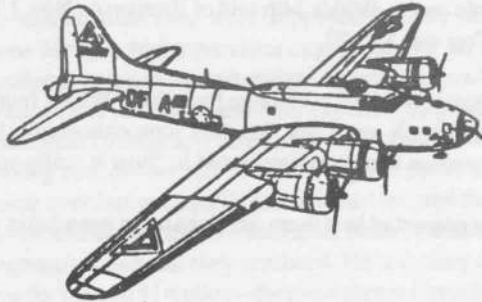
- I -
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Connection Called to
Major Herring Nov 14, 1943.

JPH

FOECLASSIFIED
AUTHORITY: 104245005
BY: SP-6 NARA DSS: 3/9/0

Source: National Archives



Dear Ed,

I want to profusely thank all the members who sent me information to help my project. I really appreciate it. However, I guess I didn't make it clear that what I listed in the Hardlife Herald was just what was missing in linking names to numbers! I HAD all the others that so many of you sent in! I have almost all back copies of the HH and I have read every page to extract information!! Nevertheless, every now and then a nugget of information surfaces to fill in a void. Among the data I received was a letter from Gerry Berthiaume which gives War Cry as his father's B-17. He has a war time issue of Stars and Stripes with a story of his father's crew ditching, and a copy of the loading list for that mission giving the crew and serial number of the B-17 that ditched as 42-39860.

This posed something of a mystery. I do not doubt him, and his "Stars and Stripes" story. Besides, he even has a plausible story of a cherokee member of his father's crew naming it. But there are several other B-

17's that claim to be War Cry or War Cry II on record.

- 42-30171 War Cry-Sol vaged 11 Feb 43, docking accident. - (Ian McLachlan).
- 42-37993 War Cry-? (I have no data on its fate)
- 42-39773 War Cryll-Crashed Germany, 22 Aprilll 44-McDi vitt Crew-dan McLachlan)
- 42-39860War Dry-Ditched Nov 43-McCall Crewww-(Berthiaume)

After mulling all this over, I now believe that McCall namedd - 171, War Cry, but it was salvaged in Feb. '43 due to a ground accident. McCall crew was, therefore, flying in -860 and not "their" B-17, which had been salvaged earlier, when they ditched in Nov '43. The loading list for this mission has both - 860 and -773 flying. McCall's crew then named (or renamed) -773 War Cry II. After McCall crew had finished up, -773 was lost on 22 April 1944 with the McDivitt crew, still named War Cry II. At some time -773 was copied wrongly as -993 as a typo error, transposing the number. I believe 42-37993 either does not exist or was not a 385th Fort. This scenario fit the facts as known and clears one part of the record.

Bill Vamedoe, Jr.
5000 Ketova Way
Huntsville, AL 35803

Dear Ed,

There was a big old war bird (Flying Fortress) flying here for the past few days. Well, I went out just to see the plane and who came out of the plane,, but Art Schafer and his wife. They had paid their \$340.00 for a 30 minute ride around Tucson. I remember being paid about \$150.00 a month to ride and be shot at, at the same time. Had you been here, we might have gone along too???

Ken Laffoon

EDITOR'S NOTE: Ken, don't forget—they paid you an extra \$75.00 a month because you were being shot at!

EDITOR'S NOTE: Here are the last week in July temperatures for Fargo, in case anyone is interested. A great summer!

The past week.	High	Low	Precip.	Weather
Saturday, July 25	81	51		Sunny
Sunday, July 26	87	63		P. cloudy
Monday, July 27	85	56		Sunny
Tuesday, July 28	80	61		Sunny
Wednesday, July 29	78	55		P. cloudy
Thursday, July 30	78	50		M. sunny
Friday, July 31	82	51		M. sunny

JUL 2 01998



Mr. G.S. Hruska
7442, Ontario Street
OMAHA NE68124-3563
U.S.A.

9. "FRIESCHE LUCHTVALRT DOCUMENTATIE 1939-1945"

admimmi 5 ■ if. en correspondentie

u.3. Drijver, Wiorardastate 1
8926 MA LEEUWARDEN (Erl.)
The Netherlands

Leeuwarden, 4th July 1998

Re: Airwar over The Netherlands during the period 1939-1945

Dear Sir,

Our Group researches the airwar over the Netherlands during the period 1939-1945.

On 11th December 1943, the USAAF attacked the German town Emden. On the way back the bomber stream was attacked by German fighters and several B-17's were seen to go down, (ne of them was the 42-3488. The bomber was fatally hit and crashed near Offingawier, a village just North of Sneek. Unfortunately two crew-members were killed. They were Wilford M. Husband and Howard G. Hull. The other eight men succeeded in bailing out and landed safely.

At the moment we try to find out what happened in the skies over our country on this particular day. We therefore hope, that you are able to answer the following question: :

1. Are any of the surviving airmen member of your association and is it possible to receive their last known address?
2. Do you have a photograph of the crew of 2nd Lt. Edwin F. Pollock? If possible, we will be pleased to receive a duplicate.
3. If you have any further details about the aircraft and crew they will be most welcome.

We hope, that you are able to answer our questions and look forward to your reply. If we can be of any assistance to you, do not hesitate to mention your questions. We will do our best to answer them.

Kind regards,
for FLD 1939-1945,

D.S. Drijver.

GERMAN BOMBERS

Rv Don Kabitskv



Main Hangar after German Visit

One evening, shortly after the 385th Bomb Group arrived at Great Ashfield in England, at precisely 7:00 pm, a flight of German Bombers passed over the base at about 800 feet up. You could see the pilots in their seats. The first time it happened I was a little scared, but this went on each day for about 5 times and you kinda got used to it when you realized that they were not interested in us. What they wanted was up in Norwich area. We could hear the bombs exploding each raid. At exactly 7:00 pm you could go outside and set you watch. Why they were so stupid being so punctual I could not understand. Only once did we see a bomber return from up there. The plane was so low you could plainly see the pilot. They stayed low to avoid the radar warning system. Certainly our base must have been a lucrative target.

One evening, in our 2,000 man mess hall, we started to notice some British soldiers eating with us, and after they finished they went back up to the cooks and were handed packages. We soon learned that it was food for them to eat later on. By asking around, we learned that they operated a dummy duplicate air field like our own which they lit up after dark so as to draw off any German Planes which might be in that area. While I was there, the Germans left Great Ashfield alone, but after we were sent out on a cadre to the 9th Air Force, I later learned that they were bombed on two occasions.

The Germans had to give up bombing deep into England as they did not have enough long range planes to do so, and Allied radar and other warning systems became more effective. They could not get enough long range fighter protection.

For about the year I was at Great Ashfield I did not see a single B-25 Bomber. We could hear them but the flying corridor was east of ours and they stayed where they belonged. The first one I did see was while in the 9th at an RAF womens operated emergency landing field for crippled aircraft. Those women did a good job from what we saw. We were down on the English Channel.

One day while lying in the sun with nothing else to do as we were waiting for officers and men to build a new 88th Service Squadron, a lone B-24 came over us about 200 feet off the ground. We could see huge holes in the wings and fuselage which German 88's did their damage. The plane circled the base twice and came in for a belly landing in some grass. The pilot was an expert

with little damage occurred. When the pilot was asked what happened he told us he was supposedly headed for a repair base up in Scotland. The only weapon aboard was a Colt 45. When the Germans started shooting at him, he knew something was wrong. He reverses his direction and got on the emergency channel and explained what was happening. They quickly found him and gave him directions to the base we were at.

The plane had a cocky college professor painted on its nose and called the US AFI*. It was named, after the military correspondence service which was operated by the University of Wisconsin for those who wanted high school diplomas and those who wanted further education. The crew checked the plane to find out what happened to get them into all of the trouble they got into. It was due to a faulty compass.

The Germans had no real amount of long range bombers in production as it was halted by orders from Hitler. He ordered all out production of fighter planes as the Allies were starting to bomb around the clock. They did have some really long range bombers capable of striking New York, but no way to protect them for so long a journey. Their Air Force was geared to support the ground forces which started back in the days when they were flying in the war in Spain. This was their training Ground.

*US AFI-stook for United States Armed Forces Institute.

Dear John Pettenger

Thank you so very much for your extremely generous donation of our B-17 of \$500.00.

Your donation will certainly go to a very worthwhile cause and only serves to remind me just how much we rely on donations such as this tooo keep Sally B flying—many, many thanks.

We have just replaced one engine on Sally B, with a refurbished one which was extremely costly. Now we need a spare and the aircraft must be painted this spring, as the paint is getting worn, to say it mildly. So, there are always so many jobs needing doing to keep her airworthy - your kind donation really helps,, believe me.

Kind regards
Elly Sallingboe
B-17 Operator & Managing Director

B17 Preservation Ltd
PO Box 92 Bury St. Edmunds
Suffolk, IP28 8RR England

EDITOR'S NOTE: Here's some memories for you—from the 94th Newsletter by Lalli Coppinger. Most of us still can't stomach Brussels Sprouts

2 Nostalgic Notes, June 1998

Let's Chat

by Lalli Coppinger

Food Culture Shock

If you want to get a good laugh out of a veteran who was stationed in England in WWII, just mention British food!! Oh! He's laughing now, but he wasn't laughing then - more like crying in his warm English beer. In fact, his wartime British diet was in grave danger of ruining Anglo-American relations, which were, to say the least, already a bit problematical for the newly arrived GIs. The weather for one thing. The author who wrote *How Green was my Valley* didn't say it never stopped raining! And the beer? Who was it said, "Pour it back in the horse?" An American of course!

Well, by the time thousands of young healthy Americans landed on our shores, we unimaginative Brits had become so accustomed to wartime fare, we didn't know the difference between a "banger" and an American "hot dog" until you showed us. (Now - you guys - don't bad mouth our "bangers.") They're not what they used to be (2-1/2% meat and 80% cereal). Could have been worse. We were told the Nation needed something "solid." Those bangers were solid all right. We heard the Germans put sawdust in theirs! And, cereal was good for you we were told.

Dried eggs, dried milk and "old mutton" were bad enough, but nothing caused the GIs as much culinary grief as the poor little homegrown Brussels sprout, which was recruited into the Army diet. In the almost total absence of fresh fruit, Britain had to find a source of vitamins and minerals, and the Brussels sprout was IT! We couldn't import vitamins but we could grow Brussels sprouts. They're probably the healthiest vegetable you could eat. Determined to pump vitamins into its Armies of fighting men, some Bases even served them (or boiled cabbage) three times a day. By the time the NAAFI cooks were through boiling them to death they were reduced to an almost inedible tasteless pulp. (This I have read - I wasn't there.) Even the Group Commander of the 1st Bombardment Wing at Polebrook is recorded as having instructed his men, "If you MI ^{l'm} make a

forced landing - DO IT IN A BRUSSELS SPROUTS PATCH!!

When the American authorities realized that British rations were threatening morale and efficiency, they recruited a catering adviser who, obligingly, said that the gassy diet could prove disastrous at 30,000 ft. and very soon shipments of American food began arriving. Sixty-eight percent of GI food was still purchased locally, but the 32% of American canned goods, peanut butter, etc. made the difference and helped satisfy the American palate. I don't think they ever did away with Brussels sprouts, which have never quite recovered from their terrible reputation. But they're really not half bad these days, cooked gently, the GREEN GIANT way with Prime roast beef, gravy and Yorkshire pudding!!!!

American troops were forbidden to drink British fresh milk because it was not pasteurized, but that didn't stop some milk-starved GIs from taking a chance and sneaking up to farmhouse milking sheds with a GI can to purchase milk, or even milking the cow themselves. Remember, a lot of you guys were from farms. Flight crews were served real shell eggs before and after a mission (if they made it back)*. All they had to do was lay their lives on the line every day!!!

Nineteen-forty-two was the US Troops' first Thanksgiving away from home. American morale was important, but the American authorities had a problem. In serving the troops with traditional turkey dinners they were afraid it would hurt the sensibilities of the British who only had 13 pennies worth of scarce meat a week. They finally resolved the situation by donating all 50,000 turkeys that had been shipped over to Britain, to British hospitals, and they served the GIs with a Thanksgiving dinner of roast pork and applesauce. A very nice gesture and much appreciated.

American troops were known for their ingenuity and innovative practices, and it was amazing what some of them came up with. Some airmen stationed in Norfolk started mixing ice cream in

20 gal. GI cans and putting one in each plane. The ice cream froze nicely at 22,000 ft. - to be enjoyed later. The *Stars and Stripes* mentioned a homemade freezer some GIs had made, operated by a chain drive connected to a Jeep.

One English habit was adopted temporarily by the "Yanks" - going to the NAAFI Hut about 10 AM when the British troops had a 10 minutes break for tea. They adopted the custom at Tidworth, officers and men, until the Battalion Commander happened by one day for his own cup of tea. Later, a Battalion order was issued putting the Hut "off limits" during drill hours. However, the attempts by a few to make the English beer more potent by adding whiskey, or even sprinkling cigarette ash in it, didn't always work to advantage.

It was during WW II that Spam was introduced into Britain and became the butt of contempt and many jokes, which have lasted to this day. Mr Hormel kept his sense of humor when he said he understood that there was one soldier who was saving his last bullet for him!! But he vigorously defended Spam which he said was a combination of pork and ham that he only put it on the American market in 1938, and he insisted that the name had been wrongly attached to other inferior varieties of canned luncheon meats. However, although it was maligned by many it was a lifesaver to the Brits, although even that was rationed. Restaurants and even Post Hotels served it up in disguised ways, sometimes with a French name, but whatever they did with it, it still tasted like Spam.

All jokes aside though, and in retrospect, we may have been deprived of many things in Britain, but we were fortunate that we never went hungry like so many people in many other places. And - what if we couldn't get T-bone steaks? Well, there was always fish and chips wrapped up in the *Evening News!*

*** Ed Note During my tour real eggs were few and far between - always appreciated when available**

385THBGMA

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PRESIDENT'S REPORT

President Mike's remarks at the dedication at perle

Dignitaries, Honored Guests, Members of Lt. Ryan's Family, Members of the 385th Bomb Group, Dear Luxembourgers, and Ladies and Gentlemen:

On behalf of the 385th Bomb Group Memorial Association, on my own behalf, and on behalf of the Ryan Family, I wish to express gratitude to Roger Feller for his extraordinary effort in creating this outstanding monument and the museum which we viewed last night. I know that he did not work alone. We thank Constant Goergen, Joseph Colas and Ferdinand Unsen and hundreds of Luxembourg volunteers who contributed to this major effort.

There is a beautiful poem entitled "High Flight". The last few lines of which I will paraphrase-'We have trod the high untrespassed sanctity of space, reached out and touched the face of God.'

These last few days here in Luxembourg, we have reached out and touched the face of goodness, generosity and kindness among all of you and it has overwhelmed us.

You have created ambassadors of good will who will preach your virtues everywhere we go.

This may be a small country, as has been said by earlier speakers, but it has a vast heart which has burst its boundaries and that of Europe, has leapt the ocean and envelops the vastness of America.

We shall not forget your kindness. We are forever grateful.

May God bless you, bind up your wounds, dry your tears, and grant you everlasting peace.

Very truly yours,

Michael R. Gallagher
President

EDITOR'S NOTE: If 100 orders are received, they'll reprint. Contact them direct.



385th Bomb Group UNIT HISTORY



The history of the 385th Bomb Group published in 1996 has long been sold out. We have received

many inquiries for additional copies. We are willing to go back and reprint this book provided we get pre-orders for no less than 100 copies. Those interested send a check or credit card information for the original price of \$39.95 plus \$3.95 S&H, along with shipping information. Anyone interested in submitting corrections to the original may send those in also. If there are any questions, please call 800.282.2823 or send us e-mail atbooks@southernheritagepress.com.

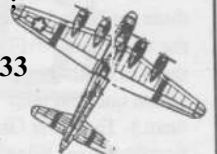
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Charles E. Hoover, Jr.....April 1998