

Hardlife



Herald



Newsletter of the
385th Bombardment Group Memorial Association

1942 - 1945 • Great Ashfield - (Suffolk, England • Station 155

The Mighty Eighth

Vol. 19 Number 3

August, 2001



Villagers ready to show they have winning spirit

A small village with a big heart is in the running for a prestigious award to recognise its community spirit.

Great Ashfield, near Bury St Edmunds, has a population of just over 200, but the villagers are hoping their efforts over recent years will be recognised.

The community is in the running for the Village of the Year award, given by the Suffolk Association of Local Councils. It is the first time the village has entered the com-

petition.

Chairman of the parish council, Roy Barker, said: "We went out in 1998 and asked villagers, 'What do you want to do for the Millennium?' We are doing the same for the Queen's jubilee next year.

"What came back was new church doors, a village party like the one for the jubilee in the 1930s, and a Domesday

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Hardlife Herald

385th Bombardment Group (H)

Federal IRS Tax Exempt Code #501 (C) (19)
52-1068468

Officers

PRESIDENT

Leo A. LaCasse, Col.
USAF, Ret.
4911 Hunting Hills Ct.
Roanoke, VA 24014
shnevoegel@aol.com

CHAPLAIN

Rev. James H. Vance
10901-176th Circle NE
Apartment 3524
Redmond, WA
98052-7218
GJVance1@aol.com

1ST. VP

William W. Varnedoe Jr.
5000 Ketova Way SE
Huntsville, AL
35803-3702
billvar@bellsouth.net

EDITOR HH

Tom Newton
P.O. Box 34
Dallas, OR 97338-0034
503-623-3935
tjnewton25@aol.com

2ND. VP

Maurice Nysether
424 Cario St.
San Marcos, CA
92069-2331
mony@earthlink.net

SECRETARY

Jerome Mudge
850 Alder St.
Edmonds, WA
98202-3301
jvmudge@juno.com

3RD. VP

Arthur Driscoll, Jr.
4500 Post Rd. Apt. H75
Nashville, TN 37205
artdriscoll@hotmail.com

TREASURER

Verne D.J. Philips
PO Drawer 5970
Austin, TX 78763
merlinphil@aol.com

4THVP

Chuck Smith
P.O. Box 329
Alpharetta, GA
30009-0329
chucksmith@smith
industrialsales.com

8TH AF HIST.

CONTACT

Jerry Donnelly
10770 SW 46th
Miami, FL 33165
305-221-3592

Past Presidents

'Ruel G. Weikert
'Vincent W. Masters
'James H. Emmons
'Forrest V. Poore
'Earle Cole
'Sid Colthorpe
Bob Valliere
Tom Newton

'Frank B. Walls
'John C. Ford
'Paul Schulz
William A. Nicholls
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'Robert C. Smith
Mike Gallgher

Honorary Members

Roger Feller
Eldon Nysether
Mayor Ferdinand Unsen

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book where we have got a record of everything that was going on in the village in the Year 2000.

"We raised just over £20,000 for these three projects. A lot of them are now coming to fruition, although we have still got the church doors to do, which are going to cost £15,000."

In the past, the Village of the Year award was given to the best-kept village in Suffolk, but now that the prize rewards community spirit Great Ashfield decided it was worth entering for the first time.

The village does not have its own pub or shop, although it has a post office. At the heart of the community are institutions such as the church, village hall, and the airfield, which was used by British and American servicemen in the Second World War.

Mr Barker said. "There are so many people who do little things within the village which are not recognised but which are always being done, like tidying up the village hall and around the village sign. People just do it free of charge.

Reprinted from the East Anglian Daily Times



490 BG



food and freedom

OPERATION CHOWHOUND iu> - fka MAY IMS



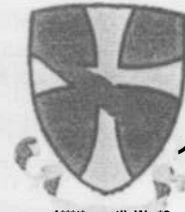
452 BG

A TRIBUTE TO "DIE Bu. UNITED STATES ARMY AIR FORCE

After the bare winter of 1944-1945 the inhabitants of the still German-occupied Western part of the Netherlands saw at the brim of starvation. Having supported the Allies by going on strike the Dutch Railways prevented the enemy from sending troops to the battle zone during Operation Market-Garden in September 1944. In retaliation the Germans denied the people of the Netherlands the same means of transportation to carry badly needed food from the agricultural east to the densely populated west of the country. After pleas by Her Majesty Queen Wilhelmina of the Netherlands to President Franklin Delano Roosevelt and Prime Minister Sir Winston Churchill General Dwight D. Eisenhower, Supreme Commander Allied Expeditionary Forces was ordered to arrange for relief Bomber Command, Royal Air Force and the 8th American Army Air Force were detailed to carry out millions of missions to save the Dutch. Between 1st and 8th May Boeing B17 Flying Fortresses flew 2189 missions, dropping 4,155.8 tons of food at nine drop zones.



385 BG

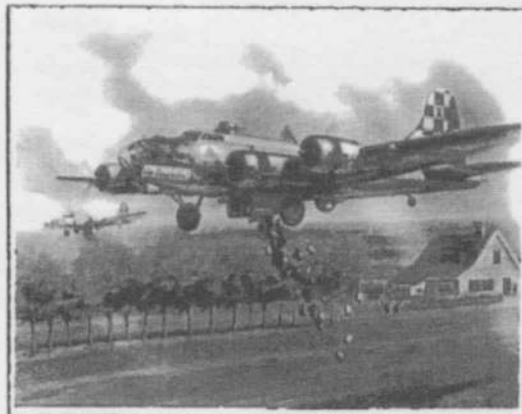


95 BG

The people of the Netherlands gratefully acknowledge the help provided by the men who fought to free mankind and who finished their war by bringing salvation rather than destruction. Thanks to their efforts millions of people survived in freedom once again.



100 BG



3 SF



388 BG

we will never forget.

Bernhard Prince of Nuffariuto
 President, International Manna/Chowhound Brotherhood

Bernhard
 On behalf of the Food and Freedom Foundation

Arno de Jong (chairman) Hans Ockers (secretary) Piet Brouwer (treasurer)

Franz Capoen (member) Noel Gubens (member) Jo de Vries (member)



34 BG



390 BG



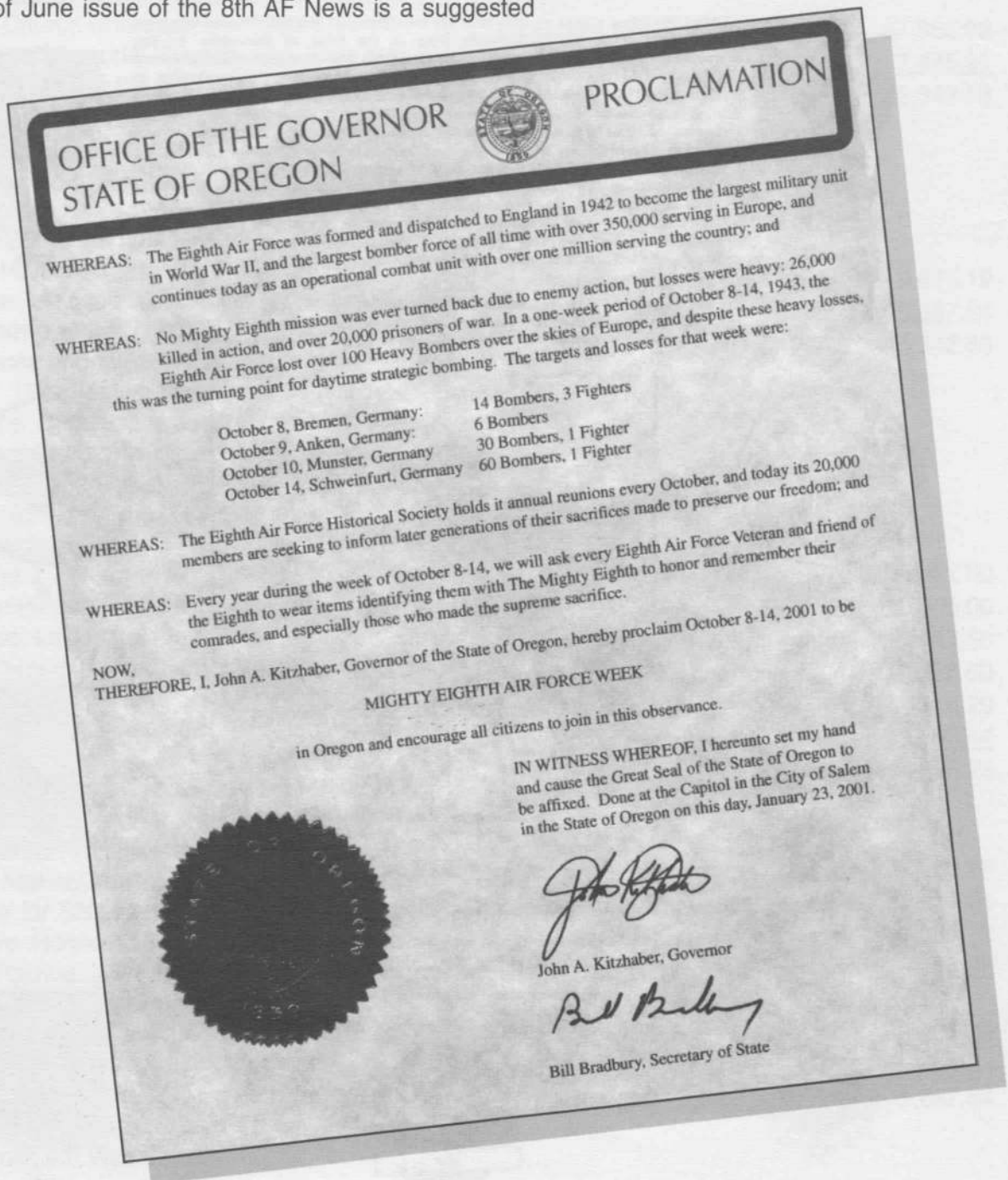
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96 BG

"Mighty 8th Air Force Week"

October 8-14 has been proclaimed Mighty 8th Air Force Week. We need your help to promote Mighty 8th Air Force Week. Contact your local chapter of the 8th Air Force Historical Society and obtain a copy of your State 8th Air Force Proclamation. Have your local paper print the proclamation & feature WWII stories by local 8th Air Force Veterans. 385th member Hal Goetsch, who was our last reunion host in Albuquerque is chairman of the public relations and publicity committee of the Historical Society and has been working very diligently on this project. Please refer to his article on page 19, June, 2001 issue of the 8th AF News. If you need a sample copy of a proclamation a copy of the one we are using in Oregon is herewith or on page 50 of June issue of the 8th AF News is a suggested copy.



PRESIDENTS REPORT

By Leo A. LaCasse, Col., USAF, Ret.

European Tour 2002

Some members have expressed interest in a mini reunion to Europe in 2002. To arrange a tour slightly different than the 2000 visit to Great Ashfield, Normandy, Paris and Perle has become a nightmare. Many of you have written to me asking for more time in Germany and less time cramped in a bus for long hours.

What better way to accomplish this than to plan a Rivers of Europe Boat Cruise from Amsterdam to Vienna. Twelve days on the Rhine, Mainz and Danube Rivers to see many of the cities bombed by the 8th Air Force in WW 11. Unfortunately Grand Circle Tour Agency refused to cooperate in setting up a plan that would allow us to spend the required days at Perle prior to the Cruise. Unable to agree on a solution, the plan was scrapped.

Vantage Tour Inc. on the other hand offered a similar Cruise from Amsterdam to Budapest at a lower cost for sixteen days. Unfortunately, the dates to accomplish this Cruise conflicted with the dates we are committed to participate in the European National Memorial Day ceremonies scheduled from Perle. To rearrange the Tour dates with Vantage Tours Inc. would have required nearly six weeks away from home at a prohibitive cost. That plan was also scrapped. But, thanks to Vantage for all their help in trying to get us a wonderful vacation.

Now for the plans about to be implemented. Roger Feller from Luxembourg has several ideas to make our Tour 2002 a memorable visit to Perle. Details are not finalized at this writing. First and foremost are the ceremonies in Perle, i.e. Memorial Services in the Church at Perle, dedication of the Town Center in honor of two 385th Crews who collided over Perle. Ribbon cutting of the new Museum named and honoring the 385th BG, Dedication of a plaque and planting of a tree in Bastogne honoring 385th crew members. There are other ceremonies planned which I will not go into details at this time.

Roger Feller is making plans for a Tour of Luxembourg, a one day cruise on the Moselle River with a visit to a wine factory. A possible bus tour along the Rhine River stopping in Koblenz, Cologne and other cities on the way to Amsterdam where we would depart for the USA. Hopefully, the plans will be completed before the November

Now for the difficult part. For me to block 50 to 100 seats on KLM/Northwest I must deposit \$100 from each person planning to attend by September 15. That deposit must be sent to me at the address on the cover of the HLH. Once I have made the reservations in your name if you cancel a refund in full amount up to 120 days prior to departure. At 30 days before departure your deposit is refundable but would be mailed to you after the tour flight is completed. (June 2002) After the 30 day limit an administrative fee would be charged.

The total cost of this plan is yet unknown. A ball park estimate can be figured by each person planning to attend.

Airfare from	West Coast	\$972	plus \$73 in taxes
" "	Mid-west	\$821	" "
" "	Souther States	\$817	" "
" "	N.E. &S.E.	\$746	" "

I believe another charge of \$160 can be added to this for various port calls. This airfare is a round trip based on 10 or more people departing from each of the Gateway areas, i.e. Mi Detroit or Atlanta.

The cost of lodging in the Perle area is \$100 per person per night including breakfast and dinner.

The Bus and Tour package after Perle is unknown. Mayor Unsen has a Tour Agency and busses which he would provide for the package. We should have costs available by the next HLH. The dates for the 2002 European Tour are, departure from the USA from any of the Gateways will be May 22 arriving in Luxembourg at 11:00AM May 24. Return to the USA not yet established. A good guess would be at least one week after Perle festivities. Arrangements to return to the USA can be made from any major city in Europe in the event some of you would like to be on your own after the Perle visit.

"If anyone out there would like to add their two cents worth about what to do next year to make our Tour more enjoyable, please don't hesitate to add your comments when you send in your \$100 deposit. I need to know how many are interested in going soonest."

Our next regular scheduled reunion will probably be in Hampton, VA in October 2003.

Thanks, Leo

CHAPLAIN SEZ

By Rev. James H. Vance

Greetings and Salutations,

Back in 1981 Katherine Hepburn had this to say about growing older. "When you're my age, it's as if you're a car. First a tire blows, and you get it fixed. Then a headlight goes out and you get that fixed. And then one day you drive into a garage and the man says, "Sorry, Miss, they don't make this kind any more!"

A quiet thought to think about, isn't it.

Well anyway, as they say, retired people do not buy green bananas any more. Soooo why don't we give out some flowers now while we are still getting repairs and eating green bananas.

One deserving to receive flowers is Ed. Stern, our retired Editor of our Hard Life Herald. He has received many such things

but one more will not hurt him at all. I made this statement in 1993 but I feel like saying it again in this article. One time when Ed was in Bellevue, Washington, he referred to himself as the "One that pestered me for my articles for the Hard Life Herald." Well he was never a pest because I needed to be needled from time to time. He did an excellent job of editing and edifying us about our 385th BGM Assoc, and under no circumstance was he ever a pest. Thanks Ed.

But that being said I want to throw another bouquet to the new Editor of the Hardlife Herald. He has started out right by 'needling' me for my article for Chaplain Sez. From what I can understand and see Tom Newton will be doing a good job also on the Hardlife Herald. Blessings on

you, Tom, and don't get discouraged when you are dealing with slow characters like me.

Another one that deserves a bouquet is Geri, my wife of 58 years. Man has she put up with a lot. Being a Ministers wife is a tough life but living with a retired minister is even tougher. It takes me much longer to prepare a message or doing anything, as most wives of retired husbands know, soooo lets all give our wives the live bouquets they deserve or at least the verbals ones they all love. Wives, MEN love it too.

That's my flowers for this time. God is blessing us all (deserving or not) so why not tell someone how much you love them and appreciate what they do.

Roses to you all - Jim

THE SOFT LIFE SIDE

By Marian Gallagher

Laughter is infectious! Do you remember when you were a little girl and, sometimes in church or in Sunday school, one of your friends would start laughing and you would get the giggles and couldn't stop? Who can ever forget the episode of the Mary Tyler Moore Show when Mary was in the funeral home attending a memorial service for Bozo the Clown? She found the service so hilarious she couldn't stop laughing.

This column was created because Darla and I enjoyed listening to you laugh at our ridiculous Morning Breakfast Shows. We want you to continue laughing with us even though we may be far

apart. The humor of children is so innocent and honest. I pass these gems on to you:

A 6-year-old was overheard reciting the Lord's Prayer at a church service. "And forgive us our trash passes as we forgive those who pass trash against us."

Teri asked her Sunday school class to draw pictures of their favorite Bible story. She was puzzled by Kyle's picture, which showed four people in an airplane. She asked him which story it was meant to represent. "The flight to Egypt," said Kyle. "I see... And that must be Mary, Joseph and Baby Jesus, Ms. Teri said. "But who's the fourth person?" "Oh, that's Pontius,

the Pilot."

"No matter how hard you try, you can't baptize a cat," said Becky to her little brother.

The Sunday school Teacher asks, "Now, Johnny, tell me the truth, do you say prayers before eating?" "No Sir," little Johnny replies. "I don't have to. My mom is a good cook."

"When your mom is mad at your dad, don't let her brush your hair!

A little girl became restless as the preacher's sermon dragged on and on. Finally, she leaned over to her mother and whispered, "Mommy, if we give him the money now, will he let us go?"

TRUMAN SMITH COLUMN

(Author, *The Wrong Stuff*)

It seems that Edward Stern must have been born a gentle boy who remained gentle into manhood. Edward Stern, yet free from sternness, harshness, or violence.

We met over a half-century ago at the 550 Bombardment Squadron of the 385th Bombardment Group, where Army Air Force Captain Edward Stern was the Executive Officer. He was in charge of our home away from home at the Great Ashfield Air Station. We were wayward warriors who had come to meet the Hun in that greatest of all conflicts: World War Two.

Captain Stern was not only senior to most of us, he was superior to us in manner, the exemplar of an officer and a gentleman. Our relationship could have been improved only by his getting us enough coal to keep from freezing off our asses, and fingers and toes. It wouldn't have taken much, because we had only two small stoves to heat an uninsulated - well, think of it as a chicken house.

Our task was to spend the daytime over enemy occupied Europe in temperatures around 60 below freezing. So it was no

great comfort to come "home" to an unheated chicken house and two small - Too Small - cold stoves, because there was a shortage of fuel.

I'm sure it didn't make Captain Stern happy when we started chopping up the wooden walkways that kept us out of the mud and making kindling of the inside blackout doors, but we had to have some heat. One evening a bombardier brought an incendiary bomb back from a mission to solve our problem. Surely the Germans would not object to us saving just a little heat for ourselves.

It was riot a little heat. It was a GREAT HEAT! It was so hot that it crumbled the brick insulation of the stove and melted away the iron stove itself, causing the chimney to fall and leaving a hole in the roof to let in more cold. All of which left us with only one little stove.

I'm not saying this was the fault of Captain Stern, who remained very cool about us making our quarters cooler. After all there was a war going on and there were shortages that had to be accepted and dealt with. In fact we all remained cool as a result of the situation.

It was never proved to be punishment, but we returned from a mission one evening to find that our bunks were covered with bundles of mail. "What in hell is this?" The orderly said that Captain Stern had ordered us to censure the mail. We all suspected that the "Mother Hen" was exercising authority over the hen house.

CUT TO THE CHASE:

It was about thirty years later that Captain Edward Stern became known as "ED" Stern the Editor of the *Hardlife Herald*, for the entire bomb group, which pulled we few, we precious few, into a band of brothers known as the 385th Bomb Group Memorial Association, for we had become scattered far and wide.

Such dedication and effort had to be a labor of Love, because nobody HAD to do it. Yet, it has resulted in our History that shall remain after we have all finished our final tour and it leaves a conduit for those who follow us.

Thank you Ed Stern from all of us and from those who are following.

Truman Smith



Send Your E-Mail

It has been suggested that we start a page with member's e-mail address. If you are interested in sharing your e-mail address with other members please e-mail it to tjnewton25@aol.com In subject box identify as 385th e-mail.

Air Stories [385BG] "Off The Record (2)"

By Frank R. Mays, Author of "And No Purple Heart"

After all the Basic Training I was sent to Mechanic's School. One of the Instructors thought I was good enough I should get some in-flight training. He pulled a few strings and I was transferred to flight-status. It didn't take long for me to understand if I put in four hours in a month I would receive 50% of base pay for flying. Thirty-some dollars extra per month added to my Corporal pay was like a Christmas Present.

My spare time was spent at the flight line begging rides on anything that flew as an "Observer." There was one light bomber I refused to ask for a ride. That airplane was a great low-level bomber - the B-26. I was led to understand - with both engines having a problem - a B-26 had the aerodynamics of a Brick!

I would rather have not flown in B-24s as they had a similar wing design as the B-26. The "Davis" wing on a B-24 was long and narrow, not providing the lift same as a B-17. Also, I had observed a B-24 with a nose wheel problem when landing and it was not a pretty sight.

One night recently I heard Andy Rooney on the History Channel say, "The B-24 could carry a bigger payload and fly further than a B-17 - but going into combat I would rather fly the B-17 because of the rugged design and ability to sustain damage and continue to fly."

Moving along - At Great Ashfield in England, I was on

the flight line one afternoon watching a group of B-24s return from a combat mission. The bombers were flying low over the base and many seemed to have sustained lots of flak damage. One B-24 set down on the Ashfield strip with two engines not running. I could not tell what happened but the B-24 did a wheels-up landing and crashed at the far end of the strip.

As I watched a second B-24 was attempting to make a landing. It was coming straight in with wings doing a see-saw and two right engines, No 3 & 4, not running. Just before the wheels touched down a third engine, No 2., wind-milled making a popping noise. That was it! The right wing dropped hitting the tarmac - sending the B-24 in a cartwheel motion for several gutwrenching moments. I think it

was after the second cartwheel the B-24 flattened out and skidded across the grass on the far side of the field. After sliding a couple hundred feet the B-24 hit the middle of a one story cinderblock maintenance building. The B-24 and building disintegrated, however there was not a sign of fire.

As the emergency equipment raced towards the crash site I turned and walked to my hut. I knew there was nothing I could do to help. I later learned there were several English grounds caretakers in the building when the bomber hit and all were killed along with the B-24 crew.

After returning to the States I flew some in B-24s as a gunnery instructor, but was always apprehensive.

Anybody else remember the incident of the B-24 crash?

Books Authored by 385th Members

Letters to Hardlife	Thomas A. Helman
And No Purple Heart	Frank R. Mays
Fear Faith Courage	Willard Richards
The Wrong Stuff	Truman Smith

Your Editor recommends that every 385th member should have a copy of these fine books. They may be purchased from the author, their address is in your 385th BGMA roster.

Tom Helman Column

(Author of "Letter to Hardlife")

It's not often one is asked to show off a picture of an old friend of Army days, plus given the pleasure of telling some pretty tall tales, all about her. "Her" you say? Yes I do. But if ever there be a qualm about gender, whether it's "him" or "her", she was one Queen Aeronaut, to all we lucky few who flew in her.

Now that beauty queen of whom I speak is Captain John Richey's champion B-17, the Ohio Air Force of the 549th Squadron, from our own great Great Ashfield. I am Tom Helman his most worthy scribe and copilot, - just call me Spinner, please.

Now if she be Queen of the Ball for a season, pay it no mind. Like a gaggle of geese, all her sisters of anywhere were look-a-like beauties, and plenty good enough for the Army life, mine anyhow. But more than that I say, she was an F Model. A one letter word it may be. But our Lady was, believe me, a fox.

What a treasure are their names. To think, ten good men, all jocks, stuffed in planes like the Big Gas Bird, to name just one. Howcum I never thought of that one?

But what's in a name? Not much to that one who has none. Isn't a B-17 but a B-17, only just an airplane? But to the owner of the likes of those neat names of the 385th boneyard, it is heavenly bliss. Everybody loves a name, especially their own.

I kid you not, the name Ohio Air Force has the sex appeal of a rubber goose, but who cares, it was the airplane, F Model, that brought us home that sunny afternoon, chased from 25,000 feet over Munster Germany by at least a million nasty jerry gunners, not a

rubber goose among 'em. However.

Imagine all that love appeal over an airplane becoming lost in the dark when nearly forty years after that record day of October 10, 1943, I discovered the Richey crew was not flying our darling 230737 on that day, but indeed "a loaner". All this because 737 was grounded from some serious battle wounds encountered the day before on the Marienburg, Germany mission. Oh my!

Needless to say it, but wouldn't you know that this would set off a hurry up hunt to who knows where. I had no clue to this gallant ship's name and number. From Archives I found on the load list the number 42-5963. And the Ian McLachlan roster is listed 237963 as Sleepy Time Gal; with Bill Varnedoe showing the number 4237963.

Not that it mattered, but I concluded that Sleepy Time Gal was the airplane I was seeking, in spite of the difference in the serial numbers. The numbers 42 merely means a mfg date of 1942. And the numbers most used by everybody was the last three digits. In both rosters, the only #963 I could find was Sleepy Time Gal.

Most interesting to me is that #963 was/is the Pease airplane. And on the fateful day of the Pease/Hutchins collision, the Richey crew was directly over them in the high squadron, a saddened witness.

In the hustle of researching the names and numbers of our lovebird the B-17, I soon found myself using the pages of Hardlife Herald to find my way around. This in short time led to more than occasional anecdotes gracing the

pages of HLH.

It was in 1986 that Richey and I, plus our tail gunner Gesser, met for the first time in over forty years, at the B-17 fiftieth birthday party in Seattle. It was there we became 385th BGMA life members, and first heard of the HLH.

During and after our first crew reunion, appropriately held in Richey's home state Ohio in our Dayton reunion of 1987, it was agreed we needed a crew record for all to have and hold. Hence was born the book, Letters To Hardlife, aptly so because a goodly percentage was just that, Letters to (from) Hardlife.

We do have friends some very nice ones, I have found. Talk about a pleasant surprise. It came in a letter from a young Englishman from Bury St Edmunds, over there. He had read the book that was loaned to him by a neighbor and mutual friend, Ian Hawkins, same place. Ian wrote two great books on the Munster mission.

It seems he liked the book so well, it had inspired him to build a model B-17, a duplicate of the Ohio Air Force, and he wished to buy the book for his own. So it was right then and there, a deal was made, one model builder Mark Bloomfield gets a book Letters to Hardlife, and we get the picture. So for everybody, it's a good day.

If any should wonder why the particular pose, a right rear view that displays so vividly that beautiful-G-on the dorsal, wonder no more. How else to identify the plane's home port. That big G is for all to see. Our own Great Ashfield home of the 385th Bomb Group's B-17 Flying Fortress, lots of them!

The Most Unbelievable Landing of a B-17

by George Ureke, Lt. Colonel USAF (ret.)

Submitted by Truman Smith

Flying a bombing mission out of Foggia, Italy, off of Tortorella US Army Air Field in Italy, during W.W.II, our B-17 caught one hell of a lot of flack. All four engines were still running, but ALL flight instruments failed. We had no airspeed indicator. Since we were returning from the bombing mission in formation we didn't really need flight instruments except for the approach and landing. When we arrived over the base at Tortorella, we peeled off, flying the landing pattern in trail formation. How to plan my approach with no air speed indicator? An idea came to me.

We'd drop behind the ship in front of us, so that on the final approach, we could establish a rate of closure to ensure that our approach would be above stall speed.

Well, in the morning, when we took off, the steel mat runway was covered with three inches of slimy mud. It had been raining for weeks. Airplanes, taking off and landing just pushed the steel mat deeper into the mud. Every time an airplane took off or landed, more and more slimy mud had pushed up on top of the steel mat. So as we approached the mud-covered runway, there were three or four inches of slippery slime on top of the mat. But we were not worried (about coming in "hot"), until I called for flaps. Kenneth D. Goodwin, our copilot, replied, "we don't have any". "They're not coming down". -And it was too late to crank them down by hand.

We weren't about to go around again without an airspeed indicator. Due to the approach

speed we didn't touch down until we were halfway down the field.

The airplane in front of us made a normal landing and turned off at a taxi-strip about five-hundred feet short of the end of the runway. That pilot managed to land short enough to turn to the left onto that first taxi strip. As he turned, he looked out his left window and saw that we were halfway down the field before we touched down. He turned to his copilot and says, "Look out that right window. George is going to crash into the gully at the end of the runway." (Several British bombers had hit that gully in the past, and they blew up.)

We finally got the plane on the mud and I hit the brakes no brakes! (in a B-17, the pilot and copilot can look out their window and see the wheel on their side). Every time I touched the brakes, the wheels would stop, lock, and we'd hydroplane over the mud. I had one choice, something we'd normally try to avoid. "Ground-loop" I pulled No. 3 and 4 engines all the way back. I pushed No. 1 and 2 throttles forward to take-off power, I called for "boosters" and started tapping the right brake (trying to ground loop to the right, and let centrifugal force tip the left wing into the ground). We'd damage the airplane but avoid crashing into the gully.

Normally, the plane would turn and leave the runway. But it was so slimy, the wheels had no friction to make it turn. The plane just kept sliding forward. No. 1 and 2 engines at full take-off power caused the airplane to spin around

while sliding straight down the runway. As it approached 180 degrees, I pushed number 3 and 4 throttles full forward. Now we had "take off" power on all four engines. There we were, going backwards, toward the end of the runway with all four engines at full take-off power.

Well, we stopped right on the very end of the runway and immediately started to taxi back to the taxiway we just passed while we were sliding backwards.

You can imagine how scared our navigator, James W Collier, and the bombardier, Lowell E. Clifton, were sitting in the nose of the airplane, as it approached the end of the runway and began to spin. This maneuver is one that I'm sure had never been done previously nor will it ever be done again. It isn't something anyone would want to practice. I can only say that on that landing, Ken Goodwin and I were both copilots. God was flying the airplane on that landing, which is why I call it the most unforgettable landing in a B-17.

And, you know, we never heard from anybody. Nobody ever came to ask what had caused us to land backward. All the medals we got were for far lesser accomplishments. That's why I say, it was God who made that most unbelievable landing in a B-17.

Note: If anyone who reads this was one of those in the control tower or otherwise saw this landing please contact me: George Ureke, 20510 Falcons Landing, Apt. 1101, Sterling, VA 20165-7596; Phone and Fax: 703-444-6788; email, gureke-[aol.com](mailto:gureke@aol.com)

A TRIBUTE TO CHARLES THOMAS CHAMBERS

By Olga Jones Chambers

I am the widow of Staff Sergeant Charles Thomas Chambers, ball turret gunner on 1st Lt. Robert G. Ritchie's crew, in the 385th Bomb Group. This is my story:

Tommy and I were childhood sweethearts. We were married when I was 17 and he was 20. We had a happy, fulfilling marriage that lasted 5 1/2 years and are the parents of two sons, Charles and Thomas. Since Tommy was married with two children, his draft was deferred for many months. There was a great need for good men in the service and the time came for him to go.

Tommy was very patriotic and although he really wanted to stay with his family, it was his time to fulfill his military obligation. Once in the service, he volunteered for flying combat missions. He had heard horror stories about the danger in flying over enemy territory, but there was a job to be done and my Tommy faced up to that challenge (he was that kind of guy).

Tommy told me about his trip overseas in a letter, as follows:

"When we left Gulfport, we went to Savannah, Georgia to Hunter Air Base. We were to get new B-17Gs and fly to England, but seven crews didn't get B17Gs, ours being one that didn't get to fly over.

"Rather than sit around and wait for new B-17s, they said we were needed in England soon. We were at Hunter Air



Base for about two days, then sent up the coast by train to Camp Kilmer, New Jersey. We were there for two or three days, then on a Saturday night before midnight all seven crews of us were taken by ferry boat to New York docks and boarded the Queen Mary and sailed the next afternoon.

"It took only five days to get from New York to Greenock, Scotland (near Glasgow); from there by train to Eccleshall England, for bomb group assignment. This took another two days; after that we were sent to Elmswell (Great Ashfield), our home base of the 385th Bomb Group. Each Bomb Group had four bomb squadrons; ours were the 548th, 549th, 559th and the 551th. We were assigned to the 548th Squadron.

"All this transpired from the

time we left Gulfport until early in December of '44."

He was and still is my hero. I sensed that his job was very dangerous. Because of this, he told me very little about what was required of him. He didn't want me to worry. He had already gotten credit for two fighters he had shot down.

On April 4, 1945, I received that dreaded notice that he was Missing in Action. It was a midair collision, off the coast of Holland; all the men in both planes were lost that day.

The shock of that message was devastating. My life has never been the same. In one moment I went from being a happily married woman to a struggling widow with the sole care of two young children.

When the news first came, other loved ones from the other crew members and I wrote let-

ters to each other. At first, we were hopeful, but after a few weeks, when we realized all was lost, the tone of the letters changed to one of sorrow and sympathy for each other. (I still have those letters.) It indicated that all hope was gone. Tommy was never coming home.

I later learned that Tommy's death was the result of a midair collision. The following is an excerpt from a letter written by Mike Gallagher, an eye witness to the midair collision which took his life (Tommy was on Ritchie's crew.).

"Tim Crimmins was flying low section lead and Bob Ritchie was the element lead. This placed Ritchie directly below Crimmins and slightly to his rear. So Ritchie positioned himself slightly under and behind the tail of Crimmins' plane. He maintained his position by visual reference to the

tail of the plane right above him.

"For some reason Ritchie's aircraft slid forward under Crimmins. To decelerate, he raised the nose of his plane. It then struck the aircraft right above. The impact was either right at the tail gunner's position or slightly forward. The tail separated from Crimmins' plane and became embedded in the nose of the Ritchie plane. The Crimmins aircraft nosed up for a second then went into a spin and went out of sight. Ritchie was able to maintain altitude momentarily, but he too went into a spin and spiraled down. "No 'chutes were sighted from either plane."

I'm very proud of our sons. The older, Charles, was military, retired now after two tours in Vietnam. The younger is in Hospital Administration in a large hospital. My grandchildren are successful.

I spent many lonely, fearful hours, especially while Tommy was overseas. I never faced the reality of his not coming back until that day, April 4, 1945, when the official word came. I know now that he had to face the reality every day that this one might be the one from which he would not return. I heard of others not making it. But not my Tommy! This couldn't ever happen to us - but it did.

All was lost. Many wives, sweethearts, mothers and fathers were left behind. I've long since lost contact with the families, but there was a bond between us.

Tommy Chambers, my one and best love, was one of many unsung heroes, who gave up everything. I'm making sure that his memory will live in my children and grandchildren.

EDITOR'S CORNER

It is of interest to all of us who were at Great Ashfield to receive the newspaper article (see cover page) about Great Ashfield Community spirit. What a lively group of citizens they are. Having been around Roy Barker at several reunions in England and here in the States, we all know what an involved sparkplug he can be. Lets hope they win the contest.

Thank you all for your support in taking my request to heart for the columns, news articles, photos, and letters. I really do appreciate the receiving all the material. I have a number of

items that I will run in the future however I will need more for the next issue of the HLH so keep sending news items.

I do hope you will help promote "MIGHTY 8TH AIR FORCE WEEK" in your local area. I wish to thank our 385th member Hal Goetsch, our Albuquerque reunion host for the great job he did for us at our last reunion. Check our financial statement and you see the profit we made at the last reunion which has put the group on a much firmer financial footing. Now Hal is busy promoting Mighty 8th Air Force Week with

the Historical Society. Thanks & good luck Hal.

Tom Newton, Editor



“Thank-You-America Certificate”

The french government has announced an award of a “Thank-You-America Certificate” to living veterans who served in French airspace between June 6, 1944 and May 8, 1945. If you wish to receive the certificate fill out the attached application and mail it with a copy of your military discharge to the French Consulate serving your State. Addresses herewith.

ATLANTA

(Alabama, North Carolina, South Carolina, Georgia, Mississippi, Tennessee)

French Consulate/ “Thank-You -America”
Prominence in Buckheak
3475 Piedmont Road, NE
Suite 1840
Atlanta, GA 30305

BOSTON

(Maine, Massachusetts, New Hampshire, Rhode Island, Vermont)

French Consulate/ “Thank-You -America”
Park Square Building
Suite 750
31 Saint James Avenue
Boston, MA 02116

CHICAGO

(North Dakota, South Dakota, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Wisconsin)

French Consulate/ “Thank-You -America”
737 North Michigan Avenue
Suite 2020
Chicago, IL 60611

HOUSTON

(Arkansas, Oklahoma, Texas)

French Consulate/ “Thank-You -America”
777 Post Oak Boulevard
Suite 600
Houston, TX 77056

LOS ANGELES

(Arizona, California, Colorado, Nevada, New Mexico)

For California send to LA if your Zip Code is under 93400
French Consulate/ “Thank-You -America”
10990 Wilshire Boulevard
Suite 300
Los Angeles, CA 90024

MIAMI

(Florida)

French Consulate/ “Thank-You -America”
One Biscayne Tower
17th Floor
2 South Biscayne Boulevard
Miami, FL 33131

NEW ORLEANS

(Louisiana)

French Consulate/ “Thank-You -America”
The Amoco Building
1340 Poydras Street
Suite 1710
New Orleans, LA 70112

NEW YORK

(Connecticut, New Jersey, New York)

French Consulate/ “Thank-You -America”
934 Fifth Avenue
New York, NY 10021

SAN FRANCISCO

(Alaska, California, Hawaii, Idaho, Montana, Nevada, Oregon, Utah, Washington State, Wyoming)

For California send to LA if your Zip Code is above 93400
French Consulate/ “Thank-You -America”
540 Bush Street
San Francisco, CA 94108

WASHINGTON D.C

(Delaware, District of Columbia, Maryland, Ohio, Pennsylvania, Virginia, West Virginia)

French Consulate/ “Thank-You -America”
4101 Reservoir Road
Washington, D.C. 20007

Luxembourg During the Battle of the Bulge

The recent story about the Mayor and his wife from Luxembourg brought back fond memories of the people of Luxembourg. I spent time in both the 8th and 9th Air Forces. While serving in the 10th Depot Repair Squadron at what is now known as General DeGaulle Airport, three of us were ordered to report to the 50th Mobile Repair and Reclamation Squadron up at Maastricht, Holland. The 50th were the men who assembled all of the gliders used in the Invasion at Crookham Common, England. 85 men from that outfit were flown back to England to assemble gliders for a proposed invasion of Norway. Every 7th man in the 9th Service command was ordered to the 50th. After a couple of months with them, 32 of us formed a cadre and sent to Rheims to reorganize a new squadron for a proposed 15th Army. This fell through when the Battle of The Bulge came up and used up the manpower.

One night at about 10pm at a movie, the lights went on and all of the members of the Airborne Units on the base with us were ordered to report to their orderly rooms right now. By 5 in the morning there was no evidence that they had been on the base. They were on their way by truck to Bastogne.

The next day, the 32 of us were loaded on trucks headed for Nancy, France We were forced to sleep in a hay mow that night. The next morning 16 of us boarded trucks headed for

Luxemburg City. We were sent to help out the 23rd MR&R who had lost their trucks and equipment which was destroyed when the Germans got close. They were servicing L-4 Piper Cubs used by the artillery for spotting. The weather had dropped to below zero. We arrived in the suburb city of Bertrange. The 23rd men were quartered in civilian homes. We slept on a bowling alley the first night. The next day I was told that a family wanted to take in three men. I went and made arrangements.

The couple who owned the home were something special. We were treated like members of their family. We were allowed to take coffee, sugar, powdered sugar and even coal to give to them. After being invited to have supper with them we decided to purchase meat and bread and give it to them. They were not rationed. We alternated buying the food. We then had some wonderful suppers.

We were able to get ice cream from a dairy and also had a theatre to show movies. We were allowed to share both with the citizens.

When the 4th Armored relieved Bastogne, Patton ordered them back to Luxembourg. He gave them 24 hours to repair and lubricate their equipment and rest.

The streets of Bertrange were solid with tanks and all sorts of military Equipment. We shared our movies and ice cream with them. They were a great bunch. No friction.

All during the Battle, General Omar Bradley kept his headquarters on the south side of the city. Each morning he would dress warmly and crawl into an open Jeep and move slowly through the streets of the city. This was done to calm the fears the people heard that the Germans might return and brutalize them for fraternizing with us Americans. This turned out to be the best public relations move during the war. The people still remembered 40 years later and treated Americans royally. I had some friends who went over there to do family history. When the people found out they were from the States it was hard for them to keep them from taking them to dinner and into their homes. They and the Hollanders have not forgotten what the Air Forces had done for them.

Donald J. Kabitzke
309 Cedar Valley Road
Delafield Wi. 53018

"The Cub is the safest airplane in the world; it can just barely kill you."

*-attributed to Max Stanely,
Northrop test pilot*

"If you're faced with a forced landing, fly the thing as far into the crash as possible."

-Bob Hoover

Letters

Dear Tom,

Di and I would like to thank the 385th Association for the wonderful reception we received at the Albuquerque Reunion. It was so well organised by Hal and his wife, and by the Executive Officers, led by yourself.

We welcome the appointment of Leo LaCasse as President and look forward to working with him in the next two years.

In Albuquerque it felt like we were being re-united with Family and this is what we want to get across to other 'next generations' - the sons, daughters and grandchildren of all you men.

Please could you print all of this e-mail in Hard Life Herald to encourage the families of 385th members to become involved in the Association.

We were so pleased to meet up with several 'next generations' in Albuquerque, and delighted at the long-term development of the appointment of 'young' Chuck Smith, son of Charlie C. Smith, as 4th Executive Vice President.

The future of the Association and all the fellowship between nations that it generates, will one day be passed down into younger hands and it would be great if others of our generation and younger would think about coming to reunions both in the USA and in Europe - both with or without their fathers and grandfathers.

The more youngsters that are involved in reunions, the more tours and meetings that will be put on to help them increase their knowledge of what the 385th means to you guys, to us in Great Ashfield and to Roger Feller and the people of Perle, Luxembourg.

So the message of this letter, going out to sons, daughter and grandchildren of all 385th members, is - COME AND JOIN THE 385th FAMILY!!

Thank you Tom.

All good wishes to you and Darla.

Sincerely, Roy Barker

P.S.

Q.: Why was the chicken racing down Route 66 in such a hurry?

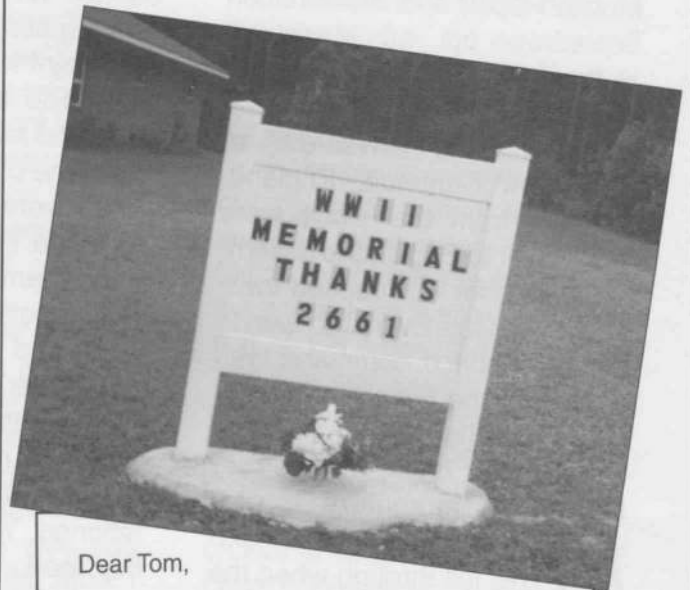
A.: To escape the 385th Banquet in Albuquerque!

And to all you reading that and not getting the real joke - you missed a hilarious time in Albuquerque, so book in for the next reunion as soon as it is organised! - Roy

Tom,

I just read Andy Rooney's "MY WAR" in which he mentioned the 385th twice. First on pg. 84 there is a pic of him boarding a 385th B-17 in which he claims to have flown a mission, second on pg. 190 he refers to a 1st Lt. Earl Mazo who was the 385th PR. Officer prior to D-Day. If Rooney is still around in '03 he should be invited to the reunion in Hampton!

Don Baker



Dear Tom,

Just a note to let the world know that we do have a WWII Memorial and it is on my front lawn in Little River SC. After donating money to Washington Battle Monument Comm, for a few years and waiting during all the delays I decided to do it my way. I asked for and received a refund of some of my donations. Drew plans and with some help, created a Memorial for my front lawn as I promised Washington. I had an eye operation in July while building the Monument and it rained almost daily, but I had a mission to complete the Memorial as soon as possible. It was completed on my birthday, July 24th my 84th. I have been getting compliments from some of my Veteran friends and neighbors. Same pictures and story also sent to Battle Monuments Comm, in Washington DC and local news papers.

Regards, Thomas Gentile Little River, SC

"The only time an aircraft has too much fuel on board is when it is on fire."

*- Sir Charles Knigsford Smith,
sometime before his death in the 1920's*

Letters

If you find yourself in a hole, the first thing to do is stop diggin'.

"Never fly the 'A' model of anything."

- Ed Thompson

Dear Tom,

I was in Serafin's crew...1944

The New Hardlife Herald is great..I am saving it for my scrapbook.it has so much historical facts about the group.

I was especially interested in the article about the bombing attacks because I was there on the night of 23 May 44. We heard this guy prowling around in the dark but did not think much of it thinking it was one of our guys doing patrol. Then suddenly that awful ever increasing crescendo of bombs coming at us until that final BOOM... hunks of the hardstand started to come down on the ready room where we were changing after briefing for the days mission to Chaumon, France..

As a bombardier I had dropped tons of them but this time I was on the receiving end..you never forget that shrieking sound, once you have heard it..I knew what those on the receiving end felt..

Years later my navigator laughingly reminded me about how he from his safe bunker, (never knew we had any) saw me tearing by...heading to safety...I had tried to butt my way through the thick wall of the ready room, before finding a door to head out.

The guy was un-lucky in a way because he could have wiped out the entire personnel had that string of bombs laid down been just a hundred yards or so more to the right of the hanger that he hit. The door of the hanger was broken so that it could not be closed and he had a perfect aiming point..ammunition in the plane went off for a long time after the hit..

While doing the tour we had heard that a group of 17's had been wiped out while on the ground in Russia. They had gone on a shuttle flight and German spy plane tailed them and later came the german bombers, .the Russian's had failed to supply any guns for safety..

Sorry about Mrs. Jumper..she made a re-union trip to England with the Colonel..its the last one I attended..

We must also thank Ed Stern for the fine job he did while Editor..

Cordially, Dorn Jordan



Tom Newton,

Enclosed you will find a picture of Ohio Air Force the plane (B-17) featured on the last Newsletter of the 385th BGMA. Thought this might be interesting to the powers that

be. This is one of the pictures I took back in 1943, 1944 or 1945 (don't recall date) of

Nose Art.

Charles A Auston

Good Morning, Tom!

The 385th should be informed that "one of our own" was one of the platform speakers (along with President Bush) at the dedication of the Overlord (D-day) memorial on June 6th. It was Frank Mays (author of "And No Purple Heart")

hiho - Bob Silver

"Keep thy airspeed up, lest the earth come from below and smite thee"

- William Kershner

"Never fly in the same cockpit with someone braver than you."

*- Richard Herman Jr.
in "Firebreak"*

= Hardlife Herald -17

Bulletin Board

Ballot in the Skies

Local Pilot Gives Crew a Choice—and Dies

A bizarre story of war in the skies came to light here Thursday with receipt of news by Mrs. Elizabeth Nesen, 632 Sinclair-av., N. E. that her husband, Lt. William Nesen, 28, missing more than three months, actually was killed on the date he disappeared, April 24.

Details came in a letter to Mrs. Nesen from one of three survivors of his Flying Fortress crew who were picked up in the English channel after the plane crashed in combat.

Lt. Nesen and his crew were returning from a mission over Friedrichshafen, where the supercharger on the plane had been knocked out over the target. Lt. Nesen asked his men to vote whether they wished to make a landing in Switzerland, and be interned, or attempt a return to England. The vote favored the return flight.

Two German fighters were on their trail and help was asked by radio. The plane ran through four flak areas in Germany and two motors were afire as it reached the channel. Assistance appeared too late. Just as allied planes roared overhead to ward off the fighters, a wing of the B17 collapsed and the plane crashed.

Mrs. Nesen, the former Elizabeth Bilby, had lived near camp with her husband from the time he entered the service in June 1943. His daughter, Janet Kay, was a year old when he went overseas in March. He had moved to Grand Rapids from St. Louis, Mich., in



LT. WILLIAM R. NESEN.

1941 and was employed at the Wayland Gamble store two years. Surviving besides the widow and daughter, who are living here with her parents, are his mother, Mrs. Lynn Hoffman of St. Louis and his father, William S. Nesen of Beaumont, Miss., two brothers, Sgt. Stanley, 21, with the army ordnance in Engand and Lt. (jg) Robert, 26, of Memphis, Tenn., and a sister, Betty, St. Louis, Mich.

Additional casualty news on page 21.

Dear Friends, My name is Janet Katherine Nesen Koons.

My Father was 2nd Lt. Wm. Ronald Nesen, a member of the 385th Bomb Group, 550th Squadron based at Great Ashfield. I was 3 days short of my 1st birthday when he left for England. I was too young to remember him but have some pictures. I found this group in Jan. 2000 and joined them in England the 4 days they were at Bury-St-Edmonds. I had a wonderful time and felt like I was meeting all of my Dad's old friends. He was at Great Ashfield for only 3 weeks (April 8-24) when his plane Sleepy Time Girl, was shot down over the English Channel (4pm) and he and the copilot did not make it out. The enclosed story tells what happened. I would like to know if anyone remembers my Dad or can tell me more about him. I belong to a group called AWON or American WWII Orphans Network (www.awon.org) This group has been very helpful in finding gov. records. I really enjoyed seeing friends from the England trip in Albuquerque and wish the 2nd generation kids love in keeping the group going.

Best Wishes, Janet
1723 Hillsdale Rd.
El Cajon, CA 92019

Dear Tom,

I've been trying to locate or find out what happened to Robert P. Craig who was the navigator on Billy Horstman's crew. He was on another crew the day I got shot down, and I lost contact with him since I was hiding out in Belgium for 7 months. I understand he later became a radar operator and navigator.

He was my best buddy on the crew and we did everything together. If anyone knows his current whereabouts or what happened to him afterwards, please let me know.

Thanks, Bill Kosseff
billkos@juno.com

I am the son of 1st Lt Charles Robert Johnston of the 549th Squadron of the 385th. Dad was a B-17 pilot at Great Ashfield from late Dec 43 to April 29, 1944 when he was killed on what was to have been his last mission. I joined the 385th in the early 90's when I found out that it existed. Through the group I was fortunate enough to locate a member of Dads crew. In 1991 I talked to Bill Domer, who told me some of the details about my Dads death. I think he was probably the last one from the crew to see him alive in the Hospital in Braunschweig, Germany.

I recently found another member of Dads crew still alive James Mclelland, and have been able to talk to him about my Dad. Jim is not a member of the 385th.

I was able to visit my Dads grave in The Ardennes Cemetery in Feb 1999. Two weeks before we left for Belgium, through an article in Readers Digest, I discovered AWON, the American War Orphans Network. Knowing that there are others who share similar thoughts and feelings has helped put to rest some of my feelings over losing my Father.

If you have a chance check out AWON at <http://www.awon.org>

Chuck Johnston Jr.

Son of 1st Lt Charles R Johnston

KIA April 29 1944, 385th BG (H) 549 Sq

Buried in the Ardennes Cemetery, Neuville-en-Condroz Belgium

Bulletin Board

Tom,

I have requests by two members for information about fellow crew members. Mr. Charles A. Grinder of the 549th Sqdn. needs addresses of members of the Robert Barney Crew. His address is, 2405 S. Starlake Rd., Federal Way, WA 98003. Mr. Charles Hill is looking for the address of Ed or Ted Cavanaugh of Leo LaCasses's Crew. His email is grampzs@dnet.net. I thought it might help to put these requests in the next Hardlife Herald. Jerry Mudge

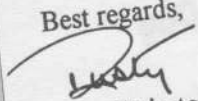
Seeking Unusual & Interesting 8th AF stories

Back in 1994, I first solicited stories from both Bomb & Fighter Group Associations and receive hundreds of fantastic stories. Between starting a family and a new business, I sort of had my priorities change. However, with my father in his mid-seventies (401st BG bombardier), I want finish this book while he is still around. I am looking for any interesting 8th AF stories plus I would like to include love letters from both the airman of the 8th and their wives/girlfriends back home. So, if you, or a relative have any 8th AF experiences that is touching, heroic, romantic or just plain incredible, please send it in. Please enclose name, dates in the 8th, unit(s), plane name, base, photo(s) if any, & phone number for any follow-up questions. This collaboration is tentatively entitled: Luck & Love - Amazing stories and loving letters of the 8th Air Force. Send stories/letters to:

Rusty Briarton
5776 Dynasty Ridge Ct.
Colorado Springs, CO 80918
e-mail: Briarton@aol.com

Thank you for you help.

Best regards,


Rusty Briarton

Home - (719) 548-0512

**"Never fly anything that
doesn't have the paint worn
off the rudder pedals."**

— Harry Bill

For VFW, A Living Memorial Local Group Plants Tree As Tribute

C.W. "Mac" McCauley, the post's quartermaster who flew 35 B-17 bombing missions over Germany, told how spotting three trees from the air helped him find the right runway in foul weather. As memories returned, tears grounded the proud pilot but his silence spoke volumes.

McCauley thinks peace dulled esteem for the military, but adds that veterans groups are rekindling that pride.

"We don't need a [stone] monument," he added. "This [tree] is a real monument to me."

*From Andy Ryan
Warisburg, Va*

Received an E-Mail from Dea Bahten. Her husband was the ball turret gunner on the War Horse the day it blew up and crashed in East Anglia. My dad was the Cad Cunningham was the co-pilot and Art Naylor was the pilot. Art was the only casualty. She told me that your news letter in February had published photos that her husband had and reported on the story. Would like to get this issue if it is still available. Also how can I subscribe to "Hardlife Herald"? Dad is still alive, but his memory of the WWII events are cloudy. Have received a lot of information about the Naylor Crash over the internet. Also have his service records, Listing of his graduation class 43K (George Field, Illinois and a list of the missions he flew. The records include his log book from basic training and his flight dates and length of flight thought the end of his career. Let me know if any of this information would be of value to you. Really would like to find out what other crews he flew with and names of other planes he flew. Would like to contact any crew members that would have know him or Art Naylor. Craig Cunningham

Bigcsxt@cs.com

PS The web page "War Horse" under heavy bombers. corn have a picture of art and dad and listed as the last crew to fly the "War Horse". The pictures or listed under the squadron site.

Bulletin Board

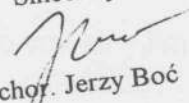
25 May 2001

Jerzy Boć
ul. Wawrzyszewska 2/16
01-162 Warszawa
Poland

Dear Sir

I'm from Poland and I'm an Polish Air Force officer. I'm interested in USAF participation in WWII over Europe, especially over Poland. I intend to create "The Honor Roll" about USAF losses over my country. I would like to find eyewitnesses, places where the planes fell down and explain what happened after their missing. Because I didn't manage to find any information in Polish archives, I'm asking you for help. I'll be very grateful for all information about men and planes lost over Poland, including losses in FRANTIC missions and Stettin, Danzing, Gdynia, Politz, Pozen, Rahmel, Trzebinia, Breslau, Oświęcim, Blechhammer and Biała-Podlaska areas. I hope that you will be able to help me in my efforts. Thank you very much.

Sincerely


chor. Jerzy Boć
Polish Air Force

Evergreen Aviation Museum Opening Commemorates D-Day

The Evergreen Aviation Museum and the Captain Michael King Smith Evergreen Aviation Educational Institute opened to the public on Wednesday, June 6th, with a salute to America's veterans.

The date of the museum's opening was selected to commemorate World War II's D-Day, June 6, 1944. A special flag dedication and ceremony was performed to honor WWII D-Day veterans.

Keynote speaker was former U.S. Senator Mark Hatfield. Several local and state dignitaries were in attendance to celebrate the opening of the 121,000-square foot building and its priceless contents. F-15, B-17 and P-51 flyovers marked the event.

Several vintage and historic aircraft were on display including the world's largest airplane, the Howard Hughes Flying Boat, also known as the "Spruce Goose". The museum is home to nearly forty of the world's most famous WWII and general aviation planes, many of which are still flyers.

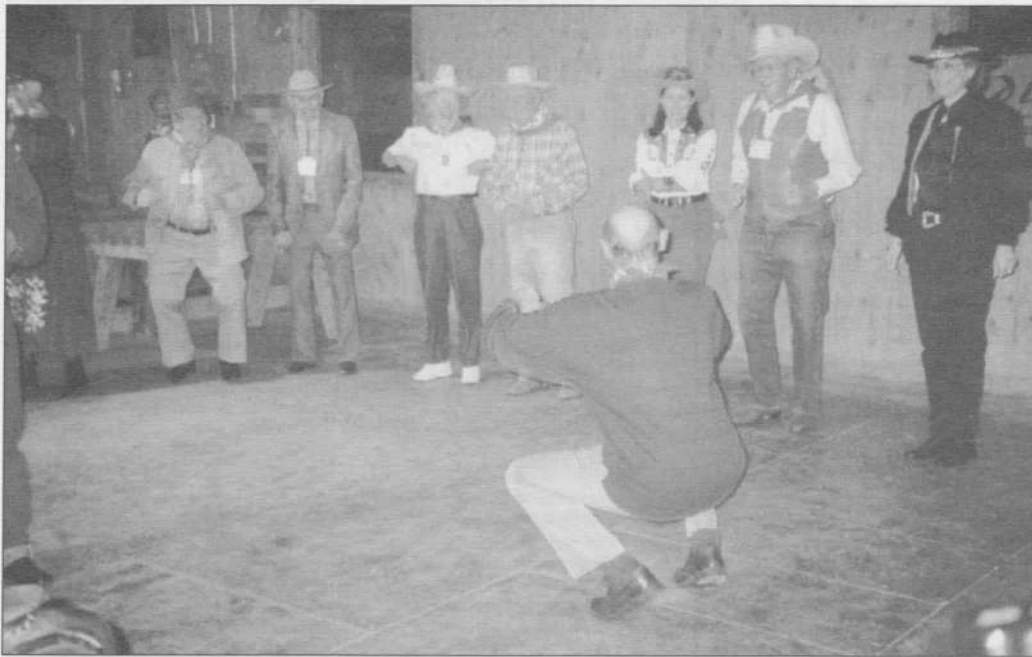
The facility's June 6th opening was considered a "soft opening" since some of its major features - a full restaurant, theater and large museum store - will not open until 2002.

Evergreen Aviation Museum, located on Highway 18 at 3850 SE Three Mile Lane in McMinnville, Oregon, is open to the public daily from 9 a.m. to 5 p.m. except Thanksgiving, Christmas, and New Year's Day.

The cost of admission is \$9 for adults, \$7 for senior citizens 65 or older, \$5 for children ages six through eighteen or students of all ages with current identification, and no cost for children five years old and younger or museum members. Group tours, special events scheduling, and memberships are also available.

Not all planes are on display at any one time. Those interested in seeing a particular aircraft during a visit are encouraged to call the museum in advance. For more information, call 503-434-4180 or visit their website at www.sprucegoose.org.

**Lettin' the cat outta the bag is
a whole lot easier'n puttin' it back in.**



Floy Barker of Great Ashfield instructing our members at the Albuquerque reunion in the chicken dance. However there were no chickens at the 385th.



Russ took this picture over Germany 1944-1945

Submitted by: Russ Wiesman

Selected Statistics - B-17's

MODEL	NUMBER MAX		
	BUILT	SPEED	RANGE
229	1	236	3,011
Y1B-17	13	239	2,430
Y1-B17A	1	271	????
B-17B	39	286	3,000
B-17C	38	300	3,400
B-17D	42	318	2,540
B-17E	512	318	3,300
Total	646		
B-17F	3,405	325	4,420
B-17F Built By:			
Boeing	2,300		
Douglas	605		
Vega	500		
Total	3,405		

MODEL	NUMBER MAX		
	BUILT	S PEED	RANGE
B-17G	8,680	302	3,750
B-17G Built By:			
Boeing	4,035		
Douglas	2,395		
Vega	2,250		
Total	8,680		
Total Built	12,731		
Built By Totals:			
Boeing 54.83%	6,981		
Douglas 23.56%	3,000		
Vega 21.60%	2,750		
Total	12,731		

Research and
compilation by:
Ken Laffoon
12/4/00

Minutes of the 385th BGMA Business Meeting

April 7, 2001 Albuquerque, NM

The meeting was called to order by President Tom Newton. Mr. Roy Barker of Great Ashfield reported on the account of the funds given by the 385th BGMA towards the maintenance of the Church where our Memorial stone is located and the Memorial Window and Altar are sheltered. He said that the Funds are well invested and should continue to provide for future maintenance needs. Treasurer Verne Philips reported that we are financially sound. President Tom Newton suggested that more income would be needed to support the publishing and mailing of the Hardlife Herald. The present and future officers of the Association were introduced. President Tom reported on the 2000 Trip to England, France and the 385th Museum at Perle, Luxembourg. The meeting was open for the discussion of the Dues raise as proposed by the Executive Board to \$25 to cover costs of running the Association and Publishing and mailing the Hardlife Herald. Also the Life Members were asked to voluntarily give. A motion was made, seconded and it carried to do so as of January 1, 2002. Nomination of officers followed, for President Leo LaCasse, for 1st. Vice President William W. Varnedoe Jr. for 2nd. Vice President Maurice Nysether, for 3rd. Vice President Art Driscoll, for Secretary Jerome Mudge and for Treasurer Verne Philips. It was moved, seconded and carried to elect the above slate of Officers. Charles Smith reported that the safe of the prints of the Schweinfurt Raid were not going very fast and that he had 150 of them with him and they were on sale for \$25 each. Then a motion was made to give Honorary Membership to Mayor Unsen of Rambo, Roger Feller and Eldon Nysether that was seconded and it carried. Leo LaCasse suggested a Possibility of a Tour in 2002 to England, Holland and a river cruise in Germany. At the Sunday Breakfast Meeting we voted to have at Hampron, Virginia and we elected Chuck Smith 4th Vice President.

385th Bomb Group Memorial Assoc. BALANCE SHEET

June, 30, 2001
(Unaudited)

ASSETS

Current Assets:

Cash	
United Heritage - mmkt ckg	\$7,866.92
United Heritage - svg	<u>7,475.91</u>
TOTAL ASSETS	15,342.83

LIABILITIES AND CAPITAL

CAPITAL:

Retained Earnings	9,675.19
Profit for period	<u>5,667.64</u>
TOTAL LIABILITIES AND CAPITAL	15,342.83

STATEMENT OF EARNINGS

6-30-01

INCOME:	Current YTD
Income - dues	10,005.00
Income - Schweinfurt Prints	647.50
Interest mmkt checking	125.00
Interest - savings	114.29
Income Reunion	<u>3,183.44</u>
TOTAL INCOME	14,075.23
EXPENSES:	
Newsletters	7,260.16
Treasurer Expenses	11.75
Presidents Expenses	1,000.70
Promotions	<u>134.98</u>
TOTAL EXPENSES:	8,407.59
NET EARNINGS	5,667.64

Taps

Inscription on a very old tombstone in the cemetery of the 13th Century All Saints Church, Great Ashfield, Suffolk, England, home base for the 385th Bomb Group during WWII.

*<Weep not for me but be content,
I was not your but onby bent.
'Wipe off the tears and weep no more,
I am not host but gone before.*

Submitted by Edgar G. Baugh
Navigator on Jacobsen's crew
549th Sq. 12/44 to war's end

Donald Collins

Roland B. Tanguay, reports the death of Bombardier, Lt. Don Collins of the good ship MISFORTUNE, 549th Sq. 385th BG. Don was from Dayton Ohio, moved to California where he resided for many years. He leaves, daughters, wife and mother.

Obituaries

Chester "Chet" Dorn	Feb. 2001
James W. Engle	Nov. 2000
Glen W. Hubschmidt	Dec. 1999
Gordon Stead	Dec. 2000
Walter Beauchamp	Sept. 1999
Carl "Charlie" Grundler	Feb. 2000

Please forward all obituary notices to:
Tom Newton PO. Box 34, Dallas, OR 97338-0034

