

OHIO AIR FORCE GOLDEN GOOSE THUNDERBIRD WANDERING DUCHESS CURLY'S KIDS  
 SKY GODDESS OL' WAR HORSE PICCADILLY QUEEN BLUE CHAMPAGNE MARY ELLEN  
 ROUNDTRIP TICKET RAUNCHY WOLF CHOWHOUND YANK GELDING WINNIE THE POOH  
 SALLY B "HAYBAG" ANNIE MISS AMERICA STARS AND STRIPES DORSAL QUEEN WAR WEARY  
 HONKY TONK SAL HUSTLIN' HUSSY PREGNANT PORTIA LEADING LADY ALEXANDER'S RAGTIME BAND  
 HESITATIN' HUSSY LIBERTY BELLE LI'L AUDREY LONESOME POLECAT HARES BREADTH  
 BIG GAS BIRD ANGELS SISTER SLO JO SACK TIME MARY PAT  
 STAR DUST SKY CHIEF TARGET FOR TONIGHT SHACK N LADY  
 MR. LUCKY PERRY'S PIRATES MADAME SHOO SHOO JUNIOR OL' DOODLE BUG  
 PAT PENDING POSSIBLE STRAIGHT MICKY ROGER THE DODGER IMPATIENT VIRGIN SWEET CHARIOT  
 ROUNDTRIP JACK HOMESICK ANGEL HALF AND HALF SLEEPYTIME GAL RUBY'S RAIDERS MISSISSIPPI MISS  
 SHACK BUNNY MY GAL SAL LATEST RUMOR MAIDEN AMERICA LULU BELLE SWINGING DOOR  
 SPIRIT OF CHICAGO BIG STINKY VIBRANT VIRGIN MISSION BELLE SLICK CHICK  
 SOUTHERN BELLE RAGGEDY ANNE OL' RUM DUM FOOLISH VIRGIN

# HARD LIFE



# HERALD



## NEWSLETTER OF THE 385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION



### COMBAT UNITS

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VOL. VXII, NO. 6

Editor: Ed Stern  
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DECEMBER 1990

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### Prez Sez:

Holiday Greetings to all of our guys & gals, kids and grandkids. Any great grandkids?

Our registrations are kinda' slow, please get your registrations in early. Lets not disappoint our host, George & Marie Menkoff. They have been working for months to give us a great reunion.

Mary & I saw the movie Memphis Bell. I was surprised to see all that bare flesh, hands, face, etc. My mind tells me the temperature was more like 60 to 70 below fahrenheit. A few moments of this on bare flesh and we were in trouble. We did enjoy the movie, but made me wonder if I really was a part of that - so long ago.

Mary and I are planning a trip to Hawaii. We will celebrate 50 years together the 28th of December. Its been rather pleasant the first fifty. I am looking forward to seeing all of you next June. Send those reservations in.

Sincerely,

Sam Lyke

Congratulations from all of us, Sam and Mary, on your 50th anniversary.

### 1991 Dues

Please send your 1991 dues payment to Treas John Pettenger, Box 117, Laurel, FL 34272-0117. Dues are \$8 per year. Life memberships are \$100. Check your status on the Hardlife address label, LM 999 means you're a Life Member. A000 an Associate (family) member, F999 Overseas friend, R90 dues are paid, R00 dues delinquent. Life membership and dues income funded memorials at Arlington National Cemetery, at Dayton, At Colorado Springs, along with continued funding for All Saints Church at Great Ashfield.

Oh yes--and for printing and mailing the Hardlife Herald.

**NOTICE**

The first Hardlife Herald in 1991 will contain an alphabetical and up-to-date roster of our membership. If you're about to move, please get your new address to us before Jan. 1. In the future, we'll try to publish address changes as they occur. A lot of you seem to be moving to places with addresses like "Paradise Valley, Warm Springs Shores, and Gulf (or Golf) Shore Blvd."

\*    **LIFE MEMBERS**     ,

- 216 Lindley Weikert
- 225 Henry I. Dworshak
- 226 James O. Dillon
- 227 Ralph Mignone
- 228 Plato Gallan



Donald Biggs May 1990  
 Carl E. (Shorty) Dreibelbis Oct. 1990  
 Harry Rubano 1990

We continue to send the Hardlife Herald after a member dies, unless we receive a request to drop him from our mailing. Please let us hear from you if you would like any change made.



CAF AIRCRAFT SPONSOR PROGRAM

Col. Bill Tesla, former C.O. of the 550th tells us that the Confederate A.F. is moving it's HQ to Midland, TX in the fall. They'll be missed in Harlingen!

Confederate Air Force  
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For membership application and complete information, write Confederate Air Force, PO Box CAF, Harlingen, TX 78551, or phone 512-425-1057.



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POW Capture Data  
 Date  
 Place  
 Stalag Unit

Life-time memberships are used to perpetuate the memorial at All Saints Church in Great Ashfield, Suffolk County, England.



**The Greatest Flying Fortress Epic Since "Twelve O'clock High",  
Makes The Titanic Struggle Between The 8th Air Force And The German  
Lutwaffe Come Alive In A New Release From Warner Brothers!**

Editor's Note:

By now, most of you probably have seen "Memphis Belle". My wife and I caught a "sneak preview" a few days earlier than it was shown generally—you know, introduce it in Fargo, if it sells there, it sells anywhere!

So-to bring it into proper perspective, we should know that, as Bob Morgan is quoted as saying in the following article, "It wasn't supposed to be based literally on our crew—it was supposed to capture a sense of a forgotten (not by our members, Bob) era and catch the spirit of what happened to us".

Actually, according to what we dug up, the raid they showed was the Memphis Belle's 21st, there were about 110 Fortresses instead of 360 as the movie said, and the

Belle itself wasn't shot up all that much. In fact, the Diane was in good shape after 25 missions and it came back to the USA to tour for publicity purposes.

Also, the Belle's crew received only 1 Purple Heart during its 25 missions, and it finished in May of '43 rather than April. Most of the missions were not over Germany itself.

Everyone should see the movie—especially now that we're all qualified for Senior Citizen rates! Send your comments along! My wife suffered along through the battle scenes, with me trying to reassure her that everything would come out alright—I knew they had finished their 25 missions and that they'd get back safely one way or another.

There were good stories from England about the filming of the movie in the June 1990 Hardlife Herald.

So—you probably saw the following in your newspaper. It was in the Fargo Forum in early October.

## Historic bomber gives idea of B 17 fighting condition

**By Woody Baird**  
ASSOCIATED PRESS WRITER

MEMPHIS, Tenn. — Standing in the belly of the Memphis Belle, where the B17's gunners turned back swarms of Nazi fighters, one notices right away that the walls are awfully thin.

"It's about like a Prince Albert tobacco can. You could take a slingshot and shoot through it," said James Webb, one of a group of civilians who take care of the old bomber.

The Belle was one of the first B17s to complete 21 combat missions over German-occupied countries.

and became a wartime symbol of heroism and sacrifice.

After 25 combat missions, B17 crews were rotated to other duties. The Memphis Belle flew on. It had other missions ahead.

Awash in the much-reported romance of its young pilot and the Memphis sweetheart for whom he named the plane, the warplane toured the country in 1943 to sell war bonds and build morale.

With the leggy portrait of a young woman on either side of its nose, the green bomber held the title role in a War Department documentary filmed by

William Wyler and shown to wartime theater audiences.

Now, a new movie, "The Memphis Belle," will focus again on the young warriors who helped rewrite strategies of war with their European air assault against Adolph Hitler. The Warner Bros. film premiered in England in September and is scheduled for release in the United States on Friday.

It stars Matthew Modine, Eric Stoltz, Sean Astin, Tate Donovan, D.B. Sweeney, Courtney Gains and Neil Giuntoli as the crew. John Lithgow co-stars as the army public relations officer who works to publicize their return to the United States.

Produced by David Puttnam ("Chariots of Fire," "The Killing Fields") and Wyler's daughter, Catherine, "Memphis Belle" is not intended as a historical record of the Belle's combat service, and the names of the plane's crew members have been changed. The movie was directed by Michael Caton-Jones ("Scandal").

"It wasn't supposed to be based literally on our crew," said the Belle's original pilot, Robert Morgan, who helped promote the movie. "It was supposed to capture a sense of a forgotten era and catch the spirit of what happened to us."

The restored Belle, named after Morgan's sweetheart, Margaret Polk, gives a unique glimpse of the fighting conditions endured by B17 crews.

The 13,000 B17s produced in World War II were war machines, pure and simple. There is no padding, no insulation, just bullets and bombs, machine guns, cables and bare metal. Though armor plating covers strategic spots, the plane's outer shell is, for the most part, a single layer of aluminum.

"It was more of a psychological barrier than a physical one," said Harry Friedman, president of the Memphis Belle Memorial Association.

Dressed in heavy flight suits for the 40-below temperatures at attack altitudes, the Belle's crewmen often had to crawl to their fighting stations.

A "flying fortress," the Belle had nine 50-caliber machine guns. The plane has a wing span of 103 feet and is 74 feet long. It had a top speed of 325 miles an hour and a range of 4,400 miles.

Two waist gunners stood side-by-side firing through open windows on either side of the cramped fuselage. The "ball turret" gunner hung out below the plane in a plexiglass bubble, his knees up to his face. Even the small nose cone for the navigator and bombardier is crammed with machine guns as well as the top-secret Norden bombsight.

Gunners also fired from the top of the plane and from the rear, a favorite point of attack for German fighters.

The B17s carried up to 8,000 pounds of bombs, each weighing from 100 to 2,000 pounds. The Belle's bomb bay now holds 10 fake 250-pounders, including one with the message, "Dear Hitler, you'll get a bang outta this."

A catwalk through the middle of the bomb bay connects the crew sections in the front and back of the plane.

The B-17s were built to survive attack. They could fly with one, or even two, of their four engines disabled and with their bodies riddled with bullets.

The Belle had nine engines replaced during its combat tour. It was raked with machine gun fire, had a gaping hole blasted in one wing and lost much of its tail on two missions.

The Belle was one of the lucky bombers, however. Its crew escaped the war without serious injury.

## HOW THE GERMANS STOLE PLANS FOR THE NORDEN BOMBSIGHT

Ed Note: This compression of a 12-page article detailing how the Germans, prior to WWII, managed to acquire blueprints and drawings of key parts of the Norden bombsight was derived from documents furnished BOMBARDIERS by Loyd Searles, the author of the article THE BOMBSIGHT WAR: NORDEN VS SPERRY, published in IEEE's magazine SPECTRUM, September 1989, and reprinted on pages 13-17 of our December 1989 CROSSHAIRS. We are grateful to Loyd for this bit of Norden history.

BY Ned Humphreys

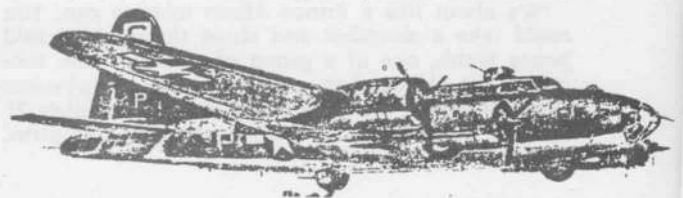
The odyssey of the Norden device that began in 1937 in Brooklyn ended in the spring of 1945 in an obscure village in Austria. A unit of General George S. Patton, Jr's rampaging Third Army stumbled upon a factory the Germans tried to hide in the Tyrolean Alps, and captured its super-secret product, called **LUFTWAFFENZIELGERAET EX 42**.

It was thought to be one of those ingenious electronic gadgets in whose invention the Germans supposedly excelled and its captors rushed it in triumph to the technical intelligence team that followed the Third Army.

So ends Chapter 4 entitled THE BOMBSIGHT FIXATION, of Ladislav Farago's "The Game of the Foxes".

Aficionados of America's most famous 'military secret', the Norden bombsight, will find this chapter most interesting as it swells up details of how master spys work and the means they employed to acquire drawings or sketches of enough of the Norden major components to permit German engineers to fill-in the gaps as they 'rebuilt' a Norden from the stolen documents.

It all boils down to the fact that the Germans had copied the Norden sight by 1937, three years before 1940 when the British finally coaxed President Franklin D. Roosevelt into letting them share the bombsight.



Editor's Note:

Ralph Smith, Ball Turret Gunner of Audrain's crew and one of the Fargo Reunion's host committee, kept the following log of his missions. It makes mighty interesting reading!

Incidentally, Audrain had flown his first mission with another crew, and the rest of the crew was considered complete after their 34th mission, since Audrain had completed his 35th. Ralph didn't log the 34th mission-he was so happy to get finished that he forgot everything in his rush to take off for London.

Went on operational Nov 18-44

1 mission - Nov. 21-1944  
 Bremen, Germany - Reich yards  
 29,000 ft. 46°C. 1st plane lost.  
 12-500s typed off Tokyo's.  
 Briefed for Munsterberg.  
 Went unconcerned in  
 Ball turret due to lack  
 of oxygen. It took Joe,  
 Walter, & I to pull me  
 out 1 1/2 hours long.  
 Ship 481

2 - mission - Nov. 26, 1944  
 Hamm, Germany - marshalling  
 yards, the largest in Germany  
 25,000 ft. 46°C.  
 12-500s & 2500 gal. of gas.  
 57 planes lost. 40 guns  
 at target area. 5 1/2 hours.  
 Went over target alone.  
 Ship 481

3 - mission - Nov. 30, 1944  
 Munsterberg, Germany.  
 Synthetic oil targets.  
 Suburb of Leipzig.  
 26,000 ft. 46°C. below.  
 20-230s - typed off Tokyo's.  
 56 planes lost. 76 down  
 in friendly territory.  
 380 guns at target.  
 Excellent accurate flak.  
 Visual bombing. flew  
 into barrage and saw  
 6 B17s go down.  
 quite heavy contacts  
 Ship 636 - heavy time job.

4 mission - Dec. 12-1944  
 Darmstadt, Germany  
 marshalling yards (South  
 largest in Germany).  
 23,600 ft. - 36°C.  
 10-500s & 2 M17s. 2,500 gal. gas  
 heard visual since started.  
 Excellent results. no flak.  
 Bad weather coming back  
 and had to land at 94th  
 Bomb Group, at Bury St  
 Edmunds. Stayed there for  
 two days.  
 Enemy aircraft in area.  
 8 hour mission. Ship 481

5 mission - Dec. 15-1944  
 Hamm, Germany. P.F.F.  
 10-500s & 2 M17s. 2,500 gal.  
 160 guns in target area.  
 12 guns over target. medium  
 flak. R all yards.  
 5 1/2 hour mission.  
 first time we had four  
 good engines over target.  
 Saw 2" rockets take off.  
 Heavy contacts. Ship 481

<6 mission - Dec. 24-1944  
 Sunderly, Christmas Eve.  
 Air Medal mission.  
 Bombed Gross Osthorn airfield.  
 38-100s typed off Tokyo's.  
 Excellent results. Saw  
 3 B17s go down in flames.  
 Went through uncharted  
 flak corridor & had heavy  
 and accurate flak. 1 plane  
 was cut in half at the  
 radio room due to mid-  
 air collision.  
 1/2 hour mission. The  
 oxygen. E. fighters  
 pushed down 9 B17s in  
 group ahead of us.  
 The group passed from us  
 headed down 6 M.E. 109s

(6 cont.)  
 Briefed for 600 fighters.  
 Battle order for Christmas.  
 1. Bomb rail yard. Fudge.  
 2. Bomb rail yards.  
 3. Handlbom or Scud.  
 We did the third. It was  
 the fourth scud we had.  
 Bomb load was 6-1000s  
 & typed off Tokyo's with two  
 blankets. It was a bright  
 cold day in England.

7 mission - Dec. 27-1944  
 Andrusck, Germany.  
 marshalling yards. target  
 was a little north of Coblenz  
 on Rhine river. target was  
 visual. Excellent results.  
 6:05 time of mission.  
 70 fighters seen or re-  
 ported. very little flak  
 seen & none over target.  
 25,000 ft. 41°C. Saw  
 18-250s & 2 M17s. 2,500 gal. gas.  
 Ship 481.

8 mission - Dec. 28-1944  
 Bombed Coblenz marshalling  
 yards. Throttler's was  
 primary target but it was  
 covered with clouds. P.F.F.  
 18-250s & 2 M17s. 2,500 gal. gas.  
 very little flak seen,  
 none near target area.  
 60 guns at T.D. but were  
 silence. no fighters seen.  
 time of mission 6:00.  
 Ship 481.  
 25,000 ft. - 44°C.

9 mission - Dec. 30-1944  
 Mannheim, Germany.  
 marshalling yards. 2nd  
 largest in Germany.  
 Bombed P.F.F. moderate  
 flak, inaccurate.  
 20-250s & 2,500 gal. gas.  
 time was 7:50 typed off  
 Tokyo's. 25,000 ft. - 41°C.  
 Target was a coarse ruin  
 from Ludwigshafen, east.  
 90 guns over target and had  
 to make a sharp left  
 hand turn or would have  
 run into 300 guns at  
 Ludwigshafen. Briefed for  
 2 to 300 fighters but saw  
 none because of ground fog  
 in Germany.

I passed out before I.P.  
 & went into Ball with walk  
 around track. Lack of oxygen.

10 mission - Jan 2 - 1945  
Direct ground support. ~~Wald~~  
Bombed a section of woods  
east of Metz. There was  
a tank repair shop there  
and troop concentrations.  
Excellent results north east  
of ~~Wald~~ Saarlerstau.  
No flak!! few fighters  
presumed to be Jerry's.  
25,300 ft. ~~25,300~~ below.  
24-265 Reg 14-100 ABO.  
Time 8:48 hours, Visual  
ships 481.

11 mission - Jan 3 - 1945  
Bombed railroad crossing  
at Scheibden, Germany just  
behind the lines.  
25,000 - 35° below.  
P.F.F. second run on  
target. no flak - no  
fighters.  
Time 6:11 hours.  
12-500s - 2500 gal. of gas.  
Ships 481.

12 mission - Jan 13, 1945  
Meining, Germany, P.F.F.  
5-500 lbs. + 2000 gal. of gas.  
Railroad bridge over Rhine.  
28,000 ft. alt. Bombed at  
26,000. moderate flak  
and fairly accurate  
7:00 hour mission.  
We flew sleep time. Cal.  
636. It was a minus  
54° C. coldest mission up  
to this time.  
Lt. Judson + Lt. Keenan  
flew this 13th mission then.

13 mission - Jan 21, 1945  
Mannheim, Germany, P.F.F.  
6-500s ABOs & 6-500s in.  
Primary target was a tank  
repair shop that sent  
trains to the front. Secondary  
target was the marshalling  
yards. We bombed the W.  
yards 4 miles north east  
of tank repair shop. P.F.F.  
7:40 hour mission. a  
minus 54° C. 27,000 ft.  
15 minute time. We got  
results. ~~Wald~~ 443.

14 mission - Feb. 6 - 1945  
Chemnitz - Germany - P.F.F.  
10-500s gals. 2000 full tanks.  
Day 1 was to bomb Colton  
oil plant just south of Leipzig.  
Alan E. was to bomb Erdlich Comb  
a park in Berlin who paper  
was getting out.  
We bombed last night, Germany  
18 min at target but no  
res. Mellins led, but in  
again. He lost the formation.  
lots of flak by Tiger. See.  
target was 40 miles south east  
of Leipzig, on the German-Chesh  
border. Longest run yet. No  
Sweden. Bad weather coming  
back. Came in alone.  
Time of mission 8:55

Target little over 5 1/2 hours.  
flew No. 2 position. Suggested  
to bomb railway trestle but  
tried to bomb near edge of  
to center of city.  
25000 ft. 4-500s.  
flew ships 290 - 1400g. annie.

15 mission - Feb. 18, 1945  
Chemnitz - Germany, P.F.F. ~~Tobago~~  
6-500s + 4-500s also. type of ~~map~~  
Gen. H.P.I. was the center of  
town, the truck repair shop.  
The way was clear until near  
the target. Major short lead.  
18 mins at target but no  
flak. 3rd line flak was  
moderate & accurate. knocked  
out No. 4 engine. Flew No  
2 position. Mission was delayed  
1 hour.  
7:50  
time was ~~1:50~~ hours and  
shipped approx. 5 hours.  
Bombed at 23,000 ft. and climbed  
to 26,000 after target. - 44° C.  
flew ship 717, 551 ft. by ship  
Feb. 15, 1945. Ground fear.

The Germans reported  
Sweden + Chemnitz a heap of  
cans and well glowing with  
fire seen by the P.F.F. air.  
Gore + R.A.F.

16 mission - Feb. 16 - 1945  
Quisburg, Germany. Visual  
6-1000s + 2,500 gal. of gas  
We got lost from the High  
& had questions. Our primary  
target was the bridge at Weal.  
Ground support via the Canadian.  
We went to Wealburg instead.  
Flak was moderate & very  
accurate. We flew No. 2 position  
and got over 20 miles. Had  
to change both wing tips  
when we came home  
were half way back across  
the Channel and were diverted  
to Creil, France until  
the next sun. afternoon.  
It was a very nice town.  
It was also the largest

airport in France. It was  
20 miles north of Paris.  
5:40 hours time.  
Ships 491. Assembled 21,500  
Bombed at 24,000 ft. 4-500s.  
A part of the 2nd tactical force.

17 mission - Feb. 19, 1945  
Reims - Germany, P.F.F.  
14-500s + 2,300 gal. of gas  
5:20 hours time. Ships 481  
Bombed 23,700 ft. Assembled 18,500.  
No flak. Suggested to be  
30 guns. Complete overcast  
marshalling yards that  
sorted coal from Aachen  
and Munster + all points north  
of Lippay Valley. 4-51° C.  
A part of the 2nd tactical force.

18 mission - Feb. 21 - 1945  
Nuremberg, Germany, Visual.  
5-500s + 15-500s inc.  
20 gal. load. 25,000 ft. 4-50° C.  
6:05 hours long. Marshalling  
yards in center of town. Second  
day in a row. 140 guns  
and moderate & fairly accurate  
flak. We were the third group  
of the whole 8th Air Force.  
Col. Jumper flew as lead.  
We got about six good holes  
in the tank of the ship. Ship  
Ship 481. We plan that day  
was Berlin + Alan E. was  
Nuremberg. Berlin has around  
400 guns. Excellent results  
today.

19 - mission - Feb. 26, 1945  
 Berlin, Germany, P.F.F.  
 6-51054 6-500 Inc. type of target  
~~to~~  
 Marshalling yards & Post  
 office 717 guns at Berlin  
 160 guns in range. Moderate  
 flak. 8:35 found. 7:00 on  
 target. Target on left side  
 of Berlin. All three ~~engines~~  
 engines went out.  
 Ship 717 last mission  
 that landing flew with us.

20 mission - Feb. 28 - 1945 (copy)  
 Kassel, Germany, P.F.F.  
 Locomotive & tank works.  
 116 guns at target. flak was  
 moderate & bad.  
 7-50054 7-500 Inc. 2600 gal.  
 of gas. 7:10 hours. 5:20  
 hours on target. Ship 481

21<sup>st</sup> mission - March 1, 1945  
 Ulm, Germany, P.F.F.  
 7-50054 6-500 Inc. 2000 gal.  
 22,000 ft. - 28°C. below  
 Centigrade.  
 Weapon component parts for  
 jet air craft and pre-  
 fabricated submarine pens  
 & building docks.  
 Going over the Channel 7  
 minutes from Ostend, Belgium,  
 Arrabuto & Rusecky had  
 the mid air collision. Keman  
 was navigator on Rusecky plane.  
 The tail of 1050 came back & hit  
 Rusecky's tail & Rusecky's  
 in side of ship. The left  
 wing & the engines of Rusecky's  
 ship came back passed out

left wing. Three reported  
 survivors. We went through  
 a cloud at 11,000 ft. and Rusecky  
 tail came up & clipped off  
 part of wing of Rusecky's  
 airplane

16 guns at target & no flak.  
 Left the target after plane.  
 Also saw Stuttgart. And saw  
 the Rhine river just south of  
 Strasbourg, Germany. 8:35  
 hours. 8:35 flight.  
 Ship 481.

22<sup>nd</sup> mission - March 2, 1945  
 Dresden, Germany, P.F.F.  
 21-250 H.P. Rail roads &  
 marshalling yards. We hit  
 the secondary target. Rouben  
 City was our primary target.  
 Somewhere around 4:00 P.M.  
 hit us; the last squadron  
 after making a wide turn  
 off the S.P. they knurped  
 over two wind my down  
 in first pass. ~~was~~  
 shot down from first front  
 attack. I fired at 5:11:40  
 when knocked down our left  
 wing man & saw several  
 pieces come off his wing  
 & fuselage. My planes were  
 lost in our group. fired

around 550 rounds at that  
 & several other planes that  
 were speaking away  
 from the main attack.  
 23,000 ft. - 24°C. no  
 flak at target. made  
 Coast town of Germany.  
 Went over nearby city  
 in field in northern Germany.  
 and came back to southern  
 route. 8:35 hours. Attack  
 lasted 30 minutes. Ship  
 481.

23<sup>rd</sup> mission - March 4, 1945  
 Recall. Primary target was  
 Tenth, Germany. pre-fabricated  
 component parts for jet &  
 pre-fabricated submarines  
 assembled in France for first  
 time. 400 guns at target  
 Burg was in range. 160  
 guns at target. Target is  
 just north west of Ulm.  
 5:20 hours. Crossed Rhine  
 river & got shot at and  
 got credit for mission.  
 Ship 481

24<sup>th</sup> mission - March 5, 1945  
 Chemnitz, Germany, P.F.F.  
 24,000 ft. 1-40°C.  
 21-250 very persistent con-  
 tinue. was lighter fuel for  
 700 planes at fighter support.  
 8:40 hours total of target.  
 Primary target was Rouben  
 the 7th. 1st target of Germany.  
 Very bad weather over Germany  
 so had to bomb Chemnitz, P.F.F.  
 Ship 481

25<sup>th</sup> mission - March 11, 1945  
 Hamburg, Germany, P.F.F.  
 Submarine pens and assembly  
 line works.  
 14-500 H.P. 25,000 ft. 36°C.  
 Big oil smoke seen thru  
 clouds as we left the target.  
 Clouds were 10,000 ft. high  
 480 guns at target but they  
 clouds made them shoot  
 up a barrage on both sides  
 of us. Flak was moderately  
 accurate. went in over  
 North Sea.  
 Ship 123, approx 6:35 hrs.

26<sup>th</sup> mission - March 12, 1945  
 Swinemunde, Germany, P.F.F.  
 Target was north west of Berlin  
 The Russians were in the  
 outside of Berlin. It is also  
 straight north of Berlin.  
 Target was shipbuilding docks  
 & oil storage bays. Clouds  
 were 20,000 ft high & oil  
 smoke came up to them.  
 5-1000 H.P. 22,500, -27°C.  
 Ship 123 - approx 8:15  
 Flak was really light

27<sup>th</sup> mission - March 14, 1945  
 Hannover, Germany, Lamb  
 dfc&W, (Component Parts)  
 6-1000 lbs. A.P. 24,500 ft.  
 jtsnd<sup>MS4</sup> 35-V.P  
 ^THPM "Z/A'L'O  
 ically and got  
 excellent results. Target was  
 just southeast of Hannover.  
 Flak was intense & accurate  
 we peeled off the target with  
 a 40° climb and dove  
 2,000 ft. a minute.  
 and our pii speed was over  
 230. Ship 123. No damage.  
 approx. 6:45 hours mission

28<sup>th</sup> mission - March 15, 1945  
 Orenburg, Germany. 20 mile  
 north of Berlin. 1. about of  
 Berlin. Bombed visually with  
 slight haze on ground.  
 Excellent Results. Flak was  
 moderate & fairly accurate. No  
 damage. 60 guns at target.  
 12-500 lbs A.P. delayed action  
 from 8 to 24 hours.  
 22,500 ft - 29°C.  
 Ship 123 approx. 7:30 hours.  
 Saw Berlin in distance

29<sup>th</sup> mission - March 17, 1945  
 Bitterfeld, Germany. P.F.F.  
 12-500 lbs. - 38°C  
 weather was very poor over  
 Germany and very consistent  
 contrails. Ship 123. Delay &  
 Payne had guard duty that  
 morning. time was 8:30

30<sup>th</sup> mission, March 18, 1945  
 Berlin, Germany.  
 Marshalling Yards in northern  
 part of city. We saw Berlin  
 burning all over. Bombed P.F.F.  
 but clouds took up at the  
 city and didn't have time  
 to set up bomb site.  
 12-100 lbs. 40-500 incendiary  
 25,000 ft - 4°C.  
 Flak was damn accurate  
 39.5 guns at target. Got hit  
 in main gas tank and  
 had to change it. Ship 123  
 time was approx 7:1/2 hrs.  
 took off 12:00 ~~am~~. noon.  
 saw 4 ships go down several  
 had to P. P. P. we lost  
 our ball ship. 4P.

31<sup>st</sup> mission, March 19, 1945  
 Jena, Germany.  
 Optical worked south east  
 of Leipzig. That was secondary target.  
 The primary was Ludwigshof, but  
 visual only. Our low section  
 bombed Jena but high section  
~~was~~ bombed Fulda 20 yards.  
 Our results weren't too good on  
 Jena. But we got excellent  
 results at Fulda.  
 12-500 lbs. 2-32°C. 24,000 ft.  
 Ship 123 approx 6:45.  
 saw fighting on the Rhine  
 that day. Also saw Coblenz  
 & Duisburg. Saw artillery dead  
 on both sides of Rhine. And  
 the results of heavy bombing  
 & artillery on several large towns.

32<sup>nd</sup> mission - March 30, 1945  
 Hamburg, Germany. P.F.F.  
 sub. Reso & oil depot.  
 ZZ<a>30 - 38°C. at target.  
 - 40°C to the target.  
 Flak was heavy & fairly accurate  
 289 guns at target.  
 saw a ship go down from the  
 4:30.  
 Went in over land & came  
 back over north sea and  
 nearly over Helogoland. Got  
 shot at there also. It was  
 heavy stuff but couldn't  
 quite reach us. Ship 123  
 time 6:50

33<sup>rd</sup> mission, March 31, 1945  
 Brandenburg, Germany, P.F.F.  
 2<sup>nd</sup> largest truck works  
 in Germany. It was the  
 secondary target. no flak  
 if bombed by P.F.F. 60 guns  
 at target.  
 Load: 12-500 lbs. - 38°C.  
 time was 7:30. Ship 123



Wh

# Merry Christmas



## Letters to the Editor:

Dear Ed,

Thank you very much indeed for your kind letter of 3rd October which only arrived yesterday. It had come via surface mail, but better late than never!

Thank you very much for your complimentary comments concerning the Munster Raid "Black Week" book. I look forward to receiving the October "Hardlife", ALWAYS a very interesting newsletter.

I have kept every copy of the 385th B.G. newsletter in my files since becoming an associate member in 1975 when dear old John Ford was the editor. He was a very special friend.

Also enclosed is a very recent photograph of Ruth and John Pettinger when they visited our home in Bacton last month. It was great to see them both again and we look forward to seeing the 385th over at Great Ashfield again in May 1992.

So it goes on!!...

Thank you again. Your letter is much appreciated and makes it all worthwhile.

All well here at Bacton.

Best regards,

Ian, Mary, Alice and James Hawkins



Ruth and John Pettinger  
Alice Hawkins (11 Years Old)  
And "Bracken"(Our family dog!)

Dear Ed:

I was pleased to read your notice about the 385th Group. Saw it in the South Bend Tribune (Indiana). The last contact I've had with anyone was in the late 40's.

My assignment with the 385th was rather short. Got there in Jan 44 and became POW in March when we were shot down. I was a navigator on V.P. McLaughlin's crew in the 549th Sq.

Please put me on your mailing list and let me know what the dues are.

Thank You.

Sincerely,

Robert W. Fillman

Dear Ed,

Thank you for the 385th BG Newsletter. Very interesting as always.

Re your request for suggestions the tail emblem of the B-17 in the proposed stained glass window at Great Ashfield Church. In my opinion, people have always associated the 385th as having a black G in a white square (as depicted on the front page of the newsletter). It is a distinctive identification.

Yesterday, I was over at the 390th BG Memorial Air Museum at Framingham. One of the visitors there was Brian Spurling, Holly Lodge Farm, Lawford, Manningtree, Essex England.

Brian was 10 years old in 1944 and at that time lived with his family at Fox Farm, Wetherden, very close to the Great Ashfield Airfield.

Brian asked me to write to you with the following request: He vividly recalls a B-17 named "Barbara B" at Great Ashfield and some of its crew used to visit the Spurling family at Fox Farm. Are there any former crew members of "Barbara B" in the members roster list, because Brian would very much like to get in contact again. Brian has a brother, Michael. Brian also remembers the 550th B-17 "Sleepy Time Gal" returning from the "chow hound" food mission to Holland (May 1945) with bullet holes through its wings as a result of German ground fire.

I've made arrangements with the 95th Bomb Group to send you a personally signed copy of the updated edition of the Munster raid "Black Week" book. The book can be one of the door prizes to raffle at the Tulsa Reunion to raise a bit of money for the stained glass window.

Sincerely,

Ian Hawkins

Editor's Note: Please write to Brian and send us a copy-any of you who might have interesting information for him. And as we said in the last newsletter, don't wait to win the book at a raffle-order a copy from the 95th. It's great reading.

*Letters to the Editor cont.*

Dear Ed:

Hera is a picture of church windows and the new design. The folks at Great Ashfield and I all liked the design. It will be done in about a year. The unveiling will be when the group comes to Great Ashfield during 1992.

The design all radiates from the lower right side from green and pink in the tail to blues in the sky. The window is all in very light colors due to the northern exposure.

The folks at Great Ashfield are putting on many affairs to raise the money \$10,000.00. Stained glass is very expensive. They all feel honored to be part of this church window. The church only has 2 other such windows. Any donation for the window can be sent to me, tax deductible. A very poor parish, they share the priest with 2 other parishes.

Sincerely,

J.F. Pettinger



The window at Great Ashfield Church which will be replaced by our stained glass window.



John & Lucie Ellis, our friends from the Great Ashfield Church-in their 80's, & living in Wales now.

Dear Editor Ed:

I started this letter soon after the Aug. issue of the 385th newsletter "H.L.H."arrived, so I guess I had better finish it before I forget what I was going to write to you about.

So to make a possible long story short here goes-Instead of sending in yearly dues to the 385th B.G.M.A., as I had for many years, I sent a check for life member status. Naturally when the next issue of our newsletter came (Aug. issue), I was interested to see if my name was included in the "New Life Members" section. On page 18 of the Aug issue there were 3 new members listed, but if I hadn't known who I was looking for I never would have recognized my own name from your list. Seems as though it had gone through a major change in spelling. If you will check your spelling against the address label above you will see what I mean. I would very much appreciate it if you would put a corrected version in a future issue of "H.L.H.", just in case some of my former crew members should see it and write.

In the Feb '90 issue of "H.L.H. I saw a notice that Raymond G. Shattenkirk had passed away. Ray was the pilot of our crew (550th Squadron) and had visited me for a weekend about 3 years ago. At that time he had thoughts about contacting other members of his crew about getting together for a small reunion. That was the last I heard from him until I read of his passing.

So long for now.

Bill Solometo  
L.M. No. 220

P.S.

Our son (same name) was stationed at Minot A.B. during the Vietnam Conflict. Married a girl from N.D. and settled down in Mohall, N.D. Maybe if it is possible for my wife and I to get out there again, we might be able to stop in Fargo to say hello.

Thanks again.

Bill Solometo

Editor's Note:

We corrected Bills name on the Life Member list in the October Hardlife. First mistake we've ever made!

Dear Ed,

Regarding the stained glass window to be installed in All Saints Church at Great Ashfield, and as to the "Square G" or the red checked tail.

I am totally in favor of the original "Square G". The greater percentage of men who were attached and flew with the 385th did so under the "Square G" very familiar to all since the organization of the 385th and the people of Great Ashfield.

*Letters to the Editor con't.*

Not to mention all the other wings and groups of the 3rd division, and the 8th Air Force itself that knew it.

I don't know why, for what reason, or who took it into their hands to change the (famous "Square G"? It was our original "Battle Flag" and by all means, kept as such for the proposed stained glass window.

Thanks so much.

Gene Silberberg

550th

P.S. Merry Christmas to all of the 385th and all the best to you for the New Year.

Dear Ed;

I need some information if possible. I was the B.T.O. on Sleepy Time Gal, O.V. Lancaster, pilot. I had 28 missions and I was a replacement on May 12th, 1944, Lt. Seehoff. We went to Zwickau, Germany. We bailed out. Seehoff was on his second mission.

I think Seehoff's crew was not on anymore missions. Lancaster does not recall any of this. I would appreciate it very much if you would send me any informatipn you have regarding Seehoff. Thank you.

If you recall I had our reunion 385th in Kansas City, 1976 or so.

Sincerely yours,

Larry R. Russell  
913 w 113 TERRACE  
Kansas City, MO 64114

Editor's Note:

Anyone have infor on this for Larry? And Larry, see lans letter in this issue about Brian Spurling's recollections.

Dear Ed:

Just a few lines to say hello and to tell you that I spent a week visiting with Jean and Homer Howe out in Indianola, Iowa from Sept. 5 to Sept. 12.

They showed me a great time and they are fabulous hosts. Among the many places they took me to Horton, Kansas where we had a nice visit with Coleen Jameson. The next day on the way back to Indianola we passed St. Joe, Missouri.

The name of Fred Steele came to mind. We stopped at a telephone where we looked Fred up in the phonebook. Sure enough there was one Fred Steele listed and it turned out to be the one and only Fred Steele from the 550th Bomb Sq. Calling the number, his wife Dorothy invited us over to the house. We had a very short 2 hour visit with Fred but it was most enjoyable. I hope Fred and Dorothy make the reunion in Tulsa. OH YES, THE LAST TIME I saw Fred was going back to U.S. time in 1945.

I am taking the liberty of enclosing a check for dues for 2 lost members I located, #1 is Fred Steele - 3206 Donifshan, St. Joseph, MO. 64507. #2 is John Brust - 89-14-247st, Bellerose, NY 11426.

If you could get out the next paper to them I would appreciate it. Thanks Ed, Both are from the 550th.

Best regards,

Joe Brocker  
550th

Dear Ed,

A minireunion was held at the home of David and Rose Framer in St. Louis, MO. Aug. 16-19. In attendance were:

Sam and Mary Lyke (Oklahoma), Floyd and Evelyn Reinken (Indiana), George and Geneva Hruska (Nebraska), Gerry and Ginny Donnelly (Florida), and David and Rose Framer (Missouri).

We had a good time visiting and seeing the sights of St. Louis including the Gateway Arch, Union Station, Grants Farm, and Missouri Botanical Gardens. We did a lot of reminiscing and fought the war all over again. The 385th won the war again.

Sincerely,

David Framer  
1308 Prince Albert Drive  
St. Louis, MO. 63146



Front Row: Floyd Reinken & Sam Lyke  
Back Row: David Framer, Gerry Gonnely & George Hruska

# USAAF REUNION -----1992-----



Acknowledgements to:  
**Roger Freeman**  
**Derek Cross**  
**Dave Osborne**  
Duxford Imperial War Museum



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# RETURN TO ENGLAND 1992<sup>2</sup>



## EAST ANGLIA 1942 -1992

# Welcome Back



### FRIENDS OF THE EIGHTH (F.O.T.E)

FOTE is an informal organisation, formed in 1972, by a nucleus of individuals interested in preserving the history of the United States 8th Army Air Force.

From the interest generated, friendships have developed over the intervening years between the various 8th Air Force veterans' Associations in America and FOTE members. Memorials to those who never returned have been erected at former 8th Air Force airfields and four former completely derelict 8th Air Force control towers have been laboriously renovated into memorial air museums at Basingbourne, Cambs; Thorpe Abbots, Norfolk; Framlingham, Suffolk; and Seething, Norfolk.


For further information please write to Mr Brian Baldwin, 36 Fallowfield Walk, Hardwick Vale, Bury St Edmunds, Suffolk IP33 2QZ, England.

### BUDDIES OF THE NINTH (BOTNA)

The Buddies of the Ninth Association was formed in the early 1980's by a group of English aviation enthusiasts who felt a particular affinity to the 9th USAAF in World War II. It has members on both sides of the Atlantic and one of its ideals is to encourage contact between 9th Air Force veterans and British people.

BOTNA meets every three months for discussions, film and video shows and general lecture evenings and all members receive a quarterly bulletin which is produced entirely by contributions from members. Airfield and group histories related by experts assist in the sharing of information about 9th Air Force.

If any readers would care to know more about BOTNA, they should contact Mr Bob Mynn, The Dell, Kiln Hill, Ixworth, Suffolk IP31 3HW, England

-  = 9th AIR FORCE
-  = 8th AIR FORCE
-  = BOTH



The people of East Anglia are looking forward to the recreation of the "friendly invasion" in 1992. And what better way to welcome you than with a programme of events to remind you, and amuse you and inspire you?

**CONCERTS/DANCES**

Music has the power to evoke fond memories and there will be concerts and dances that will take you back. The music of Glenn Miller and other Big Band sounds in traditional East Anglian settings will get you "in the Mood".

**PARTIES**

The village hall is the focal point for our rural communities. Today's East Anglians will welcome you to villages decked out in flags, tables laden with strawberry teas, scones and cream and homemade cakes. There may be some dancing, probably some speeches and certainly a visit to the pub! Garden parties will be held too - the perfect opportunity to rekindle old friendships and make new ones.

**FLYING DISPLAYS**

There is nothing that can quite compare with the sight of World War II bombers and fighters taking to the air. East Anglia already hosts many flying days, but in 1992 they will be a little more special as we aim to bring together as many World War II aeroplanes as possible.

**EXHIBITIONS**

A lasting memorial to the people and the times will be formed by a major permanent exhibition. It will use today's technology to recreate the sights and sounds so familiar to the men of the USAAF and their British hosts and will provide a fascinating insight for British and American visitor alike.

**FILM FESTIVALS**

Film festivals will show films, some rare, some well loved, all taking you back to those wartime years.

**ART EXHIBITIONS**

Local and national artists will present paintings, drawings, photographs and models - all recollecting those wartime experiences.

**MEMORIAL SERVICES**

Many did not come back. To honour them, memorial services will be held throughout East Anglia. We will remember them. As well as these specific events, we have high hopes for a rally of historic military vehicles, a fireworks tattoo, displays by the modern RAF, a special raceday and demonstrations of rural crafts circa 1942.

Its all happening in 1992

Come and join us.

**Keep In Touch**



As well as our main brochure we also produce a quarterly newsletter entitled "Reunion News". This will keep you fully informed on all arrangements and includes many interesting articles. Perhaps you have some stories or useful information that would interest others. If so, please send them to the editor - Jane Sullivan, East Anglia Tourist Board, Toppesfield Hall, Hadleigh, Suffolk IP7 5DN, England - and they can be included in a future edition.



**If you are not already on our mailing list**, and would like to receive the above publications, please complete and return the coupon to the address below.

----- ✂ -----  
**ENQUIRY FORM**

Name \_\_\_\_\_

Address. \_\_\_\_\_

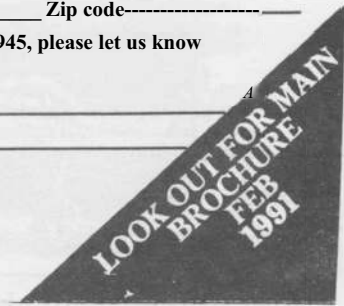
Zip code-----

**If you were based here between 1942 and 1945, please let us know your airfield and bomber/fighter group.**

Airfield. \_\_\_\_\_

Group \_\_\_\_\_

**Please return this coupon to:  
Dept USAAF East Anglia Tourist Board  
Toppesfield Hall Hadleigh Suffolk  
IP7 5DN England**



# Boise City Having No Luck Finding Crew That Bombed It

By John Klein  
World Staff Writer



BOISE CITY - Crew members of the B-17 would rather forget that night in 1943.

But the citizens of Boise City, perhaps the only American town bombed during World War II, would like to include those men in an anniversary celebration.

"I guess no one really wants to admit to being on that plane," said Boise City attorney Stan Manske. "They shouldn't worry about it No one around here is mad ... anymore."

Boise City residents are raising funds for a monument on their courthouse square to commemorate the bombing of their town on July 5, 1943.

No, it was not the Germans or Japanese.

It was the U.S. Army Air Corps.

Six 100-pound practice bombs, loaded with four pounds of dynamite and 90 pounds of sand, were dropped on this town — 1940 population 1,144, now 1,761 — by mistake.

An Army Air Corps

training unit was stationed at Dalhart, Texas, about 30 miles south of Boise City. They were dropping bombs on a lighted practice range near Conlen, 20 miles northeast of Dalhart.

A navigator on the plane made a mistake. He believed the courthouse lights in Boise City were the target.

"They did pretty darn good," said Manske.

Although none of the bombs hit the courthouse, all of them were within feet.

"If they had been using real bombs, I guess there wouldn't be a Boise City anymore. I would imagine people would have relocated."

Instead, old timers in this small Cimarron County town, just 25 miles from the New Mexico border, have kept the memories of that night alive.

One of the six bombs did not explode and has been kept by residents. Recently, the bomb has been cleaned up and painted. It will become part of the monument along with

newspaper clippings about the bombing.

The Boise City Chamber of Commerce is planning a 50th anniversary celebration and would like to invite the crew members of the plane to attend.

"We've done our best to locate these guys," said Manske. "I guess they are a little reluctant."

"I know it probably wasn't funny that night but now it brings a smile to people's faces."

For years, it was believed Boise City was the only documented case of a city in the continental United States being bombed from the air.

In research, chamber of commerce officials have found several other incidents, although it is uncertain if any of those other bombings involved a town.

The city originally planned to celebrate the anniversary last summer. However, fixing the one bomb and collecting information on the incident have delayed the monument and celebration.

Manske said he believes the monument will be erected sometime next summer. Citizens now plan to celebrate the bombing on July 5, 1993.

"We'll have quite a shindig out here," said Manske. "Sure wish those guys would come on out."

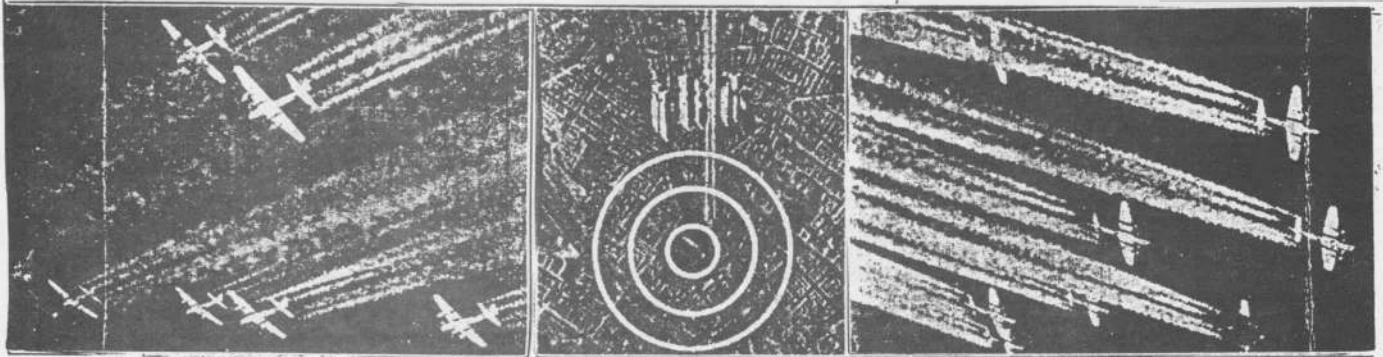
Does anyone who trained at Dalhart want to take credit for this? Sounds like you might get a free dinner out of it!



## A piece of history

The B-17 "Flying Fortress," the bomber that flew daylight bombing raids on German production facilities during World War II, is one of the best escort fighters during that era—the P-51 "Mustang." Both aircraft represent a piece of Air Force history. Today, Sept. 15, Air Force celebrates its 43rd anniversary. From the historic "Flying Fortress" of yesterday to today's B-1B "Lancer" and B-1C "Stoic," the Air Force has always stood ready. Gen. John T. Chain Jr., SAC Commander in Chief, speaks concerning the anniversary.

### Berlin Weaflier Report: Cloudy, Thunder, Heavy Downpour



More than 1,000 Fortresses of the 8th Air Force fashioned a flying wedge against Berlin Saturday to help the wedge of steel being driven from the East by the Red Army, when they rained 2,500 tons of bombs in the heaviest attack ever made on the German capital by the

8th. Among the targets was the Tempelhof airdrome, shown above (center) being pommelled by part of the great air fleet which stretched almost 300 miles across the Continent. It took 45- minutes for the bombers to cascade their loads on the city.

New York A. London Edition Paris

Extra

# THE STARS AND STRIPES

Newspaper Of U.S. Armed Forces Daily in the European Theater of Operation!

VOL. S No. 80—1d MONDAY, Feb. 5, IMS

Extra

Pg 16 March 1990 CROSSHAIRS

## AAF PAY GRADES—1944

Rank	Insignia	Yearly Pay	Rent Allowance (Mo.) <small>wiUi ieptodcati sinfla</small>	
General	☆☆☆☆	\$8,000	\$120	\$105
Lt General	☆☆☆	8,000	120	105
Maj. General	■Wt	8,000	120	105
Brig. General	*	6,000	120	105
Colonel	🦅	4,000	120	105
Lt Colonel	🌿 (Silver)	3,500	120	105
Major	🌿 (Gold)	3,000	105	90
Captain	B	2,400	90	75
1st Lieutenant	EZ3(SlhH)	2,000	75	60
2nd Lieutenant	☐ (Gold)	1,800	60	45
Warrant Officer (chief)	«=>*»	2,100	75	60
Warrant Officer (j.g.)	Oilwl	1,800	60	45
Flight Officer	«*(MkI	1,800	60	45

Rank	Sleeve Insignia	Monthly Base Pay
Private (7th grade)	no chevrons	\$50
Private first class (6th grade)	A	54
Corporal (5th grade)	A	66
Sergeant (4th grade)	👤	78
Stall Sergeant (3rd grade)	👤	96
Technical Sergeant (2nd grade) gs	👤	114
Master Sergeant.	... .. A A	
First Sergeant	(1st grade) g	US

**FLYING PAY**—Flying officers and enlisted men receive an increase of 60% of their base pay when by orders of competent authority they are required to participate regularly and frequently in aerial flights and when as a result of orders they do participate in speh flights. Non-flying of Heers receive Hying pay at the rate of SCO per month when they participate in regular and frequent aerial Hights ordered by competent authority.

**SUBSISTENCE**—Officers with dependents receive \$42 per month (30 day l>eiod) subsistence allowance; single officers, \$21. (Exception: Lt. Col. and Mqj., married, receive \$63.)

**LONGEVITY**—Every enlisted man receives an increase of 6% of his base pay for each 3 years of service up to 30 years.

**FOREIGN SERVICE**—The base pay of officers is increased by 10% (enlisted men 20%) for any service whileonsea duty or duty in any place beyond the continental limits of the U.S. or in Alaska.

Remember?

Most of us were able to send a lot of this pay home.

A British Review of Ian's "Munster Raid"

# Personal VIEW

Free Press Writers take a look at the world we live in.



This week: David Williams

# Why some of our planes were missing

WITH a real threat of fighting upon us, and the movement of thousands of troops across the globe, there has arrived on my desk a timely reminder of the bravery, the horror and the hopelessness of war.

It is a book\* which tells, in unrelenting detail, of just one raid of the hundreds made by the U.S. Army Air Force from their bases in East Anglia.

Reading it I could still see the Flying Fortresses circling high in the sky over Bury St Edmunds, making vapour trails and throwing out coloured flares, before they flew off in strict formation for their daylight raids on Germany.

And, in page after page of personal recollections of the brave young men who took part, it has explained to me why there were so many gaps in those formations when the B.17s returned late in the afternoons.

### Celebrations

The flashback season to America's part in the European war has already started with the release of the film Memphis Belle, which I am told is very good. The year after next we shall be well into the anniversary celebrations of the GIs' arrival in Britain 50 years ago to help us take on Hitler at his own game of blitzkrieg.

But did we, living in wartime Suffolk and watching the planes go out, fully realise at the time the conditions the crews flew in and the sacrifices they were asked to make?

The raid in question took place 47 years ago this month on the historic German town of Munster. Until that time the USAAF had concentrated on military and industrial targets. This was the first order they received to bomb a civilian population.

The Flying Fortresses took off early on a Sunday morning from all over East Anglia, including Rougham, Great Ashfield, Kneb

many planes scheduled to fly did not make it. It was a brilliantly clear day over Germany and the Luftwaffe was waiting in force with some 300 planes. Ironically, over parts of East Anglia there was fog, preventing a squadron of American Thunderbolt fighters taking off to escort the B17s. The scene was set for a disaster, and it happened.

### Ferocious

The trail of Flying Fortresses stretched back over 40 miles and they were ferociously all the way over Holland to their target. The B17s were heavily armed. That and their strict formation discipline got them through to Munster.

Losses were heavy. Official figures put them at around 30 planes on each side, but the real figure was higher.

And down below, while their town was being destroyed around them, more than 700 Germans died in the burning, ancient ruins, and many more were injured.

The Munster railway yards, through which much of Germany's war production passed, was disrupted for a few days and grossed on its way.

### Morale

You can say the Germans had it coming. Coventry, as an open city, had suffered a worse fate from the Luftwaffe. Civilians were not spared when Hitler blitzed London. They tried to destroy our morale, and we in turn set out to destroy theirs.

I visited Munster a few years ago. It is a typically shining-clean German town, rebuilt efficiently and now prosperous. The war, 9 years forgotten, is not in the air.

We can only hope that at this very moment someone, somewhere in the Middle East, is not planning an attack, for whatever reason, that will make the Munster raid appear a minor skirmish.



REMEMBER?

They even made it easy to thank for gifts if we couldn't time to write a letter home.



HEADQUARTERS  
ARMY AIR FORCE STATION 155  
APG 559

210.31  
201 -\*

9 Jan\* 1945

(Date)

CLEARANCE SHEET

I, the undersigned, certify that to the best of my knowledge I have cleared, all activities on this station and have no equipment or accounts outstanding.

»(SS 8. HRD8K1 1st !\*)

0-782860

848th Bodb 8q (H)

NAME	GRADE	ASN	ORGANIZATION
(Destination)			George S. Huska (Signature)

2. The undersigned department heads or their duly appointed representatives certify that the officer designated above has turned in all required equipment, paid all accounts outstanding, and has been given all records required by - nin. from their Respective departments.

ALL OFFICERS:

FLYING OFFICERS ONLY»Z

Flight Equipment

*1st Lt M. Williams*

Station Signals ;

*[Signature]*

Station Ordnance

*1st Lt E. McRae*

Combat Section

Station Property

*1st Lt J. J. Walcott*

Station S-2

*[Signature]*

Sq Tech Supply

*1st Lt [Signature]*

Station S-1z

*[Signature]*

Officers Club

*[Signature]*

Gp Bombardier

*[Signature]*

Station Surgeon

*1st Lt [Signature]*

Navigator

*[Signature]*

REMEMBER?

We had to get "Clearance" before leaving-  
You weren't going to leave the Base owing the Officer's Club!

Christmas Greetings,  
December, 1944--received  
by a 11: who were there about Battle of Bulge time

TO THE JEN AND FRIENDS OF STATION 155:

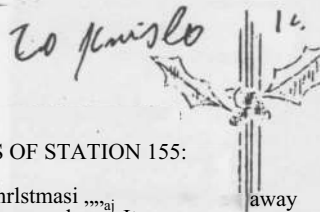
This is for the most of you, your second Christmas from your home and we sincerely hope and pray it will be your last. However, we have a great task in front of us and you have assailed this obligation with courage, strength, and faith. We cannot lose.

But this is Christmas—a golden opportunity for celebration because of the birth of Christ, and we want to take this opportunity to extend our love and your friends a KERRY CHRISTMAS and a HAPPY BIRTHDAY!

Rtd CROSS AERO CLUB STAFF  
OFFICERS' CLUB  
CBAPLAINS\* DEPARTMENT



Christmas Greetings, December 1944  
Received by all who were there about Battle of Bulge Time



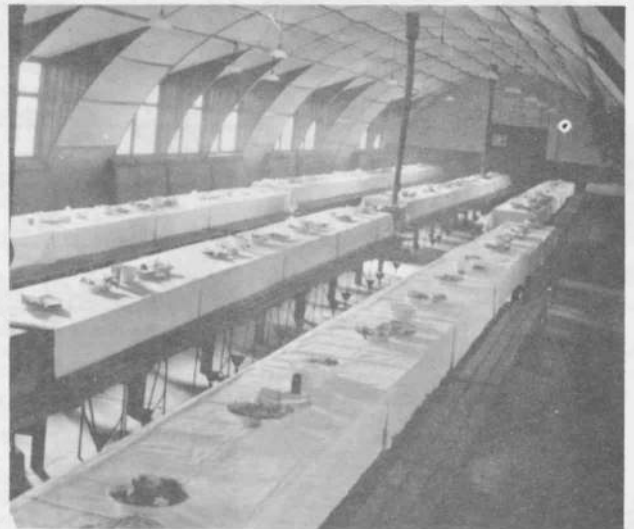


Sorting through some old pictures.

Who knows anything about these two?



Two great guys from 550th, Bobulsky and Hutton  
Lost in early '44 we think.



Ready for Thanksgiving Dinner - 1943 Mess Hall No. 1



Awarding the 1st (of many) Purple Hearts in our group to  
sgt. J. C. Leahy



"Martha, I think you're going a little  
overboard on the decorating this  
year!"

**MERRY  
CHRISTMAS**

## Editor's Note:

Read this interesting page from the translation of this history of German Fighters. The underlined reference to the Oct. 6 raid refers to us.

## The First and the Last

*The German Fighter Force in World War II*

by

ADOLF GALLAND

*With a Foreword by*  
DOUGLAS BADER

*Translated by*  
MERVYN SAVILL

312

### THE FIRST AND THE LAST

expectation that Germany would now surrender unconditionally came to nothing. After the high spirits aroused by the quick advance, there was a bad hangover in the Allied camp, a feeling which was increased when the enemy's reconnaissance found an unexpected rise in the numbers of German fighters. At the front not much attention was paid to this, although the strongest German fighter resistance since the war was evident during the air operation in Holland and during the ensuing supply airlift. In the course of this month, September, the German fighter arm received 3,013 single-engine fighter aircraft, newly built or repaired, and German aircraft production reached the absolute peak of the war with a total of 4,103 aircraft of all types!

And this after a year of systematic raids. In the summer of 1944 alone the Allies dropped 18,500 tons of bombs on the German aircraft industry. After the 'Big Week', which was supposed to be the death-blow to our armament, Speer had contrived the reconstruction and the dispersal of the industry, which so far had been concentrated in twenty-seven larger works arranged on production, technical and economic lines but was now spread over 729 medium and very small plants. Some were situated in tunnels, caves or disused mines, some in forests, ravines and villages. They were admirably camouflaged and made spying and sabotage difficult for the Allies, as well as air observation. The unbelievable difficulties of bringing air armament to such heights by 'home industries' are impossible to describe.

From the end of September onwards, forces from the new reserves could occasionally be sent out against American daylight raiders. On September 27th and 28th, sixty-four four-engined bombers were shot down by fighters and by flak. On October 6th an American bomber force with fighter escort raided Berlin. We did not succeed in penetrating the fighter protection, but a single fighter wing managed to outclimb the last bomber group, dive on it, and before the escort fighters got to the spot, destroy a squadron down to the last bomber. On the next day, October 7th, forty-one bombers were shot down. The reports of these missions created great anxiety at Allied Headquarters, and Doolittle complained to Spaatz about insufficient fighter protection: the ratio of two to one between

## Lande book recalls Eighth Army Air Force missions

For his forthcoming book "From Somewhere in England" (Chronicle Publishing), David Lande '80, Appleton, Wis., interviewed several hundred people about their experiences with the U.S. Eighth Army Air Force during World War II. Based in England, the Eighth Army Air Force flew strategic bombing missions against the Third Reich, suffering extremely high losses.

Dr. Hiram Drache, professor of history at Concordia, was a navigator with the 457th bomb group. In the book he describes one of those missions:

"All of a sudden, we were going straight down in a tight spin. Oil lines had been hit by flak and the engines froze instantaneously. I found myself standing in a horizontal position, looking straight down at the earth I couldn't move. In my mind, I saw my folks' house and my hometown. My thoughts were 'Gee, it's too bad my folks are going to get this telegram saying I'm missing in action.' I knew I was to die and that telegram is what I felt most

about. Then, at about 4,000 feet, the pilot was able to pull us out of the dive. After we got on the ground in England, they told us it was aerodynamically impossible. I got the feeling I was destined to lead a long, productive life, because we had faced sure death and had survived."

Following his graduation from Concordia, Lande served as a Marine air wing officer. He earned a master's degree from the University of Wisconsin in 1987 and is now senior editor-field communications for Aid Association for Lutherans. Lande's book, scheduled for release this fall, should be available in bookstores across the country.

### Letters to the Editor

Dear Ed,

I'm happy to inform you that there is an error in the LOCAL NEWSREEL page of one of the past issues. I was leading the low squadron on the 25 Feb. 44, Regensberg raid and Gray was lead ship of the second element. Over the target they took a direct hit in the nose section and went down. We finished the run unscathed. Just wanted to clear that up.

Sincerely,

Charles Davis

Dear Ed,

I am still trying to track down which crew I flew with on 2 March 1945 on the Dresden mission. I know I was in the low element of the low squadron. I recently went to the Archives at Maxwell AFB, where I got a copy of the low Sq. a/c assignments and mission report. From this, I know I must have been in 42-97280, "Haybag Annie."

### Can anyone identify who else flew in "Haybag Annie" that day?

Low el. lead was in 43-38566. Vaadi in 42-97979 was shot down from left wing. We were right wing and Tripp in 43-38148 was shot down filling in the diamond. Other 17s in the low Sq. were: 44-8361, 43-38464, 42-38199, 41-2481, 41-2636, 44-8417 (Tipton also shot down), 44-8762, 43-37842, and 43-38700.

Do any of these forts or crews have names?

W.W. Varnedoe, Jr.



General Shuler is scheduled to speak to us at the Tulsa Reunion. He is commander of Strategic Air Command's 8th Air Force, Barksdale AF Base in Louisiana. His command comprises about half of SAC's long-range force of manned bombers, tankers, and ICBMs. His responsibilities cover the Eastern half of the United States, Europe, and the Middle East.

He flew 107 combat missions over North Vietnam, and has had experience all over the World in his Air Force career.

We hope that the military situation will be such that he can keep his date with us! He will have a message of great interest for all of us.

### Early Bird Registrants

1. Sam & Mary Lyke
2. Vincent & Judy Masters
3. John and Dorothy DeBerg
4. Edward & Jane Stern
5. George & Marie Menkoff
6. Ruel & Mary Weikert
7. Charles & Francis Coleman
8. Charles & Marjorie Guffey

**13TH REUNION - 48TH ANNIVERSARY  
TULSA, OK — JUNE 5- 9, 1991**

**50TH ANNIVERSARY REUNION — SPOKANE, WA - 1993**

**385 TMBGMA**

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