

OHIO AIR FORCE GOLDEN GOOSE THUNDERBIRD WANDERING DUCHESS CURLY'S KIDS
 SKY GODDESS SALLY B ROUNDTRIP TICKET PICCADILLY QUEEN BLUE CHAMPAGNE MARY ELLEN
 HONKY TONK SAL RAUNCHY WOLF CHOWHOUND YANK GELDING WINNIE THE POOH
 HESITATIN' HUSSY "HAYBAG" ANNIE MISS AMERICA STARS AND STRIPES DORSAL QUEEN WAR WEARY
 BIG GAS BIRD LIBERTY BELLE HUSTLIN' HUSSY PREGNANT PORTIA LEADING LADY ALEXANDER'S RAGTIME BAND
 STAR DUST ANGELS SISTER LI'L AUDREY LONESOME POLECAT HARES BREATH
 SKY CHIEF MR. LUCKY PERRY'S PIRATES SLO JO TARGET FOR TONIGHT SHACK N LADY
 MADAME SHOO SHOO GIZMO SACK TIME JUNIOR OL' DOODLE BUG
 PAT PENDING POSSIBLE STRAIGHT MICKY ROGER THE DODGER IMPATIENT VIRGIN RAGGED BUT RIGHT SWEET CHARIOT
 ROUNDTRIP JACK HOMESICK ANGEL HALF AND HALF SLEEPYTIME GAL RUBY'S RAIDERS SWINGING DOOR
 SHACK BUNNY MY GAL SAL LATEST RUMOR MAIDEN AMERICA RUBY'S RAIDERS MISSISSIPPI MISS
 SPIRIT OF CHICAGO BIG STINKY VIBRANT VIRGIN MISSION BELLE LULU BELLE SLICK CHICK
 SOUTHERN BELLE RAGGEDY ANNE MAC'S HACK OL' RUM DUM FOOLISH VIRGIN BELLE OF THE BLUE
 VAT 69 YANK LADY ANN CRASH WAGON III RAGGED BUT RIGHT
 MARY ELLEN III HOT CHOCOLATE LIL-LU STORK CLUB FICKLE FINGER OF ? AIN'T MISBEHAVIN'
 PRINCESS VAL IN LIKE FLYNN

HARD LIFE



HERALD



**NEWSLETTER OF THE
 385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION**



COMBAT UNITS

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

VOL. XVIII, NO. 6

Editor: Ed Stern
 Printed by Interstate Printing
 Fargo, North Dakota

SUPPORT UNITS

424th AIR SVS. GP.
 877th CHEM. CO. (AO)
 DET. 155, 18th AWS
 31st STATION COMPLEMENT SQ.

DECEMBER 1991

ASSOCIATION OFFICERS

PREZ SEZ:

PRESIDENT

Sid Colthorpe
 316 Woodside Dr.
 Hampton, VA 23669

High Gang:

1ST VICE PRESIDENT

Charles Smith
 1025 Oakhaven Dr.
 Roswell, GA 30075

By the time you read this, you will probably have eaten your Thanksgiving turkey. One of the things we should have given thanks for, is our continuing comradeship over almost fifty years. Although it was born during the difficult times that we shared, it seems to grow stronger with each passing year.

2ND VICE PRESIDENTS

Robert C. Smith
 N 12019 Anne J Drive
 Spokane, WA 92218

Talked to Big John (Pettenger, that is) the other day. He already has reservations for twenty six people for the trip to Great Ashfield in May. Sure hope to see a crowd, specially since we will be participating in the service of Dedication of our Memorial Window at the church and Annual Memorial Service at the Cambridge American Cemetery.

Mrs. Lee Colthorpe
 316 Woodside Dr.
 Hampton, VA 23669

For those of you that feel that you can't make the entire fifteen day tour, don't forget there is a shorter nine day tour, which might fill the bill for you.

SECRETARY

George Hruska
 7442 Ontario St.
 Omaha, NE 68124

Lee joins me in wishing you and yours all the best for the coming holiday season and the New Year.

TREASURER

John Pettenger
 Box 117
 Laurel, FL 34272-0117

See you in May

CHAPLAIN

Rev. James H. Vance
 15929 SE 46 Way
 Bellevue, WA 98006-3240

Sid

EDITOR, HARDLIFE HERALD

Ed Stern
 P.O. Box 2187
 Fargo, ND 58108

8TH AF HISTORICAL UNIT CONTACT

Gerry Donnelly
 10770 SW 46th
 Miami, FL 33165

HONORARY MEMBERS

Ronald C. Nolan
 M/Sgt John McKay Jr. USAF

PAST PRESIDENTS

Ruel G. Weikert
 Frank B. Walls
 Vincent W. Masters
 John C. Ford
 James H. Emmons
 Paul Schulz
 Forrest V. Poore
 William A. Nicholls
 Earl L. Cole
 Sam Lyke

**50th Anniversary Reunion—Spokane, WA
 August 25-29 1993**

NEW MEMBERS

New membeis since roster was printed in May 1991 Har-dlife Herald. We'll try to keep this up-to-date from now on. Send us any corrections.

Raymond E. Baer LM
 Ernest C. Bauman
 Robert Brow
 John Brust
 William D. Carte
 John Cavanaugh
 Leon G. Corteville
 Edward M. Craig
 Marie Clark Croley LM
 Darrel G. Daley
 Robert D. Dykins LM
 George W. Enderlin
 James H. Eshelman
 Robert W. Fillmore
 Don D. Fink
 Charles A. Franken
 Ado Gallon
 Robert O. Hach
 Stanley R. Halstead
 Joyce B. Horton LM
 Otho Johnson
 Thomas R. Kelley
 Vernon Kisinger III
 Edward Vernon Kisinger
 Mark Edward Kisinger
 Julie Kisinger

Mary Kisinger
 A.D. Kneale
 Kenneth J. Laffoon
 James R. Lanahan
 Earl Malchow
 John P. McGowan
 Darren P. McGuire
 Thomas D. Monroe LM
 Ron Orford
 Gordon W. Parker
 James E. Payne
 Jennie Pederson
 Thomas E. Pritchard
 Abel S. Rebello
 Jack E. Richart
 Wallace A. Sanders Jr.
 Donald B. Schaefer
 Floyd A Schumaker
 Alexander S. Sherry
 Craig E. Snow
 Dennis L. Stevens
 John E. Warmington
 Lucille S. Wardle LM
 Kathy Wartz
 Gaylord Watson
 Chester L. Whitney

□ □ □ □ **LIFE MEMBERS*** □ □ □

258	Leroy D. Webster
259	Wm. A. Sanders, Jr.
260	Eugene H. Poore
261	Kevin M. Poore
262	Patricia E. Damitio
263	John J. Messbauer
264	Thomas D. Monroe
265	Harlan C. Blasdell
266	Richard H. Sontchie
267	Carl R. Eymen



Thomas E. Harrington	July 1991
Bernard L. Mistrater	Sept. 1991
James W. Gantz	Feb. 1985
Arthur V. Brandt	Sept. 1991
Charles M. Guyler	Sept. 1991
Arnold Levine	Sept. 1991
George E. Droby	June 1991
Leon Stern	June 1991
John W. Bovee	
Melvyn Fenton	

CHAPLAIN JIM SEZ:

Sometime when you're feeling important
 sometime your your ego's in bloom
 Sometime when you feel without question
 That you're the best qualified in the room
 Sometime when you feel that your going
 Will leave an unfillable hole-
 Just follow this quaint example
 And see what it does to your soul.

Take a bucket and fill it with water
 Put your hand in it up to the wrist.
 Pull it out, and the hole that's remaining
 Is an example of how much you'll be missed.
 You can splash all you like when you enter-
 You can stir up the waters galore,
 But stop, and you'll find that in no time
 It looks just the same as before.

Now the moral of this quaint example
 Is, "Do just the best that you can.
 Be proud of yourself, but remember,
 There's no irreplaceable man."

Author Unknown

Sincerely,

Jim Vance

BERNARD MISTRATER

CAPE CANAVERAL — Bernard L. Mistrater, a retired automobile dealer, died Saturday, Sept. 7, at Cape Canaveral Hospital in Cocoa Beach.

Mr. Mistrater moved to Brevard County 12 years ago from Rochester, N.Y., where he was bom. He owned a Dodge/Toyota dealership in Elmira, N.Y., and a Ford dealership in Rochester before retiring in 1979.

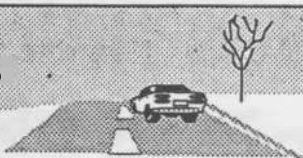
Mr. Mistrater was a bombardier with the Army Air Corps during World War II and was imprisoned by the Germans. He later served in the Korean War with the Air Force.

Survivors include his wife, Carrie Mistrater of Cape Canaveral; daughters, Donna Antel of West Palm Beach, Eloise Rickard of Webster and Zorine McNulty of Rochester, son, Alan Mistrater of Rochester, and sister, Dorothy Wojtas of Rochester.

DO YOU REMEMBER?

Charles R. Johnston, Jr., 1801 Valley Forge, Ft Collins, CO 80526, wants to contact anyone remembering 1st Lt. Charles R. Johnston and his crew of the 549th. (shot down April 29, 1944).

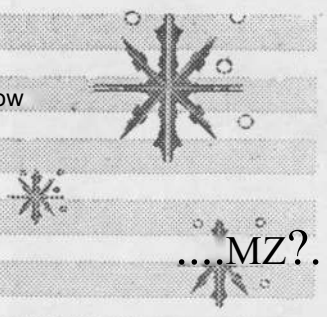
Winter survival tips



Recommended winter travel supplies:

- Blankets, sleeping bags or newspapers for insulation
- Socks, mittens, hats, face masks, snowmobile suit, boots
- Flashlight, extra batteries, candles and matches
- Swiss knife or screwdriver
- Snow and ice scraper.....
- Container of sand or kitty litter, traction mats or carpet
- Tow chain or heavy rope
- Flares, car compass
- Coins for emergency calls
- Shovel, coffee can for melting snow
- Booster cables
- First Aid Kit
- Radio
- Cigarette lighter
- Aspirin
- Large size garbage bag
- Small alarm clock
- Small backpacker's stove with fresh fuel and a pan
- High-energy food such as raisins, chocolate, soups, etc.

Store vital items in your car. You may not be able to reach your trunk.



Survival supplies could save your life

Stock your car or trunk with a winter survival kit including old blankets, candy bars for quick energy, matches and a candle or other heat source, a flashlight. A coffee can or similar container is handy for melting snow for drinking water. A shovel to keep the exhaust free of snow. A radio to listen for weather reports.

In a pinch, plastic garbage bags can provide insulation.

And keep a full tank of gas to run the car's engine for heat. The weight of a full tank helps traction, too.

If stranded, stay in your car. The car is your shelter.

Run the engine intermittently to

extend your fuel supply. Crack open a window away from the wind for oxygen if you burn a candle, and to prevent deadly carbon monoxide from accumulating.

Experts say it is important to try to remain active and awake — for anyone asleep and inactive, the risk of freezing to death is much greater. Take shifts staying awake if there is more than one person in the car.

Drape rubber floor mats over legs, lap or children for extra emergency insulation.

Hang a cloth from a window or aerial, display a trouble sign or flash directional lights when the visibility clears.

NOTICE

The above instructions are suggestions for anyone planning to visit your Editor during the next few months. Also, please call before your arrival—Area code 602-555-1212—ask for Tucson and then our phone number. It is possible that we may return to Fargo earlier than planned!

TULSA REUNION

The Tulsa Reunion Memory Book is in the process of getting finalized. We had a delay in that 83 of the reunion attendees did not have their pictures taken, so it's taking a bit of time to get these extra pictures. The secretary has sent out requests and so far has gotten about a fifty percent reply. Thanks and appreciation to all who responded. If you haven't ordered your "Memory Book" you may still try by sending \$12.00 to "Re-unions" Inc., P.O. Box 876, Orlando, FL 32802-0876.

Tell them it's for the 385th Bomb Group Mem. Assn reunion at Tulsa, OK and use the number 91-0282.

REUNION

Your officers are accepting "bids" for the 1995 Reunion—will publish a page of "sales talk" in the Hardlife Herald for anyone sending it in. Omaha & George Hruska are first.

Travelers to England for the 50th Anniversary of the 8th Air Force

If you don't have a 385th zipper garment bag (given out at the Fargo Reunion), write Ed Stern, Box 2187, Fargo, ND 58108. There are still a few left—red, green, blue. Use it for a carry-on and get little advertising exposure on the trip. The first one is free—if you want more than 1, send a check for \$8.00.

1992 DUES

Time to pay your 1992 dues—\$10.00 per year—or \$100.00 for Life Membership. Swamp John Pettenger, Box 117, Laurel, FL 34272-0117 with your payment. Maybe he'll be too busy doing the bookwork to get on the golf course for a few days!



CONFIDENTIAL ORDERS

Date: October 7 1991

To: 385th Bomb Group Association

From: The Greater Omaha Convention and Visitors Bureau

Report Date: 1995 Biennial Reunion

BRIEFING:

The members of the 385th Bomb Group Association are hereby requested, and most cordially invited, to hold their 1995 Reunion in Omaha, Nebraska.

R & R:

You'll have a good time in Omaha! Visit Offutt Air Force Base, Strategic Air Command Museum, the USS Hazard, and Boys Town. Take a riverboat cruise, watch the Greyhounds or the Thoroughbreds run, and browse through the Old Market. Whether you want to see the sights or just relax with your buddies, our city will entertain you.

RATIONS:

No K-Rations here! Wonderful food at a reasonable cost is a tradition in this city. You'll find a wide range of restaurant choices, offering a multitude of menu selections. Italian, Oriental, French, Bohemian, or good old American Homestyle. Of course, those famous Omaha steaks are everywhere.

QUARTERS:

Hotels to accommodate the demands of a 5 star general and the budget of a private first class. Over 5000 guest rooms to suit every budget and style.

PROTOCOL:

Omaha natives are extremely good natured, friendly people that take pride in their Nebraska hospitality. Omaha people go out of their way to make visitors feel welcome. Be sure to bring plenty of smiles. The rate of exchange is very generous.

ACCOUNTING DATA:

Do not bring a lot of money! You don't need much money to have a good time in Omaha. Cost for food, lodging, and entertainment is very-very reasonable.

DEPLOYMENT

When you mail in your vote to decide the site of the 1995 Reunion, we hope you'll vote for Omaha. We have a warm welcome waiting for you.

Greater Omaha Convention and Visitors Bureau
A Department of Douglas County Government

U.S. fliers plan return to England for WWII airfield reunion

By **ALFRED BORCOVER**

Knight-Ridder News service

Bonding among men appears to be a hot story these days. But to the World War II fliers who flew bomber and fighter missions from airfields carved from farmland in East Anglia nearly 50 years ago, bonding was old hat.

Next year, several thousand former fliers will return to England for the 50th anniversary of these airfields, most of which have disappeared. But enough memorials and museums remain to lure old buddies back to swap stories and relive their good times and harrowing times in East Anglia.

The bonding was not only among the fliers but also with the East Anglians who adopted the Yanks.

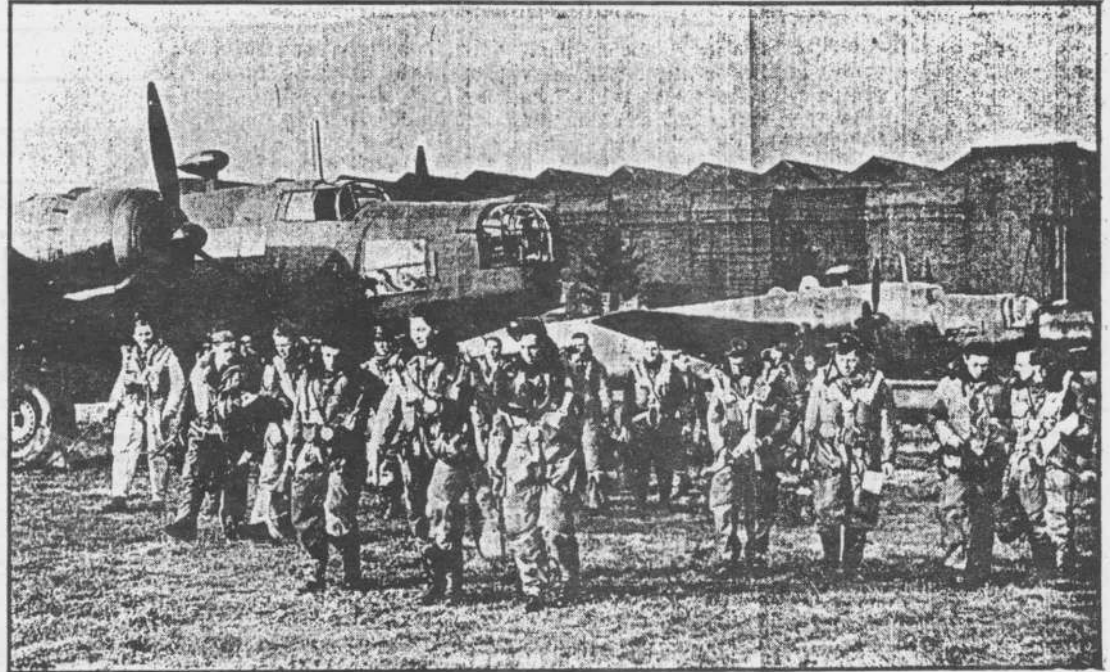
Friendships grew

"It's somewhat difficult to explain the friendship that developed between the British people and the American servicemen," recalled U.S. airman Jack Sloan in "Return to England," a reunion publication.

"At first it was a tentative meeting between two groups that had much in common and yet were so different in manner. ... Obviously the common bond that brought them together was the mutual desire and determination to win a war against a despised enemy. Long before it was over, however, friendships had quietly sprung up. Adoring little British kids hung around the living quarters of the American fliers. British families had begun taking in Yanks for the evening. The pubs provided a mutual gathering place for 'enlightening' conversations, and romances grew between young British girls and American servicemen."

From the British point of view, "Eastern England during World War II was a battleground. What had been areas of agricultural land now sprouted a strange harvest of concrete acreage, from which, around the clock, vast armadas of aeroplanes took to the air to carry the fight to the enemy. Wherever one lived in this part of England, there would be at least one airfield within 10 miles of your home and possibly more. East Anglia became known as 'The Unsinkable Aircraft Carrier,'" wrote Terry Gladwell, an East Anglian, in "Return to England."

"To us, who were wartime kids, it



Crews that took part in the raid on Germany's Helgoland return to their English base in December 1940.

seemed the skies were always full of aircraft. The sounds and sights of those huge fleets are unknowns to today's youngsters. These were exciting times; it made up for the hardships of rationing, the Blitz and all the other deprivations and setbacks our country had endured.

"Most of us soon got to know the Yanks, as we called them, for their bases were on our doorsteps. They were friendly to us kids. They spoke our English language, even if it was with a funny twang. It came as a bit of a shock to discover that not all of them came from New York or Chicago, but from every state of that faraway magic land. Even our elders warmed to them eventually."

Today's main link between East Anglia and the U.S. fliers is Jane Sullivan of the East Anglia Tourist Board. She is coordinating the reunion and editing Reunion News, a newsletter sent to 11,000 veterans.

"We already have 2,000 airmen who have named dates and who have booked to come here next year," Sullivan said. "We have 16

bomber and fighter groups and another 20 who definitely said they are coming. We also are aiming at other markets — Glenn Miller fan clubs.

sons and daughters of veterans and history buffs."

East Anglia has events scheduled May to November, the period when most of the groups will come. On tap through the spring, summer and fall are air shows, memorial services, Glenn Miller-style concerts, aircraft displays, a U.S. Army Air Force fly-in, military vehicle displays, a hot air balloon festival, 1940s memorabilia exposition and Duxford's classic fighter display.

Veterans can visit museums in Norfolk, St. Osyth, Cambridgeshire, West Walton, Lincolnshire, Seething, Epping and Parham. Two organizations, Friends of the Eighth and Buddies of the Ninth, have been instrumental in preserving much of the history that returning veterans will see, from memorials to derelict control towers renovated and turned into museums. The old control tower at Parham, known as Station 153, contains thousands of remembrances from the air war.

Sullivan, who gets visits from fliers working on the reunion, said she has listened to many stories from bonded buddies of war. They have told her about friends who died in crashes after completing their last mission, about the ghostly feeling they get looking at old flying jackets that were so much a part of them.

"The skies were always full of aircraft. ... Those were exciting times."

— Terry Gladwell, "Return to England"

She told of a ball turret gunner who returned for a B-26 Historical Society reunion in Norfolk. He wanted their tour bus to drive down the old runway. He just "needed to be on a piece of ground where it all happened," Sullivan recalled.

Sullivan's newsletter carries stories about reunion preparations, books about the air war, recollections of war memories, poetry, even a letter from Gen. Jimmy Doolittle, who was invited by Prime Minister Major to attend the 1992 reunion.

"At 94 I no longer travel and must decline the pleasure of visiting England," replied Doolittle, the former 8th Air Force general.

■ **DETAILS:** Airmen who want to return and have questions about the reunion as well as air group, m coach and individual tours un to Jane Sullivan, East Anglia Tourist Board, Toppesfield Hall, Hadleigh" Suffolk IP7 5BS, England.

**WT« »OH»Afit>ACnT 4B0UP CCUffIOfi A//OCIATI0A
VIZIT TO endLAnO - 12TH TO 20HI AHD 12TH TO 26TW AAT 1992**

Mr J Mrs/Miss	First Name	Surname	Mark "X" if smoker

ADDRESS OF LEAD NAME TO WHICH ALL CORRESPONDENCE WILL BE SENT		Mark "X" for Room Requirements	Delete as applicable
_____	Telephone No:	Twin-Bedded with Private Bathroom	Please book me/us on your 15 Day Tour/9 Day Tour
_____	Home:	Single-Bedded with Private Bathroom	
_____	Office:		

If you wish our Tour Operators to quote for additional services i.e. longer stay etc, please provide full details here and a written quotation will be sent to you.

Reservation Form

Complete this form and send it together with your deposits to:-

**JOHN PETTINGER
BOX 117
LAUREL
FLORIDA - 34272**

I enclose remittance of:

Deposits @ \$200 per person totalling \$_

and I agree on behalf of all the above named persons to accept the Conditions of Booking overleaf.

Signature

Date

We were short 200 brochures describing in detail the trip to England, May 12-26, 1992, so some of you didn't get the 4 color detailed itinerary. We're printing an application blank.

Send it to Sec. John Pettenger, Box 117, Laurel, FL 34272 0117. He'll give you all the details.

USAAF REUNION — EAST ANGLIA 1942 - 1992



385TH

**GROUP VISIT
ENGLAND IN 92**

Day 1 Tuesday 12th May 1992

Independent flight arrangements for the journey to London. Most trans-Atlantic flights eastbound are overnight.

Day 2 Wednesday 13th May

Morning arrival into London's Heathrow or Gatwick Airports from where you will transfer by coach into central London and to the Grafton Hotel.

Afternoon at leisure - time to relax or to take your first sightseeing or shopping foray in London.

This evening you are invited to attend a special Welcome Reception - to meet up with old friends and to chat to the Tour Courier about the exciting days ahead.

Day 3 Thursday 14th May

Full day at leisure in London. For those that wish it there's a free guided sightseeing tour of the landmarks of London.. you'll see Buckingham Palace, Big Ben, the Houses of Parliament, Westminster Abbey, St. Paul's Cathedral, Tower Bridge and many,



many more fascinating sights. The tour will conclude at lunch-time.

This evening there's an optional theatre visit.

Day 4 Friday 15th May

Morning drive through the East Anglian countryside to the pretty town of Lavenham, deep in the heart of Suffolk. After checking-in to the famous Swan Hotel, the afternoon is free to take a stroll around the historic lanes where the old timber-framed houses seem to lean precariously. Time too for some souvenir shopping and a cream tea!

Evening get-together with friends from Great Ashfield over dinner at the hotel.

Day 5 Saturday 16th May

Morning visit to Great Ashfield where we'll take part in a Service of Dedication of the new Memorial Window in St. Andrew's Church, tour the old airfield and meet up with friends from the past. Lunch is provided in the homes of the villagers and the afternoon is free for you to stay in Great Ashfield, to return to the comfort of the Lavenham Swan or to drive south to North Weald Airfield in Essex where there's an exciting airshow incorporating many wartime US, British, Japanese and Russian aircraft.

Day 6 Sunday 17th May

Morning visit to Great Ashfield for a tour of the area and a visit to the remaining airfield buildings followed by a barbeque brunch. In the afternoon we drive to Madingley to participate in the Annual Memorial Service at the immaculately kept Cambridge American Cemetery - a moving occasion when a wreath representing the 385th will be amongst those laid to commemorate fallen comrades. Evening at leisure.

Day 7 Monday 18th May

Morning drive to Parham for a short visit to the 390th Bomb Group Memorial Air Museum before heading through the winding country lanes (you'll be glad you're not driving!) to Bury St. Edmunds, a market town that's steeped in history. Lunch is served at The Flying Fortress pub in nearby Rougham and there's time enough this afternoon to visit the Cathedral and to take a stroll through the beautiful Abbey Gardens.

Late afternoon drive to Cambridge and to the Cambridge Post House Hotel. Evening at leisure during which those that 'feel the need' may wish to join us for a pub crawl (literally!) around the pubs of Cambridge visiting, in particular, The Eagle, a great favourite with war-time air crew. Darts anyone?

Day 8 Tuesday 19th May

Morning at leisure in Cambridge. There'll be a short coach drive around the city to show you the grand old colleges, the green lawns (known as the 'backs') that lead down to the pretty River Cam, the quaint shops and the many lovely buildings that make up this famous university town.

In the afternoon there's a visit to the Imperial War Museum - Duxford, one of the most impressive displays of aircraft in the world and where there's a special exhibit dedicated to the US Eighth Air Force.

After dinner this evening there's a talk and slide show by the Friends of the Eighth - it promises to be an interesting evening.

Day 9 Wednesday 20th May

Mid-morning departure from the hotel (just in case it turned out to be a late night!) for the drive into Norfolk and on to Sandringham House, the country residence of Her Majesty the Queen. Sandringham is open to the public when the Queen is not in residence and as she is rarely there in May (pity really because the gardens are at their best then) you'll be able to enjoy a tour of the house and gardens.

Onward then via the Norfolk lavender fields to join the A1 Great North Road - a highway originally built by the Romans and, seemingly, under constant repair ever since. This ancient highway takes us to the city of York where we'll arrive at the York Post House in the late afternoon.

Evening at leisure.

Day 10 Thursday 21st May

In the morning there's a short walking tour during which your guide will show you such sights as the vast Cathedral of York Minster, the City Wall and the cobblestone alleys known as the Shambles, and tell you of the history and legend behind them. Afternoon free. The ladies might like to know that York has some great antiques shops and some wonderfully old fashioned tea rooms!

Evening free.

Day 11 Friday 22nd May

Morning at leisure in York. Early afternoon drive westwards across the country to Chester, one of Britain's prettiest towns. After checking-into the centrally situated Queen's Hotel, the remainder of the afternoon and evening are free to explore this old walled city that, straddles the River Dee on the England - Wales border.

Day 12 Saturday 23rd May

Our leisurely tour today takes you through some of the splendid North Wales scenery - forested mountains, tumbling waterfalls and craggy gorges. You'll drive through the Snowdonia National Park, see historic Caernarfon Castle, and the beautiful Bodnant Gardens, home of Lord Aberconway, President of the Royal Horticultural Society.

Evening at leisure in Chester.

Day 13 Sunday 24th May

Morning free. Afternoon drive south to London, returning to the Grafton Hotel in the late afternoon.

Day 14 Monday 25th May

Full day at leisure in London - more sightseeing perhaps or some last-minute shopping for presents and souvenirs to take home. Evening Farewell Dinner at one of London's foremost restaurants.

Day 15 Tuesday 26th May

Coach transfer from the hotel to Heathrow or Gatwick Airport in readiness for the return flight to the USA.

THE AMERICAN AIR MUSEUM

The American Air Museum will stand as a memorial and tribute to the thousands of American airmen who served from bases in Britain during World War II. For generations to come, the American Air Museum will honour the sacrifice and endeavour of these airmen, and serve as a living symbol of the special relationship between the United States and the United Kingdom. The Museum will remind its visitors from around the world of the huge contribution US forces made to the ultimate allied victory and of the impact that effort has had on world peace.

The museum will contain educational displays, military aircraft and equipment, archival research material, and special exhibitions on Anglo-American co-operation.

THE LOCATION

The new Museum is to be built at Duxford, 50 miles north of London. This famous airfield played an important part in the Battle of Britain in 1940, and in 1942 welcomed the first United States Army Air Forces unit to come to England. From 1943 to 1945 Duxford was one of the 100 Eighth Air Force bases in the United Kingdom, and home of the 78th Fighter Group.

Duxford, part of the Imperial War Museum, Britain's national museum of warfare in the twentieth century, is today one of Europe's leading aviation museums, attracting nearly half a million visitors each year. Duxford houses the largest collection of American historic military aircraft outside of the United States, many of which still fly. It remains an active airfield, at which regular flying displays are held.

THE BUILDING

Designed by top international architect Sir Norman Foster, the American Air Museum will have a dramatic glass front and raised walkways to provide easy viewing of the American aircraft and historical exhibits. The structure will measure about 260 x 210 feet (80 x 65 meters) and will have as its centrepiece the giant B-52 Stratofortress. Other exhibits will include a B-17 Flying Fortress, B-29 Superfortress, P-47 Thunderbolt and a P-51 Mustang. Each of the aircraft mentioned is already at Duxford.

A special highlight will be the Grumman TBM-3 Avenger. This torpedo bomber has been restored and, with President Bush's approval, painted in the colours of the aircraft he flew in the Pacific Theatre in 1944.

THE CAMPAIGN

We will need 10 million francs to complete this ambitious project. We hope to raise \$10 million in the United States. A fundraising campaign is underway with His Royal Highness the Duke of Kent as Patron and under the joint Chairmanship of Marshal of the Royal Air Force Sir John Grandy and actor Mr. Charlton Heston.

The American Air, Museum in Britain has already received the support of President Bush, Prime Minister Major, Mrs.

Thatcher, and many leading figures on both sides of the Atlantic, as well as thousands of American citizens and veterans from across the United States.

Please make a contribution. Cheques (dollars or sterling) should be made payable to "The American Air Museum in Britain" and sent to the American Air Museum in Britain Campaign, Duxford Airfield, Cambridge, CB2 4QR, United Kingdom. Contributions to the American Air Museum are tax-deductible in the United States under Section 501 (c) (3) of the Internal Revenue Code.

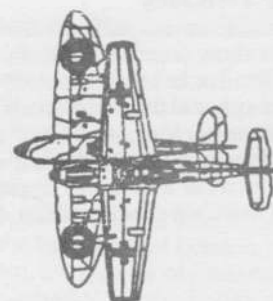
For further information, contact the American Air Museum Office at the above address.

PHOTO 94-18-4D

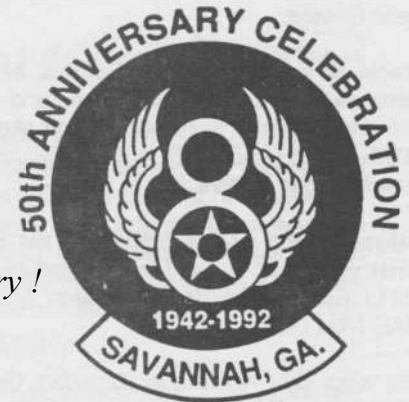


Anyone out there know this gunner, casually leaning on the tail guns of a late model B-17? (Photo 94-18-4D) Had to be 1944 or even 1945. Real casual, with the cigarette in his hand, but a very serious look on his face.

Write if you know him.



50TH ANNIVERSARY CELEBRATION! THE MIGHTY EIGHTH



This will be the Biggest 8th Event of the Century !

Place - The birthplace of the 8th - Savannah, Georgia

Dates - January 27 - February 1, 1992

January 28, 1942 the 8th Air Force was activated in Savannah, Georgia.

At this time we know the following hotels/motels in the Savannah area have these number of rooms available for the period covering the dates of our historic 50th Anniversary Celebration. We are positive of available rooms will not be enough to accommodate all who desire to attend so we strongly urge making reservations NOW to insure your attendance. Other hotels will be available within 7-15 miles.

	Rooms Available	Rate	Area Code #912 Telephone No.'s		Rooms Available	Rate	Area Code # 912 Telephone No.'s
Best Western (River Front)	100	\$36.00	233-1011	Comfort Inn Airport (Pooler)	100	\$41.00	748-5242
Days Inn Historical District	200	44.00	236-4440	Knight's Inn (Pooler)	40	31.50	748-4124
DeSoto Hilton	200	42.00	232-9000	Days Inn Airport	40	42.00	966-5000
Holiday Inn Historical Dist.	150	38.00	236-1355	Days Inn Abercom	50	40.00	927-7720
Hyatt	100	55.00	238-1234	Howard Johnson (1-95 & 204)	40	39.00	925-3680
Mulberry Inn	50	60.00	238-1200	Sheraton Savannah Resort	150	46.00	897-1612
Quality Inn Downtown	150	40.00	236-6321	Radisson Plaza Hotel (H.Q.)	225	50.00	not until 12/15
Howard Johnson Downtown	69	36.00	232-4371	Mail reservation request to: Radisson Plaza Hotel			
Ramada Inn Airport (Pooler)	120	35.00	748-6464	24 Drayton St., Suite #115, Savannah, GA 31401			

The following "celebrities" have already confirmed they will be present.

Robert K. Morgan - 91st BG - Pilot of Memphis Belle

William R. Lawley - 305th BG - Medal of Honor

Francis (Gabby) Gabreski - 56th FG

Robert S. Johnson - 56th FG

Many other nationally known (all 8th connected) figures have been contacted with invitations to attend and we are awaiting their responses. The activities and-daHy program of events are in the process of being firmed up and the entire package-outlining the schedule of events, and pre-registration forms, will be available shortly. If you are seriously planning to participate with your attendance, please complete the form below and mail A.S.A.P. You will then be placed on the list for priority mailing of the complete information kit as soon as it becomes available.

Name _____

Address _____

Telephone No. _____

Mail to: 8th AF 50th Anniversary
P. O. Box 23606
Savannah, GA 31403-3606

Hosted by Georgia Chapter 8th AFHS

Letters to the Editor:

Hello George:

I received a letter from Ray Summa, 34th Bomb Group, the other day. He said to contact you and receive from you all the information I need and would like to have about the 385th Bomb Group - 551 st Bomb Squadron, to which I was attached to in IPSWICH.

Below are the crew members of the B-17 - "Slick Chick" what we called home. I tried to get in touch with our pilot 1st Lt. Robert Krahn from Hamilton, Ohio after the war, BUT HAD NO LUCK.

We were shot down over Dresden, Germany on March 2, 1945 by the ME-100's. It was our 31st or 33rd mission. WE ALL BAILED OUT AND WERE TAKEN PRISONERS. THIS WAS THE LAST TIME THAT I HAVE SEEN MY ENTIRE CREW TOGETHER, AND DON'T KNOW WHAT HAPPENED TO ALL OF THEM. I SURE WOULD APPRECIATE ANY INFORMATION ABOUT EACH ONE OF THEM.

Here are my crew members:

1 st Lt. Robert A. Krahn - Pilot
Mr. Oscar Krahn (Father)
3195 Van Hook Avenue

1 st Lt. Oris E. Lundy - Co-pilot
Mrs. Ardelle M. Gentry (Sister)
10455 Lauren Canyon Boulevard
Pacima, California

2nd Lt. Glynn D. Hull - Navigator
Mrs. Lola L. Hull (Wife)
420 College Hill Ave.
Oskaloosa, Iowa

1st Lt. Russell Fritzing- Bombardier
Mrs. Doris E. Fritzing (Wife)
5044 W. Henderson
Chicago 41, ILL

T/Sgt Flem E. Williams - Engineer (Flight)
Mrs. Joycelyn Williams (Wife)
3114 AvenueS.
Wichita Falls, TX

T/Sgt Paul C. Klimko
Mrs. Gladys Klimko (Wife)
597 Dora Lane
Struthers, Ohio 44471
Radio Operator - Mechanic (Gunner R. Waist)

S/Sgt Doyle Green - Ball Turret Gunner
Mrs. Grace E. Green (Wife)
3293 Lamphire
Memphis, Tennessee

S/Sgt Roy O. Werner, Jr. - Tail Gunner
Mr. Ray O. Werner, Sr. (Father)
406 Watts Ave.
Fayette, Missouri

S/Sgt Lester R. Brown - L. Waist Gunner
Mrs. Frances Brown (Mother)
1408 Brockton Ave.
West Los Angeles, California

I would really appreciate all the information on the 385th B.G. in Ipswich, PLUS INFORMATION on EACH ONE OF OUR CREW.

Thank you very much.

Sincerely,

Paul Klimko

Dear Mr. Donnelly,

My hobby is the world's second largest private collection of aircraft pictures - 650,000 examples of over 34,000 different makes and models. Several sub-collections have spun off, the latest and largest being WWII nose art.

A year ago I published the index of my 1,700 nose art pictures of B-24s. Lots of B-24 crewmen bought it and had a few hours of happy nostalgia. I charged \$6 for each list, \$1 going back to the Liberator Club for publicizing it. I offered each purchaser a copy-machine copy of the nose art of his choice - his ship, one from his outfit or just one with a catchy name or art work.

Now I am trying to finalize a similar list of over 1,000 B-17 nose art pictures, and offer it through the 8th AF News and similar outlets for the Mediterranean and CBI theaters. Have also started similar collections for B-25, B-26, P-40, P-47, & P-51. It isn't possible to predict when they'll be ready for sharing.

One problem with creating such historical lists is accuracy and completeness of information. Getting usable pictures is easier than identifying their squadron or serial no. I'm still missing a little information and thus I am writing you, the named contact person for your 8th AF Group. What I ask is that you forward this request to your group historian or someone in your group known to have kept good records. Maybe this info is listed in your group's published "history".

What I need is answers for planes from your group listed below- Will you please help me make this index as complete and accurate as possible?

Thanks for your help,

Wally Forman
2161 W. Country Road B
St. Paul, MN 55113
Ph: (612) 633-7670

385th BG
Hit Parade. Jr.
Star Dust
Stars & Stripes
The Vibrant Virgin

B-17 Nose Art Pix showing no group or squadron or serial number. Could any of these have been from your group?

- | | |
|----------------------------|-----------------------------|
| Bir Hackeim | Miss Behavin' |
| Baby | Miss Fury |
| Butch (7 are known) | Mission Completed |
| Boobie Trap | Mutz |
| Boo Hoo | Nemesis of Aeroembolism |
| Bomber Queen | Nobby's Harriet Z. |
| Carol Jean | Old 180 |
| Corn Fed Virgin | Our Baby (9 known) 42-31170 |
| Cotton Eyed Joe | Paper Doll (15 known) |
| Calamity Jane | Petrol Packing Mama |
| Dear Mom (9 are known) | Quivering Queenie 43-38536 |
| Daisy June (6 are known) | Redwood Annie |
| Detroit Special | Rough Neck |
| 'erbert's Buddy | Sally B. |
| Flak Evader 43-38317 | Sand Man |
| Fort Alamo 42-29896 | Sarah Gray |
| Goon | Screw |
| The Gremlin | Shamrock Special |
| Hi, Doc | Sit n' Git |
| Hairless Joe (7 are known) | Sky Queen |
| Half and Half | Slaughter House |
| Heine Headhunter | Spirit of Win WWII |
| Hellcat 42-5910 | Stork Club |
| I'll Be Around (not 95 BG) | Stinky Weather |
| Jap Happy 41 -2520 | Stumble Bull 42-39777 |
| Joker's Wild 41-24521 | Swoose II |
| Katy | To Tokyo |
| Lady Luck (15 known) | Virginity 42-102762 |
| Lilly Ann | Ye Ancient Ox Cartte |
| Little Bill | Yankee |
| Little Bit O' Heaven | You've Had It (not 452 BG) |
| Little Dinah | Zoot Boys Pride |
| Los Lobos | Dinah Mite (5 known) |
| The Mary G. | |
| Mickey Mouse | |

EDITOR'S NOTE: If anyone can send information. Please send to Wally.



You only have ONE chance to make a good first impression.

That's a statement that we in the menswear industry like to quote.

We who are going to England for the Reunion can improve our "image" if we'd all wear Navy blazers and grey slacks while we tour the area-we'd remind them of how good we looked to them 50 years ago, we'd impress them with our prosperous look, we'd attract more than the usual casual "Who are they" questions. An 8th AF patch on the blazer pocket will tell them-maybe our 385th insignia if we can get it.

You'd be surprised at how comfortable you'd feel in an easy fitting jacket-and you'd look a lot better than if you walk around in a short sleeve shirt with part of the tail hanging out of your two-tight pants, or an old zipper golf jacket that's ready for the junk heap.

We'll outfit the Group at \$15 over invoice, as the auto people say-which means that it would cost about \$150, and you'd get a good quality outfit that you'd be proud to wear for years.

If anyone thinks this is a good idea, write and we'll get going on it. And if you already have the navy blazer, we'll keep you informed if this "flies."

Your Editor



Dear Ed,

Here with some pictures and news from your UK contact.

On the news front. I'm liaising with David Wade regarding next year's trip. My input is mainly supportive and to help arrange slide shows, exhibitions, military vehicles etc. Credit also has to go to the people of Great Ashfield who do so much for the 385th, the Baker and Miles families especially. I'm also working with the East Anglian Tourist Board because I want to ensure that any 385th people who come over outside the main trip are taken care of and get time at Great Ashfield. Please bear in mind that we over here will do all we can but it does help to give us notice of when you're coming. That way we can ensure that someone will take care of you when you visit the base.

I recently attended a meeting at the Woolpit Museum - a stone's throw from Great Ashfield - where plans were laid for a USAAF exhibition next year, running from April - September. My involvement will be to supply 385th photographs and memorabilia so part of this letter is to ask for help on that score. I'd particularly like to get original group and squadron patches to display along with leaflets, handbooks, manuals and photographs. I will be delving into my own collection of pictures but the more we have, the better the selection.

Julie, our friend Sue and I attended the Memorial Day service at Cambridge where I laid a wreath on behalf of the 385th. Last year I had a floral design incorporating the square 'G' so, this year, I continued the theme of tail markings and had a magnificent wreath of red and white checker-board edged with blue ribbon representing the sky. After the wreath laying there was a firing of volleys, Taps, then a "missing man" flyby. As the roar of A-10 Thunderbolts faded, I glanced at Julie and Sue - both had tears in their eyes. They weren't the only ones!

The pictures enclosed came with my usual intention to jog memories and prompt more information or anecdotes.

#1 Sitting beneath their B-17 members of Crew 38 have bartered for a swastika souvenir taken by Arabs from a Junkers 87 or 88.

Lieutenant Irving H. Frank is centre and - who are the two on the right? I won't expect names for the two on the left!

#2 shows the trophy being used for a PR shot featuring Ray Fordyce (left) and ? on the right. The German aircraft number has been adapted to read "Compliments of Crew 38" and each of the crew has scratched his name on it. Those I can read are D.R. Whitney; A.R. Bartholomew; I.H. Frank; G.K. Browning; M.T. Farrell; H.O. Snyder; F.B. Westerman; A.M. Boyer - others on the crew for 17 August 1943 were: J.L. Watson; L.A. Moomaw and A.A. Oldfather. Incidentally, Crew 38 were the first crew in the 385th to complete a tour when the good ship "Raunchy Wolf" brought them safely home to join the "Lucky Bastard" club in November 1943. I wonder what happened to the trophy - was it taken home? If it's still in someone's attic, it would make a superb 385 BG museum exhibit.

Pictures #3 & #4 also have Luftwaffe connections and show the loss of "Powerful Katrinka" following an intruder attack on Station 155 in May 1944. Using these pictures also allows me to correct an error in the 385 BG serial listing in the June 1989 Hardlife Herald. Thanks to a photograph from Charles M. Guyler, I now know "Powerful Katrinka" was 42-31926, not #928. Charles tells me that "Powerful Katrinka" was a character from the 'toonerville Trolley' comic-strip and she was always called upon to perform feats of strength.

My last picture shows 42-102481 "Kentucky Winner" after she's landed on airfield B55, Wevelghem, Belgium during the winter of 1944/45. The question asked by J. Sparksman, the grandson of the man who took the picture, is when and why? Once again, it's over to Hardlife Herald readers for help.

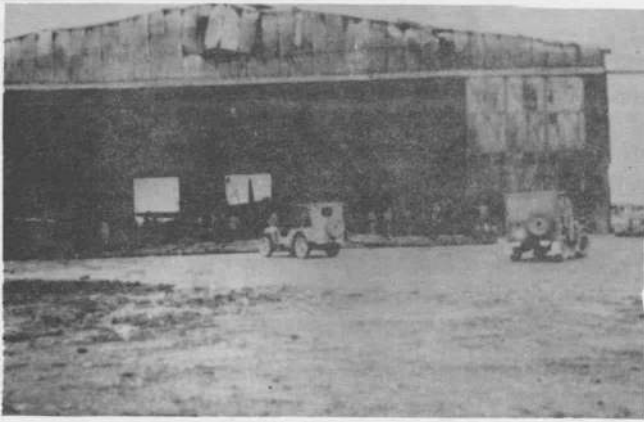
Yours sincerely,

Ian McLachlan

1 Joy Avenue,
Newton Flotman, Norwich Norfolk
NR151RD

Tel. 050-847-0851





Dear Ed:

I am writing this letter with hopes it's not too late to submit the name of our B-17 to the list for the facing page of the newsletter.

The "Belle of the Blue" was an original plane assigned to the 548th and to our crew.

I remember Joe MacTavish, our engineer, gave me the privilege of going up to Great Falls with our pilot & co-pilot, Lt. Bill Swope and Billy Ruby to bring the Belle back to Lewistown.

Our ship made our 25 missions and many more before being scrapped. I received a letter a couple years ago from Forbes Fernbrook. He worked out of the engineering section, and he mentioned how the Belle was his favorite ship to service. He was kind enough to enclose a photo he took of our ship at Great Ashfield.

Sincerely,

Robert Lopiano
75 Summit Hill Dr.
Rochester, NY 14612

An added note:

Ed, while searching thru my WWII diary for Forbes' letter I noticed I still have my Short Snorter's dollar bill. Does anyone remember the Short Snorter Bill?

I think the significance was, to have one, you had to fly overseas in your own plane. In other words, any crews who came to England by boat or were ferried over in other aircraft were not true Short Snorters.

Your bill was signed by other Short Snorters. I have about 25 signatures on mine - mostly by the crews assigned to our barracks.

EDITOR'S NOTE:

Short Snorter's were used for lots of "momentous" occasions evidently. We got ours at our 1st Duty Station after finishing OCS - as a brand new 90 Day Wonder.

385th Zipper Garment Bags

Oxford nylon zipper garment bags

Red - Blue - Green

With our Group Insignia

\$8.00 Postage Paid

Send orders to:

Ed Stern
Box 2187
Fargo, ND 58108

EDITOR'S NOTE: Bob Vandiver sent this letter to the 8th AF Newsletter Editor in response to a request.

Dear Jim:

Regarding the "Group Policy" about combat crews attending funeral services, I haven't seen anything in writing, nor do I recall who issued the restraining words, but I was cognizant of the rumor that such attendance by combat crews was forbidden for reasons of morale. In any event, I applied for a three day pass for my crew to attend the services at Brookwood Cemetery scheduled for a certain day. I understand that the squadron passed the request up to group headquarters which subsequently approved it without further comment. Whether the Chaplain intervened or not I don't know. Just prior to interment, I gave the Graves Registration Officer an Air Medal Ribbon to be pinned on my navigator's blouse which he assured me would be done. There were several caskets to be interred and the service by an American Chaplain was short and simple. He read a few passages from the Bible, said a prayer, a bugler blew TAPS, and three volleys were fired by an Honor Guard. Therupon my crew and a few other spectators departed the gravesite before the caskets were lowered. The crew had very little to say during the entire proceedings, but I felt that instead of being demoralizing, that our spirits were uplifted to know first hand that Phil was appropriately put away.

Sincerely,

Bob Vandiver
144 Deer Lake Circle
Ormond Beach, FL 32174



Dear Mr. Donnelly,

I am a WWII aviation enthusiast and aircraft photo collector. I also interview WWII veterans every chance I get.

I recently interviewed a 385th BG veteran who desires to hear from his former outfit. He was an instrument specialist with the 88th Service Squadron, assigned to the 385th.

If possible, please send him some info on your present organization. Here is his name and address:

Albert A. Chandler
4301 NE 49th Terrace
Kansas City, MO 64119-3622

Also if possible, please pass on my desire to contact any 385th BG guys who trained here at Dyersburg Army Airfield, TN. to the editor of your newsletter. This field was final phase training for B-17 crews before going over-seas. I am trying to contact as many as I can to interview and possible obtain photos taken on or off the base and especially the field B-17F's and G's.

Thanks for your time. I'd appreciate any help you give.

Sincerely,

Tim Bivens
1960 Upper Finley Road
Dyersburg, TN 38024
(901)285-7229



Dear Ed,

We thought it about time we wrote once again for the Hard Life Herald, especially as we have received an invitation to join in the celebrations in Great Ashfield next year, when the Stained Glass Window is to be dedicated in All Saints Church, Great Ashfield.

Although we left Suffolk over six years ago, we have not lost touch with either the Church in Great Ashfield, or the 385th BGMA for Mrs. Legett of Haugh Lane regularly writes to us and sends on the Parish News and, of course, we also are the very happy recipients of the Hardlife Herald. We also have had several visitors from the 385th, this year and last. Bob and Nancy Valliere called on us whilst they were here for the Operation Manna Reunion, Marion and Chatering Raper from Topeka, Kansas have visited us, also our very old friends John and Ruth Pettenger. You can imagine what pleasure it has given us for these kind people to go out of their way to come to Monmouth to see us.

Particularly interesting to us recently have been the records of Charles Smith's activities as Transportation Officer and Mary Randleman's notes about our very old friend, her Father, John Ford.

Charles and John, together with Earl and Ruth Cole were responsible for our memorable visit to U.S.A, for the Kansas City Reunion in 1979 and they and many others were our first contact with the 385th when we joined you all in the famous visit to Great Ashfield in 1979, the first occasion when a large 8th Air Force Group had re-visited their old station. The National Press was there, also international television and radio coverage. That was the beginning of our long connection with the 385th, since then we have met and corresponded with many members, many called at Fox Farm, and also 'phoned to be met and taken to the Church and Airfield at Great Ashfield.

If this appears in the Hard Life Herald before Christmas may we send our greetings to our many friends.

We have been invited to stay at Hall Farm for the weekend of the dedication of the window, with Mrs. Beatie Orford and Robert Miles. We hope to be able to take part in as many activities as possible, also to meet many friends old and new. It will be our first re-visit to Suffolk since we left in 1985, so very exciting to us.

We send our kindest regards to you and also to all our friends of the 385th.

Sincerely,

John and Lucy Ellis



Dear Mr. Hruska:

I have just finished skimming the *Retired Officers* magazine and read your item in the Readers Exchange and am compelled to write to you.

My husband, the late Lt. Charles A. Wardle was in the 385th Bomb Grp. 551st Bomb Sq. stationed near Elmswell and Great Ashfield in Suffolk. He lost his life Sept. 26, 1943 in a plane accident inside England after completing a mission over Germany.

Our son, Charles Jr. and I were at Madingly near Cambridge, Memorial Day, May 20, 1990. I go to England every other year and sometimes every year. Charles often goes with me.

In 1955-56 I had a Fulbright Teacher Exchange assignment to teach in Hungerford, Berkshire. My mother and son went with me. The military cemetery at Madingly was dedicated in 1956 and we were there. In 1959-60, I had a leave of absence and Charles and I returned to England to live in Richmond, Surrey. England is like our second home.

A friend from Clacton - on Sea visited me Sept. 1989. I told her we would be in England for Memorial Day, May 1990 and would like to visit Elmswell. I told her about the Nunns who had befriended American Service men. I kept in touch with Mr and Mrs. Nunn as long as they lived but didn't know the sons. She suggested trying to locate them. She did so by writing a letter to the Editor of the *East Anglia* newspaper. In 36 hours after the letter appeared in the paper, Bill Nunn who lives in Downham Market, Norfolk called her. He gave her all their addresses and telephone numbers. He said they would be in Holland while I was there but his brother Edward who lives in Bury St. Edmunds would meet us in Elmswell. My friend discovered that Bill and her brother were very good friends - they had attended the same private (public) school. The Nunns were Agricultural Engineers in Elmswell. The sons still own the business.

Edward met us May 21. took us to the Methodist Church which my husband sometimes attended with the waist gunner. He showed us where Charles sat. Then he sat at the organ and played. Those were emotional moments. From there he took us to the Airfield - not much left. He took us to the church at Great Ashfield where there is a Memorial in the church yard for the men from that airfield who lost their lives. Then we went inside to see the Memorial Plaque on the wall. There is also a book with the names of the men who lost their lives. It was all a sad and sobering experience.

Robert Miles who lives at Hall Farm, Great Ashfield and who was a boyhood friend of Edwards invited us to come for coffee. Robert has had a stroke and has some paralysis. His sister lives with him but had gone to visit her husband who won't live at Hall Farm. The 200 year old home was like a picture in the "Country Home" magazine.

Regards,

Lucille Starkey Wardle

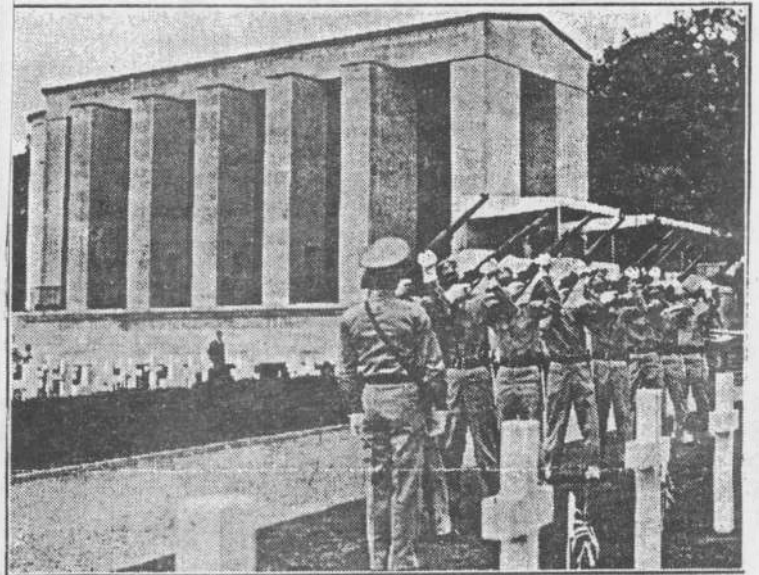
Dear Mr. Stern:

I received the Sept. Newsletter and find it very interesting. The letter did not have the insert telling about the 385th visit to England in 1992. Could one be sent to me.

My son, Charles and I plan to attend and his daughter who is in her second year at Willamette Univ, plans to go with us.

Respectfully,

Lucille Wardle



American troops firing a volley over the graves at the American war cemetery on the outskirts of Cambridge yesterday when the memorial chapel, seen in the background, was dedicated.

MEMORIAL TO U.S. SERVICE MEN

CHAPEL DEDICATED

FROM OUR CORRESPONDENT

CAMBRIDGE, JULY 16

The dedication of a memorial chapel in the American cemetery on the outskirts of Cambridge to-day brought together representatives of the Governments and the armed forces of the United States and the United Kingdom in a joint tribute to American service men who died during the Second World War.

Among those present were the American Ambassador, Mr. Winthrop Aldrich; Mr. Selwyn Lloyd, Secretary of State for Foreign Affairs; Admiral W. F. Boone, U.S. Navy; Marshal of the Royal Air Force Sir A. T. Harris; Major-General W. J. nona van. U.S. Army; Air ~ Chief Marshal

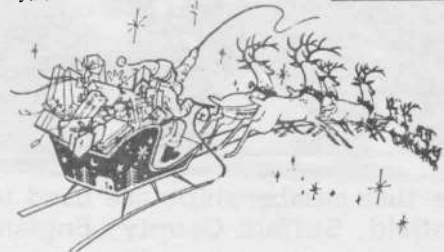
Sir Francis Fogarty, and General Carl Spaatz, U.S. Air Force.

In a welcoming address to nearly 2,000 service men and civilians, the Ambassador said: "The men buried in this cemetery rest in hospitable soil."

Mr. Selwyn Lloyd, in a short speech, said: "It is sad to think of so many young lives cut short and our sympathy goes out to their relatives. They did not die as many have done in wars during centuries past. These men buried here fought and died for the rule of law and decency and for international morality."

Messages from President Eisenhower and from the Queen were read respectively by Major-General Donovan and Sir Francis Fogarty.

The chapel, an impressive building of modern design in Portland stone, has stained glass side windows with medallions depicting the 48 states, three territories, and the District of Columbia. In the front windows are stained glass medallions representing the various United States military decorations and in the doors are bronze replicas of military vehicles used during the war.



Dear Mrs. Wardle,

Received your nice letter and excellent pictures of the Great Ashfield area and appreciate very much hearing from you. It has been so very, very long ago that we were stationed in England, yet every month we hear from new people who do not know that the 385th BGMA is in existence.

I looked up what little records I have of the mission of 26 September, 1943. The target was the Airfield at Reims-Champagne and our group carried 100# incendiary bombs. The 8th Air Force record shows that two B-17's collided (on return from this mission) over East Hornden, crashing at Brentwood and Tillingham. One gunner survived and there were 20 casualties (KIA). Our Group records show that Aircraft #230264 with the 551st Squadron named Dorsal Queen crashed on 26 Sept. 43 at West Horndon with Lt. Yanello as pilot. You may have had this information but I thought that I would pass it on just in case you didn't.

I was in the 548th Squadron and our plane was involved in a mid-air collision on 4 April 1945 with no survivors. This was our crew's 28th mission and this was the first time I did not fly with them. The 8th Air Force suffered 26,000 deaths out of the 350,000 officers and men - which is high (7%) compared with the under 1 % suffered by the Navy. I get the feeling that you would be interested in what we went through so I would like to recommend that you join our memorial association. It costs us more than \$10.00 a year to get the Newsletter out but we do it just so people can keep in touch. We have many widows who maintain membership and who attend our reunions. We met in Tulsa, Oklahoma last month and our next stateside reunion is scheduled for Spokane, Washington - the place of our groups origin 50 years ago - in 1993. Every four years on an off year we go to England and spend some time at the base, Great Ashfield, and vicinity and re-visit the cemetery at Maddingly. This is scheduled for May 1992.

I sent a copy of the Worship Service to our newsletter editor so that he can print it. I think I'll also send your pictures in case they are Drintable. They may not be clear enough to

copy.

Join us. Keep in touch. Maybe we can see you in England in May.

Sincerely,

George Hurska

Dear Mr. Hruska:

Thank you for your meaningful and informative letter of July 13. It was indeed greatly appreciated. I gleaned several things of interest from the newsletter and have sent a check for life membership.

I was very interested in Auda Kincannon Porterfield's letter thanking the Association for the invitation to the Reunion. The letter was very touching and i am sure I know in some small way how much she has suffered. Charles was very fond of Jim Kincannon. On Aug. 29,1943, he wrote that he had gone to church on the base. "Chaplain Jim Kincannon gave the sermon and it was very lovely. He is a great guy and we are pretty good friends. Remember, Honey, he is the chaplain that we wook for a ride when we were at Geiger Field. I wrote and told you about it." Yes, I saw Jim K's picture in the newsletter. The pieces continue to fit together, even after so many years.

I recognize Ruel G. Weikert's name. However, I never knew him but knew his wife, Mary, and we corresponded for a time. In an old address book, I found their Dayton address and an Indianapolis one. We met in Kearney, NE. That was the point for the fellow's embarkation. I corresponded with Fred Wilson's wife until she married Berbiglea of Kansas City. Fred was Lt. Yanello's co-pilot.

Sincerely,

Lucille Wardle

I have decided to inclose a Cannon laser copy of a picture I have of crew 34.1 could have a negative made if it would be helpful.

385th BGMA APPLICATION FOR MEMBERSHIP

Please Print

LAST NAME, First, MI.

Spouse's Name

Street or P.O. Box #

(J
Telephone Number

City, State, & Zip Code

Squadron or Support Unit

The annual dues are Ten Dollars (\$10.00)
Life-time memberships are one payment of \$100.00
Make Check out to "385th BGMA" and mail to:
John F. Pettenger, Treas.
Box 117
Laurel, FL 34272-0117

POW Capture Data
Date
Place
Stalag Unit

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

Hi Ed:

Sorry about the delay in sending the check. Got to reading the book and so many memories of the base and of the fellows assigned there, that I could hardly put the book down.

We got to talking about the last flight home, landing at Wales, Iceland and then Greenland before reaching Bradley Field. Not only the crew, but also the ground personnel began to wonder if Bob Valliere or Mike Swanna were at fault.

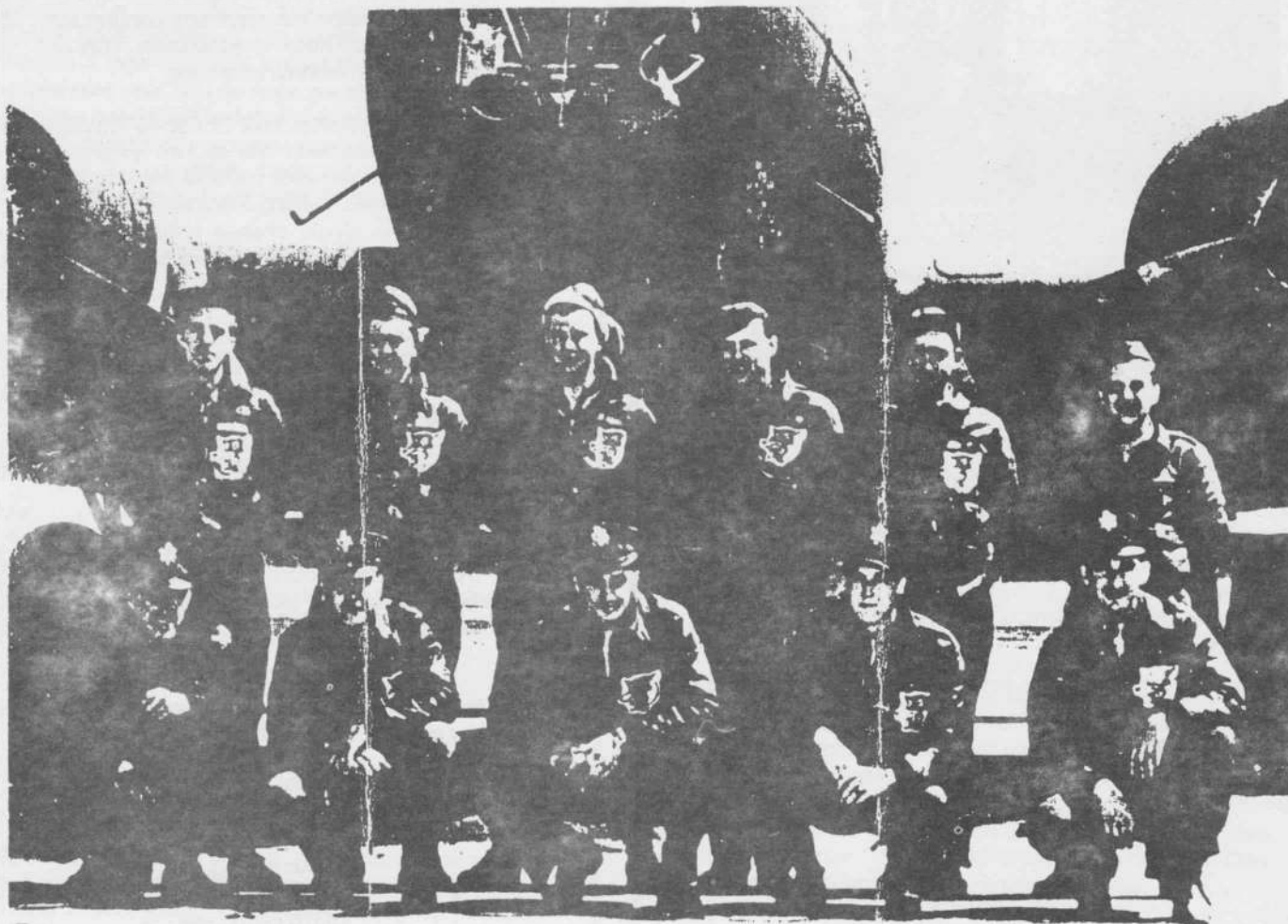
The most vivid memory of the flight was when we finally landed at Bradley; everyone with a qt. of cold milk in their hand and the old train ride, the coach cars hadn't been cleaned in years, no water aboard. When the engine took on water we all lined up for water and some went across the tracks to buy beer or coke. Does it seem like almost fifty years ago. Where did the time go?

Charlie Du Shane
4523 N. Western Ave.
Chicago, IL 60625

P.S. I believe the Decal Co. that I had make up the plate for the Group Insignia is still in Business and has the plate. Would you like me to check and see what the price would be?

EDITOR'S NOTE: Anyone want Group Insignia Decals? Write Charlie.

*Season's
Greetings*



Charles Wardle's Crew

Dear Ed,

Am including a picture taken at Tulsa Reunion.

L - R James S. Kenan - attending his 1st Reunion, Lester Crawford - attending his 2nd reunion and Bill Koon - attending his 6th Reunion.

All three were ground crews of 549th squadron.

We enjoyed the reunion in spite of the rain. The hosts George and Marie Menkoff, (Sam) and Mary Lyke did a remarkable job and deserve lots of credit for their efforts.

With best regards.

Bill Koon
104 Wedgewood Dr.
Lafayette, LA 70503



1991 Tulsa Reunion

L - R James S. Kenan (1st Reunion), Les Crawford (2nd Reunion), & Bill Koon (6th Reunion)



Dear Ed:

The enclosed letter from Gene Silberberg of the 550th BS is self explanatory and was forwarded to Jim Hill, Editor of the Eighth Air Force News Letter, as a followup to the article you published of mine in the July issue of 385th BGMA Hard Life Herald. In response, Jim asked several questions that he was interested in and which I attempted to answer in my reply, copy attached.

All of the above is forwarded for whatever use you may find for it. Jim solicited information regarding the role of ground crews in the Eighth Air Force that he could include in future issues of that News Letter. Hence, the foregoing correspondence ensued.

Sincerely,

Bob Vandiver
144 'deer Lake Circle
Ormand Beach, FL 32174

Dear Bob,

Was so glad to get and talk to you on the phone last Sunday, 9-8-91, especially after reading your letter in the 385th Bomb Group "Newsletter" in the July-91 issue.

To add to your support of "Ground Crew Recognition" which has always been little or nothing, I submit the following:

RE-M/Sgt Forrest Keen and his men, and their plane, "Rum-Dum" of the 550th Bomb Squadron. 385th Bomb Group, 3rd Bomb Div. 8th U.S.A.A.F.

"Rum Dum" was a B-17F, and probably flew its first mission in late 1943? Our crew assigned to "Rum-Rum" in late June or early July of 1944. In the early part of July, just before we took "Rum-Dum" for our first mission, M/Sgt Keen called us aside with his ground crew, and told us in a quiet, very firm, and forceful voice - "Don't come back here, unless you get shot down, or didn't get your bombs on the target, we're going for a record here."

On Aug-31-44 we again brought "Rum-Dum" home from a mission to Munich, Germany, which was the record breaker for the Europe, Africa, and Middle East theatres of operation. Many pictures, and 8MM movies were made at the hardstand, not to mention many high ranking officers from Wing and Division Headquarters congratulating M/Sgt Keen and his very top notch ground crew. This was "Rum-Dum's" 64th mission without abortions.

Several missions after that, until Oct-30-44 (my last mission) we came back alone with one or two engines shot out, navigational equipment shot up, and the skin of the plane ripped with flak holes, looking like a sieve. M/Sgt Keen and his wonder crew, would change engines, and make all repairs needed in one night, if needed, to have "Rum-Dum" on the line the following day.

M/Sgt Keen was awarded the Bronze Star for his efforts "Rum-Dum" was finally done in, after hitting the target on May 30, 1945 with 106 missions without abortions and 11 enemy fighters to its credit.

It crash landed in Northern France. It was reported Keen cried on hearing the news.

This magnificent record by Forrest Keen's ground crew, was backed by the other outstanding ground technicians, and specialists of aircraft maintenance based at Great Ashfield. "Rum-Dum" was truly a "FLYING FORTRESS," because of them.

He lost his life in a tractor accident some years ago. He is survived by his wife, Pauline and their family.

Sincerely,

Gene Silberberg
550th BM Sqdn

18318 Farm Lane
South Bend, IN 46637

EDITOR'S NOTE: Here's an astonishing letter from a lady in England who learned of Bob Smith's whereabouts. (He's host for our Spokane Reunion). She "Was There" when Bob floated down-- but read it for yourself.

Dear Robert,

Can you imagine my surprise when I read this letter. I could not believe after all these years that I would come in contact with you. I remember that day so well and have relived it many times to my children. I joined the W.L.A. (Women's Land Army) in 1942. My home then was in London so I was sent here to work on the land. Suddenly we saw you falling from the sky about two fields away from where we were working, (about six of us sweet young girls). We thought it may be a German, so we took our tools with us. When we reached you, you had landed and what a sorry state you were in, so badly burnt, we were shocked. You kept asking for morphine and asking what had happened to other member of the crew. I told you he was ok, but I had no idea what had happened to him. You were really ill and I thought to put your mind at rest was best. We took a gate down to make a stretcher and took our coats off to make you warm (it was a cold day) and it was a long trek over ploughed up fields to get you to the road. You were unconscious for most of the time. Oh yes, a girl had gone ahead to find a phone base and call the hospital, which thankfully was waiting when we arrived at the roadside. You came down at Peldon about 6 miles from Galchester. The reason I sent the letter is that I married a local man and settled here. Chris says you will be guest next year, so I do hope we shall meet. So happy your life has been good and that you recovered from your ordeal. I have thought of you many times. Do hope you can understand my writing. Well, these are the main details. Can't think of anymore, but well done, Robert, a real hero.

Sincerely yours,

Lynette Vince

P.S. I have a sister who lives in Scottsdale and a nephew who is in New York.



Dear John;

Enclosed is my check in the amount of \$20.00 (1991 & 1992) for the general fund (as a second) in support of Past Pres. Jim Emmons re Lifers idea in "Helping out".

In comradship,

George J. Behl (L)
51 Windsor Road
Springfield, IL 62702

EDITOR'S NOTE: This is the first response (as far as we know) to a suggestion that Life Members start paying yearly dues to help with on-going expenses - mostly for Hardlife Herald mailings.



Dear Jane and Ed,

Enclosed some snaps taken recently so you will know now who the mystery Leo & Peggy Gordon are.

Bob & Nancy Valliere met a friend of ours who was also a volunteer assistant at the Arylo US Canteen in the Market Place here with Peggy during the war.

Similar to a story I read in the History of the 385th, I borrowed some time ago where a young officer about 26 years old was referred to as "Pop" by the younger airmen, this lady was referred to as Auntie & still is today by us younger couples. She was about 26 in those years long ago. By the way, what is a "Paddle Foot". Can it be that I am one or was, as I was in the RAF but didn't fly. Since starting this letter we have had our friend Connie Gomberg visit us & she tells me that she has started receiving her retirement pension from the government this side. I cannot say how much money she gets but I think it is worth the effort we put in between us, possible you could put a mention regarding this instance in the HLH again, for any GI brides who were working up till 1948? Paying a full stamp.

Peggy & Les

Thanks again for your letter.



Les & Peggy Gordon
on duty at 390th GB at Parham, 1991

Don't ever remember seeing roses around our control tower at 447 when based there.

EDITOR'S NOTE: We informed Les & Peggy what a "Paddlefoot" was. You "War Brides" will want to check on Connie Gomberg's suggestion about pension rights.



Dear Ed,

I have recently received a letter from Stowmarket England from a Mrs. Mary Irwin who has asked me to try to find the whereabouts of two former sargeants who were associated with the 385 Bomb Group. They are

S/Sgt. Warren S. Roberts (of Texas)
S/Sgt. Albert Edwards (of Seattle)

She says Warren Roberts was a photographer on Gt. Ashfield and was associated with the airship "Rum Dum". Can you publish these names in the next Newsletter? Perhaps you can pass this on to somebody connected with the ship "Rum Dum" and have them contact me.

Bob Valliere



Hi Ed,

Last night I turned on the TV and "The Thing" was on, naturally and I watch the whole thing just to see the old A-2 jacket with the 550th patch.

I just finished reading the MUNSTER RAIDS, saw John Pet-tenger name a few times along with Forrest Poore and also the name of a 17 that apparently was transferred from the 90BG to 385th. The name was "STORK CLUB".

Several different historical writers have given not only the stork but the 550th and 385th of having the dubious honor of being the last 8th AF plane to be fired upon and hit by ackack (20mm). The first shell hit between #1 & #2 engine and then walk thru the radio room desk and floor. Doc Weinstein was sitting at the radio table, shell missed by several inches, I was leaning over with hand on the table and was lucky.

Bob and I both agree that one or two ships were hit by small arms maybe the next day.

In fact the book "Operation Manna/ Chowhound" by Hans Onderwater has a paragraph or two on page 85, with a picture of the crew. If my mind isn't playing tricks, Mike Swana was pilot. McCafferty Co-pilot, Bob Valliere, navigator, and Hydecker on the bomb sight. The enlisted crew Weinstein, Wells and myself. The picture in the book shows McCafferty standing on the wing looking at one of the holes.

How about putting something in Hardlife to have reunion in Chicago area AND ALSO IF ANY ONE HAS A PICTURE OF STORK CLUB, my pictures apparently got thrown out during a remodelling project.

Thanks,

Charles Du Shane
4523 N. Western Ave.
Chicago, IL 60625



Dear Ed,

First let me say how much my brother (Robert Heiles) & I appreciate receiving the Hard Life Herald - it sort of keeps us in touch with the 385th! We recently had a letter telling us what a good time you had at Tulsa.

Now we look forward to Spring '92 when the window is to be installed in All Saints Church & we shall welcome you all back.

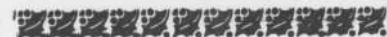
How sad to read of Jim LaPenna's death - he often visited us at our house at Gt. Ashfield hodge.



I enclose two photos taken on Xmas Day 1944. Readin from L - R on the more serious one are Lee Shriey (Rougham Base), Jack Kiey, Jim LaPenna, Wally Heiges & Jack Wagree - these four all at Gt. Ashfield. We have visited the houses of all except Jim on various occasions. Sadly all other than Jack Kiey, are now dead & Jack K. we hope, is still dashing around tho we seem to have lost touch with him for quite a while.

Sincerely,

Beatie Orford



Dear Ed;

I am very pleased to let you know that the stained glass window is now in place in the church. We are all delighted with it. The Warboys have made an excellent job of the window and it is very colorful yet still light. I have organized for the Bishop of Dunwich to dedicate the window at next years reunion service, one of the reasons for him doing this is that he dedicated Mr. & Mrs. Warboy's last window and we felt it appropriate that he does this one. We not only feel that the window is a memorial to those lost from the base at Great Ashfield, but also one of thanks for the great association which has continued between the members of the 385th and the people of Great Ashfield. We are all so grateful for all the contributions we have received for the window and I am very pleased to say that it has all been paid for. We also held three fund raising events here during the last year, firstly the ladies held a "jumble sale", then in the spring the Warboys gave a talk on stained glass windows which was followed by a cheese and wine party and then on July 4th, Linda Madsen (daughter of one of the 385th members) gave a flute recital which included a world premiere. When the old window was removed it was discovered that some of the stone work had decayed, so this had been restored before the new window was fitted. I'm sure you will all be very pleased when you see the window.

Sadly, we have to report that our Rector Dr. George Pattinau left at the end of August, although we are very pleased for him as he has become Dean of King's College, Cambridge, hence we await the appointment of a new rector.

Wishing you a Merry Christmas and Happy New Year and we look forward to meeting members of the 385th here in Great Ashfield next year.

With best wishes,

Stephdn Miles



Dear Ed,

These personnel used to come and visit our home during the war. My father used to cut their hair, and used to stay with my family. My parents are both dead now. I often thought about them and was only a young lad and wondered if they survived.

Yours faithfully,

E. U. Dodge

Pvt. Bill Hartman
ASN 37433058
1822 Ordance
S & M Cor. AVN
US Army (8th A.A.C)
APO 634

C.H. Hodgkins
25 Aldis Avenue
Stowmarket
Suffolk, England 1 PI 42DJ
Tel No. 0449-676318

Pvt. Don Belviso
ASN?
457th Sub Depot
US Army
8th A.A.C
APO 634

THE WAY WE WERE.



549 TH SQ.

**DRUE
GILLIS**

BLUE CHAMPAGNE

DEC.1943 - APRIL 11,1944



Drue Gillis

Sir:

My name is Larry Cortright. I understand you are the president of the chapter of the 550th Sqd., 385th Bomb group. I have a A-2 leather jacket that has the "Sleepy Time Gal" painted on the back. Now I think this jacket went to a crew member of this B-17, but I'm not sure of the S/N 42-107112, B-17f-12s.

The plane captain was John Hutchinson. He was killed in a midair with some of his original crew flying a borrowed B-17 "Sly Fox". I got this information from a book called "Final Flights".

I'm trying to find a picture of what your squadron patch looked like. I need to have one made for this jacket. Also the name tag and the wings leather patch is missing.

Thank you,

Larry Cortright
15821 Kipling
Fountain Hills, AZ 85268
602-837-1505

EDITOR'S NOTE: We 've sent Larry info about Hutch and his crew, with an old picture, plus a picture of the 550th insignia. Write him if you have anything to add.

Dear Ed:

What I am about to relate to you is perhaps like something that happens only in the "Twilight Zone" so to speak for it is rather a supernatural event that occurred after meeting a young wife who came to our church recently during July. I first must relate the mission that ties in with her dream on the night of July 24th.

Our crew was slated for a mission to Merseburg/Luena on Oct. 7th which was the day following the mission to Berlin when our Group lost 11 ships in the hi-squadron and 2 ships in the lo-squadron. It was the crew's 31st mission and one which I shall never forget-ever!

We got halfway down the bomb run to the primary and turned off due to clouds of smoke screen over the target area. We then went to our secondary target which was Bielfield. There was not a shot of flak over the target area and we did catch them by a complete surprise attack. As our bombs were dropped, everything went wrong with 2 runaway props, #1 and #4, and lost #3 turbo supercharger. We lost altitude at 1500 f/m and airspeed dropped to about 110 mph. Rather than feather the troubled engines, the copilot, Al Brower, and the engineer E. Snow came up with an attempt to control the runaways while we dropped from the formation like a streamlined manhole cover. As Al and Elmer took off the power reductions, I would put them back on. There were five hands pushing and pulling at the power controls. I had my left hand full pushing everything on and almost as quick as I pushed the power controls on, these two would take off the power. After all we did not know why this malfunction happened, but we sure had our hands full of one B-17 which did not want to fly any more. I ordered a jettison of everything that was not tied, nailed or screwed down in the airplane. We really did litter Germany for we were about 150 miles inside the German borders when this happened. I was leading the low squadron when this event occurred. The group leader said that we should head for Brussels. The navigator, Roy Hill, said that at 10,000 feet it would be suicide to cross over the Ruhr Valley enroute to Brussels, so I felt we should high tail it out of Germany in the shortest route possible. The odds were so much better than going to Brussels at our altitude. We were stuck with our decision and we flew a course that would take us out of Germany in the shortest possible time. We continued to fly solo cross-country over Germany and for the first 30 minutes we were absolutely alone but so very busy trying to keep the bird in the air. Without any radio message for escort, (we did not wish to use the radio to tell the Germans what we were doing at 10,000 feet) two P-51's, L2A, 41 A, "Touche" and L2E "My Jeane" picked a wing each and flew escort almost to the Zeider Zee. They had their gear down and some flaps in order to stay with us. As the P-51's left they perhaps radioed ahead to get some P-47 escorts which showed up until we got out of German territory. In the mean time we did think that if we had to ditch we had better call Air/Sea Rescue with the "CHIPPE" alert. They responded our call and were alerted that we might ditch as no one knew what was going to happen next in our schedule of events with #336-V. My normally assigned ship 896-S was not ready after the Berlin mission. As time passed on, #1 and #4 props started to settle down and since we were at 10,000 the #4 turbo was not called upon for power and it too had started to settle down to normal as our airspeed picked up also. We were about one half

hour late getting back to base, but we did make it in a never-to-be forgotten close mission which could have landed us all inside a POW camp! The odd thing about this all was that when the crew chief ground checked the engines and props, all was perfectly NORMAL! This was hard to believe indeed.

The following letter was written by this young woman in our church. We had only met her a couple weeks ago and her husband. I quote: "I felt like I should write this down. I had a dream I'd like to share with you. I thought you might like to record it for your personal use. Last night I dreamt of you going back to another reunion with all your old buddies you flew with. The only thing unusual was, there were a few men out of place. One man really got to talking with you. He wanted to get to know you a little bit. He asked you about your experience as a pilot on a B-17. He asked if you had been in any major dog fights where your plane would have been shot down. He said, "Was there a time when you should not have come back?" You looked at him and said "Yes -I believe there were a few." He told you that he was there and came in to help you, and save you. You looked back at him in awe, seeming to wonder where he came from. So you asked. "Where were you? I never saw you." He said, "Vic, I did it unknowingly because I love you. I am your Father Abba." Then he disappeared. It is signed Christina.

This dream and her story about it were not solicited whatsoever. She is a spirit-filled Christian the Lord has chosen to tell her this supernatural story. Imagine after almost 48 years, how the truth is sometimes stranger than fiction.....

Sincerely yours.

Victor W. Ferguson
515 W. 3rd Street
McGregor, TX 76657

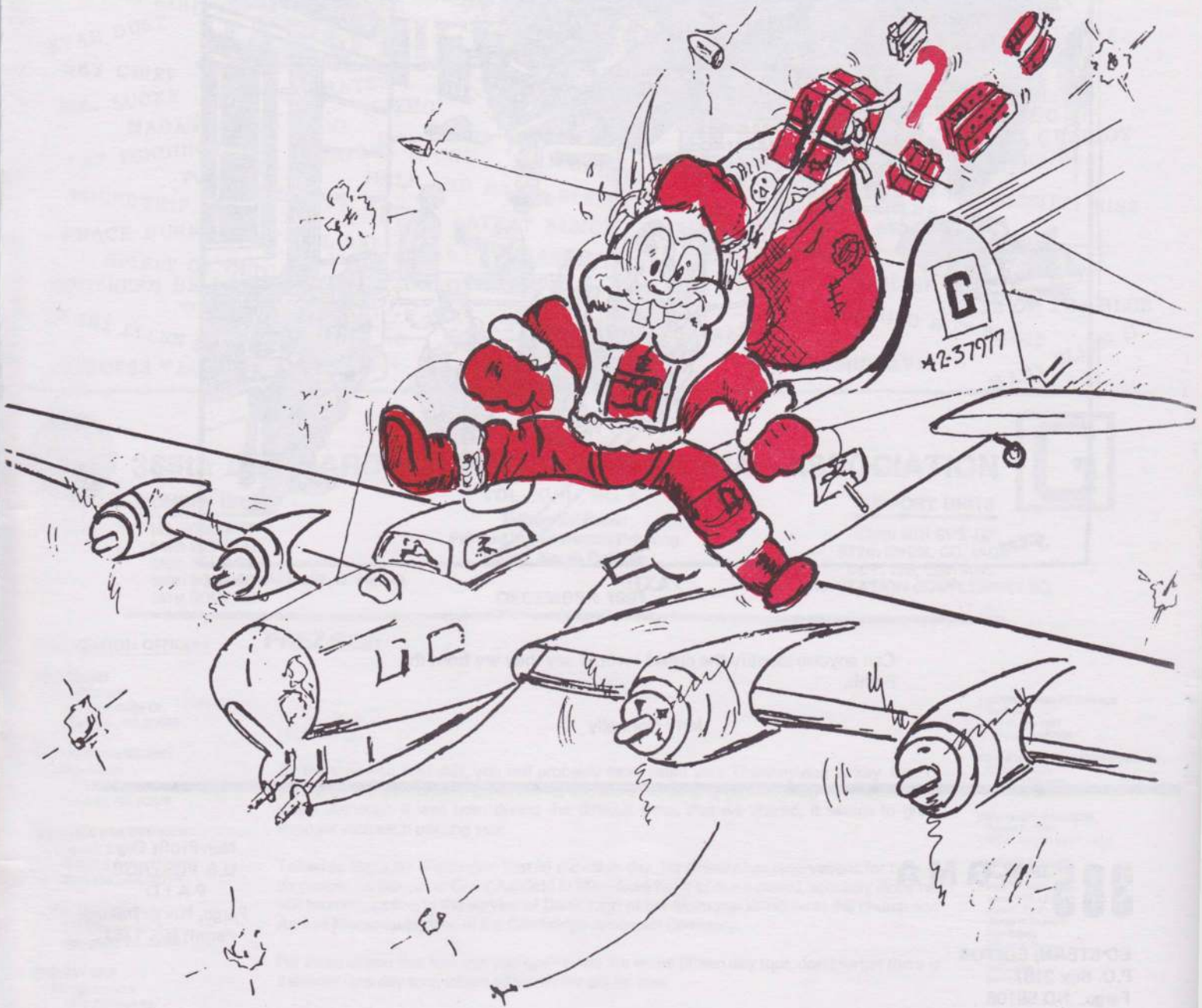


THE QUEEN

In 1961 Harold Gottlieb, a former member of a Bomb Squadron, attended an "Open House" at one of the United States Air Force Bases. During his visit he observed a World War II, B-17 parked alongside a modern (at that time) B-52 Bomber. The B-17 had black sticks where the twin fifty calibers used to be. While there, he heard a youngster say, "What in the world could that old ugly thing do to help win a war!". That remark inspired Harold to write the following poem:

She stood there alone, in a coat of O.D.,
Shabby and old for the public to see.
A B-17, once queen of the sky.
A winged derelict, of an era gone-by.
My thoughts wandered back to World War II.
The years fell away, she was shiny and new.
This queen of the sky, with beauty and grace,
Winged through the heavens; an eagle in space.
But time has a way of passing things by.
Memories of heroes grow dim, and then die.
But those whom she flew on missions untold.
Still tell of her courage, when stories unfold.
No, she's not much to look at, in some people's sight,
But the men who flew her, know she fought a good fight.

CHRISTMAS TIME 1944



EDITOR'S NOTE:

Someone sent us this too late for last December - so here it is - guess it's Bugs Bunny as Santa riding a B-17 whose nose is shot off. So-Merry Christmas, Happy New Year, and keep writing!



"TAXI!"

Courtesy of The Sunday Express.

Can anyone identify the crew? I would say they are from the 549th.

Jerry Donnelly

385 BGMA

ED STERN, EDITOR
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Fargo, ND 58108

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