

BACK TO THE SACK OHHO AIR FORCE HIT PARADE J ROUNDTRIP TICKET GOLDEN GOOSE THUNDERBIRD OFF STARS  
 SKY GODDESS SALLY B RAUNCHY WOLF WAR HORSE PICCADILLY QUEEN WANDERING DUCHESS SURLY'S KIDS  
 HESITATIN' HUSSY GROUND HOG 'HAYBAG' ANNIE HEAVENLY BODY CROWBOUND STARS AND STRIPES YANK GELDING MARY ELLEN DRAGON LADY  
 BIG GAS BIRD STAR DUST LIBERTY BELLE BUSTLIN' BUSSY LEADING LADY ALEXANDER'S RAGTIME BAND LONESOME POLKCAT WINNIE THE POOL  
 THOROBRED **HARD LIFE**  **HERALD** MR. SMITH SUGAR JO  
 SKY CHIEF OLD SHILLEAGH II SLO JO SLEEPYTIME GIRL KENTUCKY WINNER PISTOL PACKIN MAMA MIS-FORTUNE  
 MR. LUCKY PERRY'S PIRATES GIZMO TARGET FOR TONIGHT JUNIOR SHACK N LADY  
 BARBARA B MADAME SIBO SBOO PAT PENDING MICKY HALF AND HALF MICKY II SACK TIME RAGGED BUT RIGHT SWEET CHARLOT  
 SHACK BUNNY ROUNDTRIP JACK POSSIBLE STRAIGHT MY GAL SAL SLEEPTIME GAL RELUCTANT LADY SWINGING DOOR  
 SOUTHERN BELLE SPIRIT OF CHICAGO BIG STINKY ANGEL LATEST RUMOR MAIDEN AMERICA FOOLISH VIRGIN RUBY'S RAIDERS MISSISSIPPI MISS SATAN'S MATE  
 HELLS BELLS MARY ELLEN II IN LIKE FLYNN HOT CHOCOLATE VIBRANT VIRGIN MISSION BELLE OL' RUM DUM RAGGED BUT RIGHT LULU BELLE SLICK CHICK KITTY'S REVENGE  
 PIN UP GIRL PRINCESS VAL LIL-LU STORK CLUB MAC'S HACK CRASH WAGON III THE JOKER AIN'T MISBEHAVIN' BELLE OF THE BLUE MARY ELLEN II  
 IMPATIENT VIRGIN

NEWSLETTER OF THE

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION



COMBAT UNITS

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

VOL. XVI NO. 6

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

SUPPORT UNITS

424th AIR SVS. GP.  
877th CHEM. CO. (AO)  
STATION COMPLEMENT SQ.

December 1998

**PRESIDENT**  
Michael R. Gallagher  
Gallagher, Sharp, Fulton &  
Norman  
Bulkley Bldg 1501 Euclid  
Ave.  
Cleveland, OH 44115  
216-241-5310

**1ST VICE PRESIDENT**  
Robert A. Valliere  
18 Whiting Farm Rd.  
Branford, CT 06405-3223  
203-488-1622

**2ND VICE PRESIDENT**  
Tom Newton  
PO Box 34  
Dallas, OR 97338-0034

Marian Gallagher  
45 Hopewel Trail  
Chargin Falls, OH 44022

**SECRETARY**  
George Hruska  
7442 Ontario St.  
Omaha, NE 68124  
402-397-1934

**TREASURER**  
Verne D.J. Philips  
PO Drawer 5970  
Austin, TX 78763

Merry Christmas  
and  
Happy New Year

From the Officers of the 385th Mike and Marian Gallagher, Jane and Ed Stern, Robert Valliere, Tom Newton, George Hruska, Verne Philips, Rev. James Vance, Jerry Donnelly, Interstate Printing.



**CHAPLAIN**  
Rev. James H. Vance  
15929 SE 46 Way  
Bellevue, WA 98006-3240  
425-746-8494

**EDITOR, HARDLIFE HERALD**  
Ed Stern  
P.O. Box 9466  
Fargo, ND 58106-9466  
701-237-0500  
FAX: 701-235-6724

**8th AF HISTORICAL UNIT CONTACT**  
Jerry Donnelly  
1077 SW 46th  
Miami, FL 33165  
305-221-3592

**HONORARY MEMBERS**  
M/Sgt John Mckay, Jr. USAF  
LTC Raymond B. Tucker

**PAST PRESIDENTS \*DECEASED**  
Ruel G. Weikert  
\*Frank B. Walls  
Vincent W. Masters  
\*John C. Ford  
\*James E. Emmons  
\*Paul Schulz  
Forrest V. Poore  
William A. Nicholls  
\*Earl L. Cole  
Sam Lyke  
Sid Colthorpe  
Robert C. Smith  
Bob Valliere

# Chaplain Sez

HAPPY NEW YEAR!!

I am writing this on Thanksgiving Day, November 26, 1998. On this day, I imagine all of us remember many things for which we are thankful. Such as family, home, food and that we are alive. Yet there are those of us that do not have these things to give us reason to be thankful. But perhaps, "no" for sure, there are things that cause you to be thankful. For example - friends, a free country that allows us to worship how and where we want, a country that gives us opportunity to vote (and I trust you take advantage of this) rain, sunshine, hail, snow etc. that keeps the world turning. All these you may have thought of on Thanksgiving Day but what about the other 364 days of the year.

In Psalms 69:30 it reads: "I will praise the name of God with a song; I will magnify him with thanksgiving." Now read the 31st verse of Psalms 69. Then taking the 30th verse of I Chronicles Chapter 23 out on context, because the verses 24 through 32 apply to the sons of Levi, I find that directive is good for us all. It reads, "And they shall stand every morning, thanking and praising Lord, and likewise at evening." And in Philippians 4:6 it reads; "Have no anxiety about anything, but in everything by prayer and supplications with thanksgiving let your requests be made known to God."

These are verses in the Bible that should help us give THANKS all year long. Check these out to see if I am right.

With thanksgiving for friends like you!!

Love Jim

## Bulletin Board

### DUES DUES

Time to send \$15 to Vern Philips for 1999 dues. If you aren't sure you paid for 1998, check address label on this issue—whatever number is after your name is the last year you paid. Each issue of the Hardlife Herald costs about \$2,000 to print and mail. Our dues income runs around \$9500 a year—so we **NEED** your dues. No use spending \$300 or so to send bills out — send yours off today while you're thinking about it.

## NOMINATING COMMITTEE SLATE - SAVANNAH 1999

**PRESIDENT - Tom Newton**  
**1ST VICE PRESIDENT - Leo LaCasse**  
**2ND VICE PRESIDENT - Bob Silver**  
**Marvin Tipp**  
**Bill Varnedoe**

**Darla Newton**  
**SECRETARY - George Hruska**  
**TREASURER - Vern Phillips**

**Other names, who are willing to serve, may be submitted to the Committee Chairman for consideration at any time. Nominations will be accepted from the floor at the Business Meeting to be held April 14, 1999.**

**Bob Smith-Chairman**  
**Sam Lyke**  
**Vince Masters**  
**Bill Nichols**  
**Forrest Poore**

**Committee will meet April 12, 1999 for breakfast**

## \$15,000 Memorial Fund for 8th Air force Heritage Museum over the top

The following additional contributions have brought our fund to \$16,592. (Earlier contributions have been listed in previous issues). Let's keep adding to this — the more money we have, the more impressive the Memorial. As of now, we've have 43 \$100 gifts, 2 in the \$200 field, 2 at \$500, and 2 at \$1000. We better name those last two—**Gilbert Chandler Jr. and James Albright**. Thanks, everyone.

Frank Marano	\$50	Merrill Klein	\$50
Thomas Conway	50	C.L. Stone	100
George Felt	50	Michael Schirmer	75
John Richey	100	John C Birrell	100
Bill Grodi	50	Bartlett Dickey	50
Michael Hagerty	50	Wm. E. Dickison	100
James Watson	50	Garry Bean	100
Coudyser	50	Stokes	50
Trevor Kevan	50	Robert Kahn	25
David Dennis	75	David Dennis	100
R. Wayne Detweiler	50	W C Melillo	100
Harold Trousdale	50		

# 1999

## JANUARY

•	M	TW	T	F	S
				1	2
3	4	5	6	7	8
10	11	12	13	14	15
17	18	19	20	21	22
24	25	26	27	28	29
31					

## FEBRUARY

•	M	TW	T	F	S
	1	2	3	4	5
7	8	9	10	11	12
14	15	16	17	18	19
21	22	23	24	25	26
28					

## MARCH

•	M	TW	T	F	8
	1	2	3	4	5
7	8	9	10	11	12
14	15	16	17	18	19
<1	22	23	24	25	28
28	29	30	31		

## APRIL

S	M	TW	T	F	•
				1	2
4	5	6	7	8	9
11	12	13	14	15	16
18	19	20	21	22	23
25	26	27	28	29	30

## MAY

S	M	TW	T	F	•
					1
2	3	4	5	6	7
9	10	11	12	13	14
16	17	18	19	20	21
23	24	25	26	27	28
30	31				

## JUNE

•	M	TW	T	F	•
		1	2	3	4
8	7	8	9	10	11
13	14	15	18	17	18
20	21	22	23	24	25
27	28	29	30		

## JULY

S	M	T	W	T	F	8
					1	2
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

## AUGUST

8	M	T	W	T	F	8
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

## SEPTEMBER

8	M	T	W	T	F	8
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

## OCTOBER

8	M	T	W	T	F	8
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

## NOVEMBER

8	M	T	W	T	F	8
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

## DECEMBER

8	M	T	W	T	F	8
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Dear Ed,

On page 14 of the June Newsletter Mr. Stephen Inglis needs the serial number in B-17F and G. The enclosed copies should place father's B-17G serial number correctly. The picture is wrong for his serial number. Mr. Inglis will be informed.

Sir  
saXckie<sup>0's</sup>  
16909 Nathan Rd

## B-17 Flying Fortress Serial Numbers

17 36-149 thru 36-161	B-17F-DL 42-2964 thru 42-3482		44-85492 thru 44-85841
6 37-369	B-17JJZE 42-5705 thru 42-6204	XB-40	41-24341
17 g, 38-211 thru 38-223	B-17G-B0 42-31032 thru 42-32116	YB-40	42-5732 thru 42-5744
38-258 thru 38-270	42-97058 thru 42-91407		42-5871
38-583 and 38-584	42-102379 thru 42-102978		42-5920 and 42-5921
38- 610	43- 37509 thru 43-39508		42-5923 thru 42-5925
39-1 thru 39-10	B-17G-DL 42-3483 thru 42-3563		42-5927
/7C 40-2042 thru 40-2079	42-37714 thru 42-38213	TB-40	42-5833 and 42-5834
j) 40-3059 thru 40-3100	42-106984 thru 42-107233		42-5872
£ 41-2393 thru 41-2669	44- 6001 thru 44-7000		42-5926
41-9011 thru 41-9245	44-83236 thru 44-83885		
17F 1-24340 thru 41-24639	B-17G-VE 42-39758 thru 42-40057		
42-5050 thru 42-5484	42-97436 thru 42-98035		
42-29467 thru 42-31031	44-8001 thru 44-9000		

Dear Ed:

I was looking through my book of 500 top poems and came across the attached poem, The Death of a Ball Turret Gunner. Note the explanation of a ball turret and the author are included.

Do you think the men of the 385th would like to read it in the Hard Life Herald?

Our little group of 548th Engineering people is meeting in Savannah in early September. I'm sure we will visit the Eighth Air Force Museum even though it doesn't have our memorial as yet.

With Kindest regards.

Sincerely,  
Herman Seiderer

### *The Death of the Ball Turret Gunner*

#### **RANDALL JARRELL WM-ISW**

Jarrell was born in Tennessee and died in North Carolina, but significant parts of his life were spent outside the South—childhood in California, the Second World War in the Army Air Corps, some teaching time at Kenyon College and elsewhere. Sometimes included as a younger member of the Fugitive-Agrarian group and the New Critics, Jarrell wrote some fiction and criticism as well as poetry. His poetry is marked by strong but indefinite feeling and accurate observation of the technology of the modern world.

From my mother's sleep I fell into the State  
And I hunched in its belly till my wet fur froze.  
Six miles from earth, loosed from its dream of life,  
I woke to black flak and the nightmare fighters.  
When I died they washed me out of the turret with a hose.

*Bombers like the B-17 and B-24 had a plexiglass turret on their underbelly for protection against fighters attacking from below. As Jarrell noted, these fighters were "armed with cannon firing explosive shells." He added, "The hose was a tear hose."*

Dear Ed Stern:

I have not received a copy of the newsletter since August 1996 issue. I wrote to you twice regarding this when I was writing two Wall of Valor articles for the newsletter, you sent a postcard saying you'd take care of it, but you never did. I paid dues in 1997 and 1998. When I sent dues in last May! I asked the treasurer to see if he could get you to send me the newsletter, but I'm still not getting it!

His name and yours are on the Wall of Valor largely through my efforts in writing the articles and editing the names - 175 of them - to fit on the Wall in the correct style.

The Museum began to back out of its promise to put all the 385th names on the same Wall when they realized how many we had. They said they'd have to put them on two different Walls. I reminded them that their letter promising to put the names all together on one Wall had already been reprinted in the newsletter and a lot of members would be disappointed. So when you go there, you'll see them all on the same Wall, together.

Ed Johnson

**EDITOR'S NOTE:** We "lost" Ed's name from our roster for 2 years, and just now corrected the mistake. Be sure to check the Wall of Valor in Savannah — and thanks, Ed for your help.

Dear Ed,

HAVE YOU RECEIVED THIS ACKNOWLEDGEMENT FROM ME??

Dear

As Chairman of the Memorial Monument Committee, and on behalf of the Officers and Executive Board, I wish to express thanks for your recent donation to the Memorial of the 385th Bombardment Group.

This Memorial will be placed in the Gardens at the Eighth Air Force Heritage Museum in Savannah (Pooler), Georgia. The dedication will be there sometime in 1999 at our next reunion.

This letter serves as your receipt for your donation, and since we are a tax exempt organization, under IRS paragraph 501 (c), (19), your donation may be tax deductible.

Thanks again for your support.

Date of Donation  
Amount \$

You will be brought up to date as we approach completion.

Robert Valliere, Chairman

If not, there is still time to send a donation for the proposed 385th monument to be placed at the Eighth Air Force Heritage Museum in Savannah. While \$50.00 is suggested, we are very happy to receive \$5.00, 10.00, 25.00, or whatever you are able to give.

The more we receive the better. We want to have the 385th monument to be one of which we will be proud. Donations have been sent by 211 members. This means approximately 1000 members have not responded. **If each would send in \$10.00, it would mean \$12,000.** I know that's asking for the extreme, but surprise me. I want to send you the acknowledgement letter!

Send your donation, payable to **385th BGMA**, and mail to **Vern Philips, Treasurer, P.O. Drawer 5970, Austin, TX 78731.**

Do it now, and be involved.

*Thanks for your help and consideration.*

Robert A. Valliere, Chairman  
385th BGMA Monument Committee

**EDITOR'S NOTE:** Here's a letter from Perle about an inquiry they had. Anyone add to the information sent from Perle in answer to the inquiry?

Mr. Stern,

By this I want to forward a letter to you we received on 5th October.

Mr. Vobroucek is looking for information about the service of his uncle, Mr. Charles Vobroucek Jr.

Roger has found some information about the mission:

Mission 64  
Target: Noball  
Plane number 42-38121  
Pilot: Kennan  
Total losses on mission: 2 B-17 (549th sq., 551st sq.)

I send these information to Mr. Vobroucek by e-mail. As he is looking for information about the 551st squadron and the 385th Bomb Group, he would appreciate any information you could give him.

Greetings from the museum crew in Perle and thanks for your support.

Best regard  
Guy Ries  
Association Secretary L-8814 Bigonville Luxembourg  
4 Rue du Lavior

# 385th Bombardment Group Memorial Association

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

**COMBAT UNITS**

HQ SQUADRON  
548th BOMB SQDN  
549th BOMB SQDN  
550th BOMB SQDN  
551st BOMB SQDN

**SUPPORT UNITS**

424th Air Service GRP.  
877th Ckem Co. (AO)  
DET. 155, 18th AWS

**Michael R. Gallagher**

President

40 Water Oaks Way  
Wyndemere, Naples,  
Florida 34105  
(941)434-2216

October 16, 1998

General Buck Shuler  
The Mighty Eighth Air Force  
Heritage Museum  
PO Box 1992  
Savannah, Georgia 31402-1992

*Re: The Mighty Eighth Air Force Heritage Museum Chapel Fund*

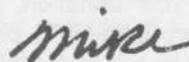
Dear Buck:

I am enclosing a check in the amount of \$5,000.00 covering the 385th Bombardment Group Memorial Association's contribution to The Heritage Museum's Chapel Fund.

Our Association looks forward with keen anticipation to the final design and construction of the Chapel. It will be a striking and appropriate centerpiece for the garden area. I'm sorry that it will not be completed at the time of our next meeting in Savannah.

I personally wish to express the appreciation of the Association's Executive Committee and myself for the help and courtesies which you have extended to us in our efforts to organize the Association's reunion next April in Savannah, to work out an acceptable monument design and to prepare for the dedication service itself.

Very truly yours,



Michael R Gallagher  
President

MRG/clm  
Enclosure

Dear Mr. Ries,

I am writing to you because I would like some information and help on my Uncle who served in the World War II Army Air Force from 1940 until February 28, 1944 when he was killed in action on a bombing mission.

My Uncle's name was Charles Vobroucek, Jr. (He could have gone by Junior). His Bomb group was the 385th and of the 551st Bomb Squadron, he was a Tailgunner and his serial number was #16145173.

From what I have been told is that they were a decoy for another plane that was bombing and a flak hit the plane and cut it in half. My Uncle was caught in the tail end and could not get out. The plane crashed into a house in France. Everyone was killed aboard, except for one man. This man was captured by the French and transported to a German Prisoner of War Camp and lived there before committing suicide.

The air force had sent a telegram to my Grandfather (who is now deceased) that my Uncle died on February 28, 1944. I have gone through many books that state that there were no missions flying on that date. Originally, my Uncle was buried in France and the English Government removed his body and buried it in England. My Grandparents then had his body transported and buried back here in Chicago, Illinois.

Any information that you can tell me about him or his unit would be of great importance to me and my family. Than you for your time and effort in helping me. I would like to come and visit the museum, but I don't fly at all.

My girlfriend is helping me in the research and if you would like to email me, her address is: wave-walker @ prodigy, net.

Sincerely,  
Jeffrey Vobroucek  
19398 South Wolf Road  
Apt. #10  
Mokena, IL 60448

Dear Ed,

Even though I have not been able to attend but one of the mini-reunions at Dayton Air Force Museum because of health in the family, I still look forward to receiving "Hardlife Herald". And it is wonderful the Group has been able to stay bonded together for so long. Appreciate the great work and good job you and the rest have done and are doing.

I flew my last missions as a replacement on 1st Lt. Neil Roseners crew as Top Turret Gunner-Engineer. We went down in the Zuider-Zee and was POW's for nearly 9 months. My original crew was Capt. Richard Spencer's crew.

Sincerely,  
Harold Fiscus

Dear Ed,

It has been a year since our great reunion in Tucson and I still get a good feeling thinking about it.

I just want to write a few words about the airplane mechanics (grease monkeys). As a former airplane mechanic I want to just mention a few things that we did. We aren't looking for any praise but just a little recognition and appreciation. Our job was to keep the planes airworthy and safe to fly. And many times it took a lot of work and many hours to do this. As you know, our aircraft were parked on hard stands (concrete pods) with no roof except the sky and no sides or revetments but just out in the open with no protection from the elements, rain, snow, wind, darkness and anything else. And we did one hell of a job keeping our planes airworthy.

There were 3 of us assigned to a B-17. A crew chief and 2 mechanics. Many times we worked 36 hours straight through to get our aircraft ready to fly a mission.

If while flying a mission, flak hits a gas tank (the gas tanks are self sealing) and the tank will seal itself so the plane will keep on flying but as soon as it gets back to base, the gas tank must be replaced. To replace a gas tank, first you have to remove a panel under the wing to get at the tank. The panel is held in place with over 500 screws and each screw has to be removed manually. We did not have any electric cordless screwdriver. All of our tanks were manually operated. After removing the panel we had to disconnect all of the fitting on the tank and remove the tank. We then order a new gas tank from Tech Supply (all aircraft parts and tools come from Tech Supply). The person in charge of 548th Tech Supply was Dale Leggett. It was Leggetts job to get the new gas tank or any other part to repair the airplane. Leggett did one hell of a job for the 548th. He always came up with the needed part. It was the guy like Leggett and the guys in Tech Supply and the men in flight equipment who packed and rig the parachutes and check the life vests and rafts and so many others that never received any recognition at all. These men and jobs all come under the Squadron Engineering Dept.

Anyway after you replace the gas tank you move on to the next job. It might be an oil cooler, a Super charger, a booster pump or even a rudder or an aileron or even a propeller after everything is repaired then it is again airworthy, safe and ready to fly another mission.

When you came back from Pass at 11 PM and heard engines being run up out on the Flight Line it was because the grease monkeys were working to get a plane ready. When you wake up at 3AM and hear engines running it is still mechanics doing their work. Any time you hear engines running it is the mechanics doing their job.

Bad to fly and the mechanics have their plane already to fly, then the mechanics get a little time off the flight line.

In the Movies the "Memphis Belle" it shows the mechanics batting a ball while waiting for the mission to return. This is not the way it really was.

On the day of a mission, after the bombs are loaded and fused usually about 2 hours before the flight crew is to come out, the crew chief or a mechanic will preflight the plane. This involves starting up the engines. And checking everything to make sure they are running O.K. such as checking the magnitos, and making sure the engines have full power, pulling 46 inches of mercury manifold pressure at 2500 R.P.M.

After the flight crews come out and taxi and take-off for the target then the mechanics will leave the flight line and go to breakfast. After breakfast they can shower, put on clean clothes (coveralls) and go to their hut for a few hours sleep. If the E.T.A. (estimated time of arrival) is say 4 PM we would go back out to the flight line to wait for our planes to return. We did not bat balls, We rested because we had no idea how long a night and how much work we would have to do to keep our planes flying.

Also there were times when the mechanics would fly as Engineers. I flew on 2 food drops and also as Engineer to fly some French P.O.W.'s from Linz, Austria to Charteres, France. And I flew many times so a navigator or bombardier could practice.

These are just a few of the things that the aircraft mechanics did and why they were so essential and could not transfer to another job.

Thanks again Ed for the great job that you always do.

Sincerely  
Marty Girson

P.S. Enclosed is picture of  
sorr.° 548 mechanics holding  
a practice bomb in front  
of 548 (Blue Sqdn)  
Engineering Hut)

Ike Williams, Marty Girson,  
Herb Granger, Joe Harvey,  
George Storelli

Dear Ed,

I always enjoy reading The Hardlife Herald, especially when I see names of people I knew.

And as printed in the June Issue Vol XVI No. 3 I knew Tex Lindsay well-he was a great engineer and Top turret operator in the 550th. We flew 29 missions from Dec 13th - 43 to 29 April 44.

Two reason for writing:

(1) To endorse the opinion of Tex regarding the pagan God at Perle Memorial.

(2) Raid of 10 April 44. This is second issue letter included for info.

My record is that the initial target was Dgeist-Schaffer, but we bombed Maldegen I logged 6:05 hrs.

As for the lead crew - RA Wheaton was my bombardier when our crew was asked to be lead crew. Schleusner my navigator didn't want to be lead. I invited Wheaton to go ahead if they would accept him.

O.R. Lancaster and his crew shared one end of our barracks. The other 8 beds keep turning over.

May God bless you for your work- Keep it up.

Sincerely  
Bill Clark

Dear Ed,

I received your letter several days ago and it was good to hear from you. I do remember the incident that you mentioned in your letter. Apparently a bond drive sales promotion was going on and no one was doing very well. To stimulate sales in our Squadron I said I would be happy to match the amount of bonds the men purchased. We did increase our bond sales some what but shortly there after we had a large increase in sales I got word from you that one of the men had a good night at poker and purchased a large amount of bonds. It sure increased our bond sales but put a damper on my leave schedule. I did have a bond allotment made out but it was not a large amount so I did have a lot of cash on hand in my foot locker and cash which I told you to use to pay up what I owed for the bonds. Thank goodness there was enough there to take care of it or yours truly would not have had a leave schedule. Apparently the news of this incident did get into the Stars & Stripes as I received several letters from guys from my hometown that were in the Army infantry at various staging areas in England. The facility in which Penny and I are now living in is a very nice place considering its purpose which is a life care facility. We have total care here so we are not dependent on any one to look after our needs as the years roll in. We





sold our house the later part of March and moved into our new three room apartment, two baths, small kitchen and a dining area. We have a lovely restaurant here and the food is outstanding so we do not do very much cooking. This of course is what Penny loves.

Bill Tesla

Dear Ed,

Our Radio Operator John Richardson, sent me this clipping about Ken Walsh still doing heroic deeds in his life. Knobby was on Lt. Jacques crew 548th Sqd.

I thought this would be an interesting article for your next issue.

Bob Lopiano  
548th

## MUSEUM: State Legislature allocates funds

(From 1A)

Those "precious pieces of American folk art" will be provided an "environmentally stable" area in the gallery, noted Museum Director Tami O'Bannion.

Currently, the museum has 33 of the folk art pieces, including World War II "girlie" art on aluminum canvases, which were cut out of aircraft, mostly bombers, when many warplanes were "scrapped" following war's end. The museum has on exhibit seven of the 33 pieces. The art is "among the most popular" artifacts in the museum, Ms. O'Bannion said.

Many of the art works, which were painted by aircrew and ground-crew members more than 50 years ago, were inspired by

Peruvian-born Esquire magazine artist Alberto Vargas. Images of the artist's scantily-clad "Varga girls" captured the imagination of the American airmen, who called their nose-art darlings such terms as "Sack Time," "Target for Tonight," "Sleepy-Time Gal," "Hit Parader."

Ms. O'Bannion termed the nose-art project her "Save-the-Girls" project, although Nose Art did include Walt Disney cartoon characters.

While the Nose Art will be restored by an art conservator, so, too, will the museum's thousands of rare and endangered artifacts be restored in a similar spirit in which the CAF volunteers restore the rare World War II-era warbirds for flight.

Ms. O'Bannion noted that an endowment would be set up to operate the Gallery. And in realizing the \$3.2-million budgeted funds, "We are developing that strategy." (The Mabee Foundation had contributed about \$1 million to help establish the museum in 1991.)

The museum's enterprises in entering the 21st century include:

- Preserving the Nose Art Exhibit. "The museum owns the world's largest collection of authentic World War II aviation Nose Art," said Ms. O'Bannion. The art works are "a significant collection of American folk art."

- Automated Resource Center. The center will be set up to organize the museum's "outstanding collection of original documents,

photographs, and other personal archives."

- Multi-Media Exhibit Enhancements. Exhibits will be "further enhanced with... innovative technology" for visitors to interact with the exhibits.

- Oral History Program. "First-person accounts are more valuable than anything," Ms. O'Bannion said of tape-recording oral recollections of World War II aviators and other combatants, home-front warriors and civilians during the war

- Airport Multi-Media Exhibit. The exhibit would "add to the aesthetic and educational dimension" of the expanded Midland International Airport.

## 'Colonel' brings social studies to life for 'Project ReEntry' students

By Jane Casey  
Guest Columnist

A booming voice and an authoritative look are used by Lt. Col. Kenneth Walsh to keep students on task in his social studies classroom at Bloomington Kennedy High School.

The 16- to 20-year-old students are enrolled in a program called Project ReEntry, which meets from 4 to 7:30 p.m. Mondays through Thursdays. It offers an opportunity for young people who haven't earned a high school diploma to do so.

There is not tuition or book fees and all supplies except pens are supplied by the program.

All that's required is a desire for the education and the ability to get there. Walsh does everything possible to help the students achieve their goals.

Who is the teacher with an imposing stature and a perpetual grin, known to his students as 'The Colonel?'

He has lived in Bloomington for 30 years. He began a military career as an enlisted man, gunner on a B-17 bomber during World War II. He returned to civilian life in October, 1945, until his recall during the Korean War in 1950, when he became a commissioned officer in the U.S. Air Force.

He remained in the service for the next 26 years, which included duty in Vietnam. He retired from the Air Force after 30 years' active duty in June 1977. Within 10 days, he was attending Normandale Community College to get his teacher's license renewed.

In September of 1981, he joined the Project ReEntry team. He was hired by Judy McDonald, the director. McDonald, Walsh and co-director Gary Severson are in their 17th year together with the program.

In all those years Walsh has missed only a few days of teaching. He expects the same punctuality from his students. His popularity stems in part from stories of his personal experiences.

Students may use notes from class during exams so paying attention to what the Colonel says is a must for getting good grades. He tells them to listen, "for there is a great danger that you might learn something."

Asked if there was an adjustment to

enteng teaching from a military life, he answered, "very little."

His feelings of satisfaction come from observing his students

growing and maturing during the time spent in his class. Some students come from dysfunctional families, with little or no discipline or structure in their lives. But with Walsh, their poor study habits and negative attitudes begin to change and improve.

Does he believe the Project ReEntry students of today would make good military personnel?

"Yes," he answers. "They'd do well, because I give them some insights about life in the service."

Walsh said he shares his war experiences with students in order to bring credibility to the textbooks' content, and thus make the class more vital to the students.

"I care for these kids," he said. "Also, I have compassion for the ones who get into trouble. I feel that if I can get them and recharge them...that's the greatest feeling...the greatest feeling in the world. "You can't buy that with money."

Will he retire?  
"Never," says the colonel, "as long as my good health continues and my mind remains clear."

"I'm here because I want to be, not because I have to be. I am dedicated to this program."

"I hope God allows me to teach for many more years. I became 75 years old Sept. 19. I don't want, in retire. I love these kids."

Being in the presence of such enthusiasm, devotion and energy makes me want to be part of Col. Walsh's social studies class at Kennedy, but unfortunately, I am past the magic age of 20.

Actually I've been 21 for a lot of years. Still, I wish the Colonel well. May he and his Project ReEntry classes be together for a long time.

Jane Casey is a resident of Bloomington.



Kenneth Walsh



## IAN MCLACHLAN - AVIATION HISTORIAN

10 All Saints Green Worlingham Beccles Suffolk NR34 7RR England - Telephone/fax (01502) 711162

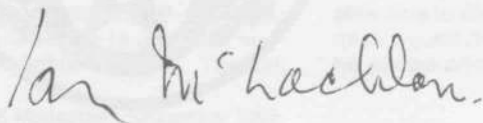
We were again proud this year to lay a wreath on behalf of the 385th during the annual Memorial Service at Cambridge and I enclose some photographs taken that day.

I'm also pleased to say that the 385th has featured in a British television programme called, "Time Team". Briefly, this popular, Sunday night programme deals with our archaeological heritage and I suggested to them last year that my work recovering wreckage of the Hutchison and Pease aircraft might make a suitable story. I originally wanted them to help me recover two engines still buried on the marsh where Hutchison's aircraft crashed but they felt more inclined to work on the Pease site some 800 yards away. Their reasoning was that I'd already worked on Hutch's ship but had undertaken comparatively little on the Pease site and the time available would not allow us to do both.

After much planning, excavations began at the end of June and, while the outcome did not yield as much wreckage as hoped, a variety of items were recovered including the pilot's armour plating, a throat mike, position lights, sections of airframe and engine fragments plus the chin-turret machine guns in excellent condition. My plan is to offer the better of these to the Eighth Air Force Museum and General Schuler was very keen when I spoke to him before the dig. Another idea the TV company adopted was to ask Anne Gordon if she would undertake one more nose-art for the 385th and, ever game, Anne set about creating, "Sleepy Time Gal" for the cameras. One benefit for me was to enlist the programme's help in trying to locate a picture of the Pease crew and I'm pleased to say that they've made contact with his brother and a photograph has been promised. I've looked for years and made several appeals in *Hardlife* but never had a positive identification of this crew so I'm delighted that "Time Team" have had a result. The programme will also add to the history of the 385th and help achieve something for which I've striven these many years - greater recognition for the group and to pay tribute to those two crews who are sadly so representative of many others. It is hoped that American television will pick up on the programme and broadcast Stateside so, if you have any influence, let me know.

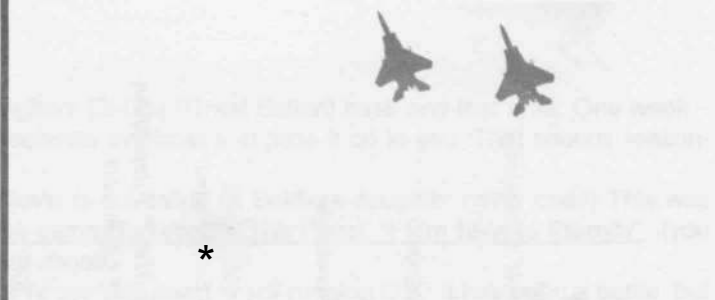
Having been laid off, I'm looking for a new job and one idea involves working with David Wade of Arena Travel. He and I are exploring the idea of Eighth Air Force heritage tours to bring American aviation enthusiasts to England for airshows, museum visits and to see some of the airbases used by the Mighty Eighth. I'll be presenting my 385th slide show plus others and we'll cater not only for veterans but for descendants and others fascinated by the USAAF in England. A reverse of this is to take British enthusiasts to America for airshow and museum trips - there are some fantastic venues in America. We're not yet sure whether the concept can be developed such that I can support the family but I'm excited over the idea and will certainly seek coverage in *HH* should we go ahead.

Best wishes,

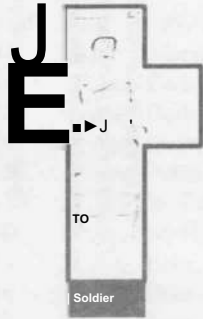
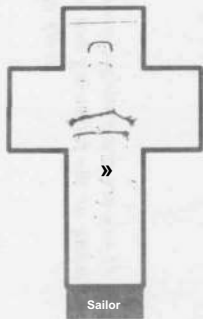




Memorial Day 1998  
L-R Maddie, Sue and Jake with wreath



Memorial Day 1998  
"Missing Man" fly-by from USAF F-15E's of 492nd Fighter

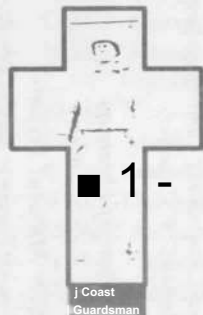
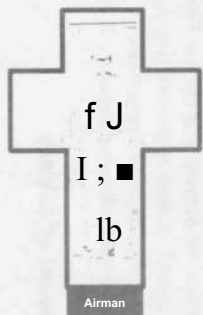


### The Wall of the Missing

Cambridge American Cemetery

*"The Americans, whose names here appear, were part of the price that free men for the second time in this century have been forced to pay to defend hitman liberty and rights. All who shall hereafter live in freedom will be here reminded that to these men and their comrades we owe a debt to be paid with grateful remembrance of their sacrifice and the high resolve that the cause for which they died shall live eternally."*

President Dwight D. Eisenhower



## Order of Service

### *Posting of Colors*

*Joint Analysis Center Honor Guard. RAF Molesworth  
Grampian (Corby) Association Bagpipers*

*The British National Anthem  
The United States National Anthem  
The United States Air Forces in Europe Band*

### *Welcoming Remarks*

*Chaplain, Colonel Jack W. Elliott  
Wing Chaplain, 48th Fighter Wing. RAF Lakenheath  
Memorial Service Master of Ceremonies*

### *Invocation*

*Chaplain, Colonel Henry B. Wilborne  
Wing Chaplain. 100th Air Refueling Wing. RAF Mildenhall*

### *Address*

*Her Majesty's Lord-Lieutenant of Cambridgeshire  
Mr. James G. P. Crowden*

### *Recognition of Veterans*

*Glen Miller Musical Tribute  
The United States Air Forces in Europe Band*

### *Vintage Aircraft Fly-by*

### *Address*

*The Honorable Shelia Widnall, Secretary of the Air Force*

### *Presentation of Floral Decorations*

*The Lord-Lieutenant and the Secretary of the Air Force  
will lay wreaths on behalf of their respective country  
Followed by the laying of floral decorations  
as listed on the two following pages*

### *Moment of Silence*

### *Prayer of Remembrance*

*Chaplain, Major Brett C Oxman  
Jewish Chaplain. 1 00th Air Refueling Wing, RAF Mildenhall*

### *"Flowers of the Forest"*

*The Grampian (Corby) Association Bagpipers*

### *Firing of Volleys*

*48th Security Police Squadron. RAF Lakenheath*

### *Flag Raising / Taps*

*Joint Analysis Center Honor Guard. RAF Molesworth  
Taps played by: United States Air Forces in Europe Band*

*United States Air Force Fly-by in "Missing Man" Formation  
F-15Es from the 494th Fighter Squadron. RAF Lakenheath*

### *Benediction*

*Chaplain Colonel Jack W. Elliott. USAF*

.....

*This service is conducted under the auspices of the United States Embassy and  
Third Air Force in cooperation with various 8th and 9th Army Air Force Memorial  
Associations, our British friends, and the Cambridge American Cemetery staff.*

*Today's service was organized and directed with pride by the members of  
the 48th Fighter Wing "Team Liberty" at RAF Lakenheath*

*Wing Commander..... Colonel Douglas A. Richardson  
Project Officer..... Major Russell E. Sackett*

*With grateful thanks for the assistance from the 1997 Madingley Memorial Ceremony  
Committee members for their planning and organization during the last three months.*

\*\*\*\*\*

*If you are presenting a wreath, please contact an usher prior to the ceremony. The  
listing on the following two pages was accurate at press time. We regret any errors as  
every effort was made to ensure accuracy.*

## Floral Decoration Presentations

- 1 Mr. J. G. P. Crow den, KSt.I. JP. *Her Majesty's Lord-Lieutenant for (Cambridgeshire)*
2. The Honorable Shelia E. Widnall. *Secretary of the Air Force*
3. Mr. D. T. Ramplly. *High Sheriff of Cambridgeshire*
4. Lord Lewis of Newnham. *Harden of Robinson College. Cambridge*
5. Air Chief Marshal Sir John Allison. KCB. CBE. RAF, *Air Officer Commanding-in-Chief. Logistics Command*
6. Minister Robert A. Bradtke. *Deputy Chief of Mission. American Embassy. London*
7. Major General Tad J. Oelstrom. LJSFAF *Commander. Third Air Force*
8. Councillor J. McKay, *Chairman. Cambridgeshire Country Council*
9. Councillor Mrs. Saunders, *Chairman. South Cambridgeshire District Council*
10. Air Vice-Marshal T.B. Sherrington, CB. OBE, RAF, *Air Officer Administration. Strike Command*
11. Major General John P. Herrling USA *Secretary. American Battle Monuments Commission*
12. Mrs. Phyllis Bachman. *American Legion Auxiliary President*
13. Mr. A. Lansley, CBE, MP, *Member of Parliament for South Cambridgeshire*
14. The Right Worshipful the Mayor of the City of Cambridgeshire. (Councillor Mrs. Roper)
15. Air Vice-Marshal N.B. Baldwin. CB. CBE, RAF. *U.S Air Force Historical Foundation*
16. Colonel Christopher A. Kelly. USAF. *Commander. 100th Air Refueling Hing. Royal Air Force Mildenhall*
17. Colonel Douglas J. Richardson. USAF. *Commander. 48th Fighter Hing. Royal Air Force Lakenheath*
18. Group Captain P. J. Lewis. LLB. RAF. *Officer Commanding Royal Air Force Brampton liv/on*
19. Colonel Philip Marcum. USA *Commander. Joint Analysis Center. Royal Air Force Molesworth*
20. Captain Kirk T. Lewis. USN, *United States Naval Forces Europe*
21. Mr. A. V. Com ben, BSc, *Deputy Chief Constable. Ministry of Defence Police*
22. Captain James H. Barnett. USX *Deputy Commander. Menwith Hill Station*
23. Lieutenant Colonel F. Robinson. USAF *Commander. 424th Air Base Squadron. Royal Air Force Fairford*
24. Mr. John Copper *Veterans Administration. UK*
25. Lieutenant Colonel W. C. Crandall. USAF Retired *Retired Officer's Association. UK Chapter*
26. Mr. James A. Schoenecker. *American Overseas Memorial Day Association*
27. Mr. Michael Allen. DEC\*\* *The Mosquito Aircrew Association*
28. Mr. R. Bird. *Commonwealth War Graves Commission*
29. The Second Air Division Association
30. Friends of the Seconds Air Division Memorial Association and Library
31. Heritage League of the 2nd Air Division Association
32. The 3rd S.A.D. Association
33. 4th Fighter Group Association
34. 5th Air Force Historical Society
35. Friends of the Eighth
36. 20th Fighter Historical Society
37. 25th Bomb Group Association
38. 44th Bomb Group Association
39. 56th Fighter Group Association
40. 78th Fighter Group Association
41. 82nd Airborne Division Association (UK Chapter)
42. 91st Bomb Group Memorial Association
43. 92nd Bomb Group Memorial Association
44. 93rd Bomb Group Association
45. 94th Bomb Group Memorial Association
46. 96th Bomb Group Association
47. 100th Bomb Group Memorial Museum
48. 303rd Bomb Group Association
49. 305th Bomb Group Association
50. 306th Bomb Group Association
51. 344th Bomb Group Association
52. 351st Bomb Group Association
53. 352nd Fighter Group Association
54. 353rd Fighter Group Association
55. 355th Fighter Group Memorial Association
56. 356th Fighter Group Association
57. 357th Fighter Group Association
58. 361st Fighter Group Association
59. 362nd / 55th Fighter Group Association
60. 364th Fighter Group Association
61. 381st Bomb Group Association
62. 384th Bomb Group Association
63. 385th Bomb Group Association
64. 386th Bomb Group Association
65. 388th Bomb Group Association
66. 389th Bomb Group Association
67. 390th Bomb Group Memorial Air Museum
68. 392nd Bomb Group Memorial Association
69. 398th Bomb Group Association
70. 401st Bomb Group Historical Association
71. 410th Bomb Group Memorial Association
72. 440th Troop Carrier Group Association
73. 446th Bomb Group Association
74. 448th Bomb Group Memorial Association
75. 452nd Bomb Group Association
76. 453rd Bomb Group Association
77. 457th Bomb Group Association
78. 479th Fighter Group Memorial Association
79. 482nd Bomb Group Association
80. 486th Bomb Group Association
81. 487th Bomb Group Association
82. 488th Bomb Group Association
83. 489th Bomb Group Association
84. 490th Bomb Group Association
85. 491st Bomb Group Association
86. 492nd Bomb Group Historical Association
87. 801st / 492nd Bomb Group Association
88. 843rd Air Engineer Squadron, 490th Bomb Group
89. 898th Bomb Group Historical Association
90. The Ladies of Maddesley
91. The Aircrew Association
92. Air Force Sergeants Association, Chapter 1169, RAF Lakenheath
93. The American Legion London Post
94. Base Air Depot 1. Burtonwood
95. The Bomber Airfield Society
96. The Confederate Air Force, HQ Base, Midland, TX, USA
97. The Independent Orders of Foresters
98. The National World War II Glider Pilots Association
99. OSS Headquarters and HP Detachment
100. The Parachute Regimental Association
101. The Retirees Association (UK) Mickey Flynn Chapter
102. The Royal Air Force Association, Newmarket & District Branch
103. U.S. Veterans of Foreign Wars
104. U.S.A.F.E. Retiree Council
105. Martlesham Health Aviation Society
106. Association of Ex Servicemen and Women
107. American Army Hospitals, UK
108. The American Air Museum
109. East Anglian Aviation Society

## Participating Personnel

*Honor Guard*  
*Joint Analysis Center Honor Guard. RAF Molesworth*  
*Music*  
*The United States Air Forces in Europe Band*  
*The Grampian (Corhy) Association of Bagpipers*  
*Rifle Squad / Parking / Security*  
*48th Security Police Squadron*  
*Cambridgeshire Constabulary*  
*AFOSI Detachment 512*  
*Escorts / Ushers*  
*48th Fighter Wing "Liberty Wing" Military members*  
*Communications/Audiovisual Support / Program*  
*48th Communications Squadron*  
*Reception / Protocol / Public Affairs*  
*Third Air Force Protocol / Community Relations Officers*  
*48th Fighter Wing Protocol / Public Affairs Offices*  
*48th Services Squadron Officer's Club*  
*Transportation*  
*48th Transportation Squadron*  
*Medical Team*  
*48th Medical Group / St John's Ambulance Service*  
*Ground Support*  
*48th Civil Engineering Squadron*  
*Vintage Aircraft*  
*The Old Flying Machine Company*  
*Fighter Collection Ltd.*  
*B-17 Preservation Ltd.*  
*All based at the Imperial War Museum airfield at Duxford*  
*Wreath Bearers*  
*Air Force JROTC Cadets, Lakenheath American High School*  
*Boy Scouts of America: Troop 404 (RAF Feltwell)*  
*Air Training Cadets: 104 (Cambridge) Squadron*  
*48th Equipment Maintenance Squadron*  
*Third Air Force Airman Leadership School*  
*Volunteer Lunches*  
*A A FES*  
*48th First Sergeants Association*  
*Additional Support*  
*48th Contracting Squadron*  
*48th Fighter Wing Financial Analysis Section*  
*Cambridge American Cemetery Staff*  
*Mr. James Schoenecker - Superintendent*  
*Mr. Raymond Shaw - Assistant Superintendent*  
*Mr. Michael Heath - Guide*

## The National Anthems

### God Save the Queen

*God save our gracious Queen,  
Long live our noble Queen,  
God save the Queen,  
Send her victorious,  
Happy and glorious,  
Long to reign over us:  
God save the Queen*

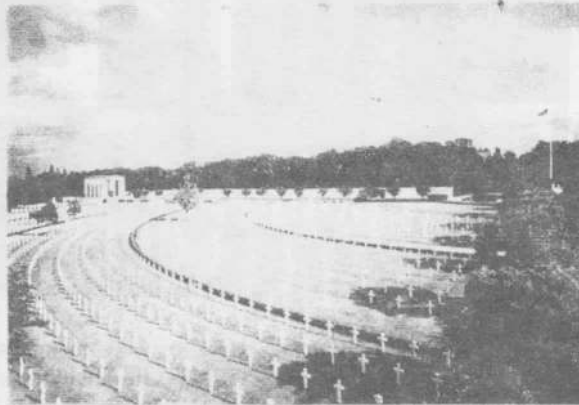
### The Star Spangled Banner

*Oh, say can you see by the dawn 's early light  
What so proudly we hailed at the twilight's last gleaming,  
Whose broad stripes and bright stars through the perilous fight  
O'er the ramparts we watched were so gallantly streaming?  
And the rockets red glare, the bombs bursting in air,  
Gave proof through the night that our flag was still there.  
Oh, say does that star-spangled banner yet wave  
O'er the land of the free and the home of the brave?*

*EDITOR'S NOTE:* The McLachlans represented us at this affair.

**American Battle Monuments Commission  
Cambridge American Cemetery**

The American Battle Monuments Commission (ABMC), established by law in 1923, is an independent agency of the Executive Branch of the US Government. The Commission is responsible for commemorating the services and achievements of United States Armed Forces where they have served since April 6, 1917 (the date of US entry into World War I) through the erection of suitable memorial shrines; for designing, constructing, operating and maintaining permanent US military cemeteries and memorials in foreign countries; for controlling the design and construction of US military monuments and markers in foreign countries by other US citizens and organizations, both public and private; and encouraging the maintenance of such monuments and markers by their sponsors.

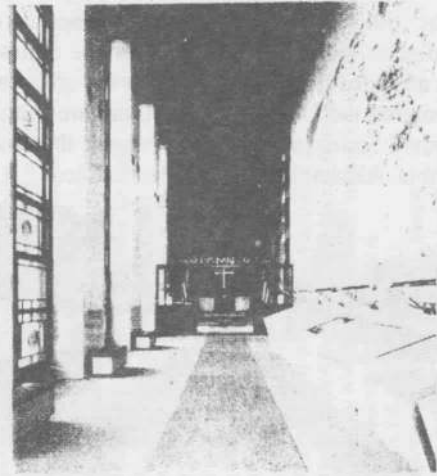


*This cemetery*, 30.5 acres in extent, was constructed on the site of a temporary cemetery established in 1944 on land donated by the University of Cambridge. After the war, it was selected as the only World War II cemetery in the British Isles. A high portion of those buried here were temporarily interred in England and Northern Ireland and represent American servicemen and women who served as crew members of British-based American aircraft. Most of the others died in the invasions of North Africa and France as well as the training areas of the United Kingdom and the waters of the Atlantic.

The cemetery is situated on the north slope of a hill from which Ely Cathedral, 14 miles distant, can be seen on clear days. It is framed by woodlands on the west and south. The road to Madingley runs along the cemetery's northern boundary.

*The memorial chapel*, is of Portland stone, as are St. Paul's Cathedral and many other monumental buildings in London. On the north face of the Memorial are five pylons, each inscribed with one of the years

from 1941 to 1945, during which the United States participated in World War II.



The entrance of the Memorial at the west end is framed by two pylons. On the pediment above them is the dedication: TO THE GLORY OF GOD AND IN MEMORY OF THOSE WHO DIED FOR THEIR COUNTRY 1941 - 1945.

The main entrance doors are of teakwood. They bear bronze models of various military equipment and naval vessels. On the South exterior of the Memorial is a great map which depicts each location in the United Kingdom where an American unit of battalion or larger size was stationed during WWII. The places where units of brigade-size or larger were stationed are indicated by name. The map also shows the principal air and sea approach routes to Great Britain from the United States. It is embellished with the sculptured coat of arms of the United States and the United Kingdom. The significance of the colors and signs used is explained in the legend.

Inside the Memorial, the impressive map, "The Mastery of the Atlantic - The Great Air Assault," is the outstanding feature of the museum room. The wall bearing the map is of Portland stone. On the map, the lower land elevations are indicated in polished Portland stone, while the higher elevations are in polished Hauteville, Lunel Clair, and Lunel Fonce marble, respectively.

Below the map are seven plates, six of which contain key maps recording the development of the war against Germany and Japan. The seventh, a bronze plaque in the center, bears a description of the operations portrayed by the great map.

The seal of the War and Navy Departments as well as the principal decorations awarded our Armed Services are depicted in glass panels beside and above the main door to the Memorial. They include the Air Medal, Distinguished Flying Cross, Silver Star,

Distinguished Service Cross. Medal of Honor - Army, Distinguished Service Medal - Army, Soldier's Medal, Purple Heart, Bronze Star, Legion of Merit, Navy Cross, Medal of Honor - Navy, Distinguished Service Medal - Navy, and Navy and Marine Corps Medal.

The other windows of the Memorial contain stained-glass replicas of the seals of the States of the Union arranged from left to right, in the order in which they entered the Union. Above them are the seals of the United States (obverse and reverse), the District of Columbia, Alaska, Hawaii and Puerto Rico.



*The chapel* is reached through a teakwood doorway above which is the following inscription in bronze characters: INTO THY HANDS O LORD.

The words FAITH and HOPE in bronze letters are set into the chancel rail. A cloth of mail is spread over the Portland stone altar on which is set a large bronze cross. At the altar base rests the Tablets of Moses. Flanking the altar are two large ornamental candelabra embellished with mosaic.

A mosaic depicting the Archangel trumpeting the arrival of the Resurrection and the Last Judgment covers the wall above the altar and continues across the entire ceiling of the Memorial, with pictures of ghostly aircraft, accompanied by angels, making their final flight. The ship and aircraft depicted above the altar memorialize the members of the naval and air forces who are buried or commemorated at the cemetery.

*The tablets of the missing* are inscribed on a wall of Portland stone, which is 427 feet long. Recorded on the Tablets are the names and particulars of 5,126 Missing in Action, lost or buried at sea, or those "Unknowns" whose remains were either never found or positively identified prior to interment. An asterisk points out those subsequently identified.

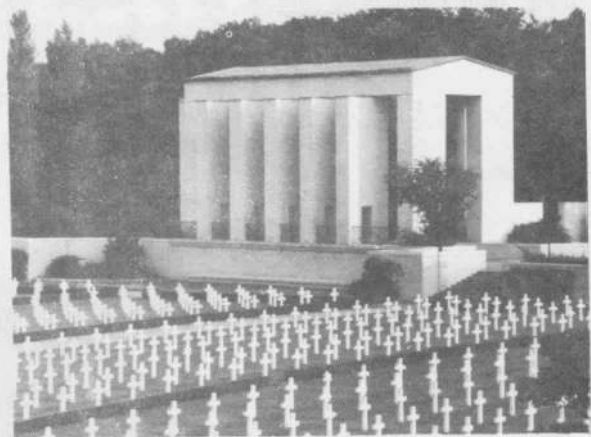
Along the wall are four statues carved by English craftsmen; a soldier, an airman, a sailor and a Coast Guardsman, the paving is of English York sandstone.

*The graves area* contains 3,812 headstones. Stars of David for those who professed the Jewish faith and Latin crosses for all others. They represent about 42 percent of those temporarily interred in England and Northern Ireland. The headstones in the fan-shaped graves are arranged in seven curved grave plots. A-G. The headstones within the plots are aligned in seven concentric arcs whose wide sweep across the green lawns may best be viewed from the mall near the Me-

morial. From the north edge of the flagpole platform another feature of the pattern is evident - the headstones are also aligned like the spokes of a wheel.

Among the headstones are two which represent burials of two and three servicemen, respectively, whose names are known but could not be separately identified. Their remains were buried together and bronze tablets over the graves record their names.

*The plantings* which complement the woodland frame on the west and south include rows of Japanese pagoda trees, rose of Sharon, firethorn, forsythia, and cotoneaster. The reflecting pool is bordered by polyantha roses. Double-pink hawthorn trees line the north side, of the graves area. Each grave plot is enclosed by a boxwood hedge. Tulip trees, catalpa, beech, oak, and liquidambar (sweetgum) are also present.



*The architects* for the cemetery and memorial were Perry, Shaw, Hepburn and Dean, Boston, Massachusetts. The landscape architects were the Olmsted Brothers, Brookline, Massachusetts. The mosaic is by Francis Scott Bradford, of Cornwall Bridge, Connecticut. The battle map was designed by the American artist Herbert Gute and the statues along the Tablets of the Missing were designed by Wheeler Williams, New York City.

Construction of the cemetery was completed and the dedication ceremony held on 16 July 1956.

Cambridge American Cemetery  
Coton, Cambridge  
England CB3 7PH  
TEL: (44) 1954.210.350  
FAX: (44) 1954.211 130



Dear Ed,

Great to hear from you once again.

A travel agent here is putting together a tour to Framlingham (390th) (Great Britain) base and that area. One week - about \$1600 (airfare included). I'll get you more details as it becomes available and pass it on to you. That sounds reasonable to me - unless we fly China airlines.

From my hometown - Robinson, Illinois a new book/movie is out called (A Soldier's daughter never cries) This was written by Jim Jones' daughter Kaylee Jones. Jim wrote "Some came Running" - "The Pistol" "From here to Eternity" -(you know Frank Sinatra) I went to my 1st 12 years of school with Jim Jones.

"The Pistol" will be out December 25th, 98 at the movie house! My heart is still running O.K. It has been a battle, but I just try to take care not to do anything that would change that heart beat.

Ken and Veda

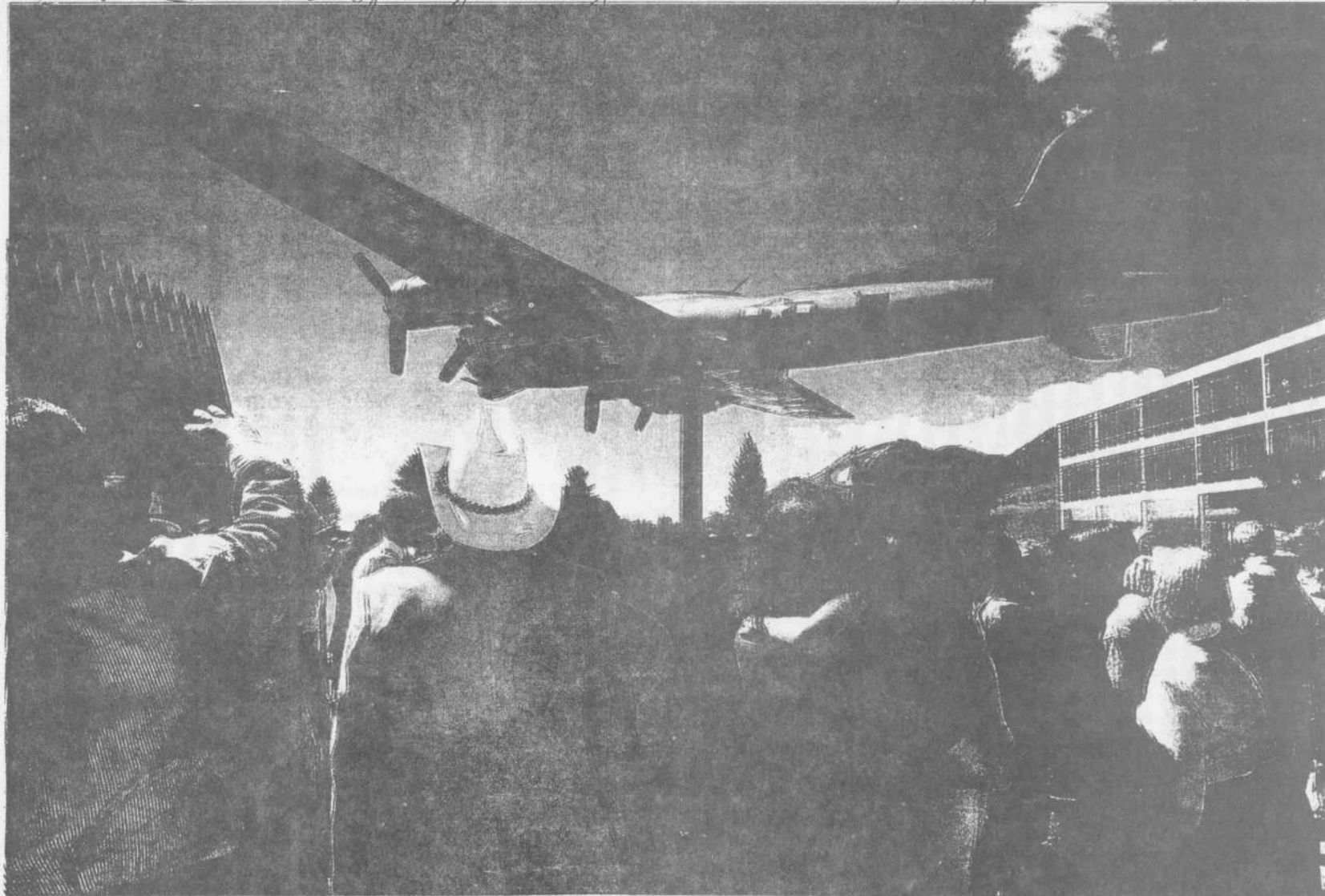
**EDITOR'S NOTE:** Not many milk runs on Ken's list of missions.

Kenneth J Laffoon 385th BG 548th Sq. Great Ashfield. England

Mission	Group	Aircraft	Date	City.	Country	Leader <	Crews	Bombs	Target
#1	159	41	28 July	Mersbuig		Hamilton			Refinery
#2	163	30	2 Aug	Paris.	Fr.	Benner			Railroad
<3	166	17	6 Aug	Berlin.	Gr.	Bexfield			Underground
#4	168	29	8 Aug.	Caen,	Fr.	Vance			Ground Support
#5	169	28	9 Aug.	Furth.	Gr.	Lacasse			Tank Factory
#6	171	41	13 Aug.	St. <a href="#">Etienns.Fr.</a>		Faroe			Ground Support
#7	175	30	18 Aug.	St. Dizier.	Fr.	Lacasse			Ground Support
78	176	37	24 Aug.	Brux.	Chccz.	Jumper			Refinery
#9	180	40	30 Aug.	Bremen.	Gr.	Flerron			/Aircraft Factory
#10	181	39	3 Sept.	Brest		Bexfield			Gun Emplacement
#11	182	26	5 Sept.	Brest		Kenny			Gun Emplacement
#12	184	28	13 Sept.	Stuttgart,	Gr.	Shankle			Railroad
#13	185	40	17 Sept.	Amheim-Rotterdam		Tesla			Shipyards
M4	189	37	26 Sept.	Bremen,	Ge.	Faroe			Aircraft Factory
M5	190	23	27 Sept.	Ludwigshaven		Smith			Refinery
#16	192	33	3 Oct.	Hurzberg,	Gr.	McDonald			
#17	193	30	5 Oct.	Munster,	Gr.	Thiift			. Airfield
#18	194	29	6 Oct.	Berlin.	Gr.	Herron/Foss			Spandau Aero
#19	196	26	9 Oct.	Mainz Gustavaberg		Pokorny			
#20	198	22	14 Oct.	Cologne,	Gr.	Kocing			Railroad
#21	200	29	17 Oct.	Cologne,	Gr.	Shankle			Railroad
#22	201	21	18 Oct.	Kassel,	Gr.	Vance			Motorworks
#23	202	40	22 Oct.	Munster,	Gr.	Lacasse			Railroad
#24	205	36	30 Oct.	Mersberg,	Gr.	Koeing			Leuna Synthetic oil Plant
#25	206	36	2 Nov.	Mersberg,	Gr.	Kenny			Lutzendorf Oil plant
#26	208	35	5 Nov.	Ludwigshaven		Lacasse			Refinery- Oxygen Bottle hit
#27	209	22	6 Nov.	Duisberg		Swerdlin			
#28	212	37	16 Nov.	Aachen/Duren		Walls			Ground Support
#29	213	36	21 Nov.	Giessen/Wetzlar		Lear			Railroad
#30	214	36	25 Nov.	Mersberg,	Gr.	McFarlane			Leuna Synthetic Oil Plant
****Landed in Brussels, as we ran out of gas due to extreme aircraft damage. Both inboard engines were gone, right main wheel on fire, as was the tail wheel.									
#31	217	38	30 Nov.	Mersberg,	Gr.	Thiift			Lutzendorf oil Plant
#32	218	24	4Dec.	Weisbaden.	Gr.	Shankle			Railroad.
#33	220	37	10 Dec.	Koblenz ,	Gr.	Smith			Railroad
#34	222	38	12 Dec.	Darmstadt.	Gr.	Weikert			Ground Support.
#35	224	59	24 Dec.	Gros Osthein		Randall			Ground Support

*Colorado Springs Gazette Saturday, August 23rd, 1997*

Photos by Jay Janier/The Gazette



A bronze sculpture of a B-17 bomber, above, soars over spectators at the Air Force Academy Friday. Below, John and Sharon deRussy pray during ceremonies unveiling the one-ton scale model and dedicating it to World War II veterans. John deRussy was the first commander of the 305th Bomb Group, which flew during the war. The bomb group was among the sponsors of the memorial.

# Academy dedicates B-17 replica

## Flying Fortress hovers in Honor Court as memorial to veterans of World War II

By **Susan Warmbrunn**  
The Gazette

The three-ton bronze B-17 Flying Fortress unveiled Friday at the U.S. Air Force Academy has never left the ground. The white star beneath the wing has never been scarred. The nose, pointed due south, has never faced anti-aircraft fire.

For the men who did, who flew B-17s during World War II, this replica represents a scaled-down version

of the plane that held their lives in its hull.

"To us that flew it, it was part of our life. Every time we went up, we never knew if we'd come back," said retired Col. Maurice Thomas, a pilot with the 305th Bomb Group.

Retired Col. Robert K. Morgan piloted the Memphis Belle, the first B-17 to complete 25 missions over Europe. His 91st Bomb Group took huge losses in the first three months. "I'm here

only because of that airplane. We were very lucky."

More than 400 veterans, their families, cadets and others gathered at the academy Honor Court for the dedication of the B-17. Thomas' 305th Bomb Group sponsored the memorial, with the help of other bomb groups and individual veterans. The B-17 now flies frozen among four bronze fighters on the Air Force Academy's Honor Court. All are the work of Robert Henderson, a Canon City sculptor. The sculptures are here to ensure that, as Henderson put it, "these guys' story will be told over and over."

See FORTRESS/NEWS8

## Fortress/Plane called 'greatest that ever flew'

From **NEWS1**

E.G. Hollingsworth and Jake Rush, who both live in Colorado Springs, served with different bomb groups but were held in the same German prison. They never met in that camp of 10,000 men. On Friday, they stood together to celebrate what Rush called "the greatest airplane that ever flew."

The B-17 is the most famous of the heavy World War II bombers. The first Fortress was completed in July 1935 and went through a number of incarnations. In all, more than 12,000 Fortresses were built. The 8th Air Force alone lost approximately 4,754. The planes are best known for their daylight precision bombing campaigns over Germany from 1943 to 1945. But they turn up all over the history of World War II.

Five of 12 B-17Ds were destroyed at Pearl Harbor. In March of 1942, it was a B-17 that evacuated Gen. Douglas MacArthur from the Philippines to Australia.

From the outside, the Fortress is immediately familiar to viewers of war films and newsreels: the four propellers, the thick hull, the Plexiglass nose. But the men who flew it remember the B-17 from the inside.

"It was noisy. It was cold," recalled Dale Brown, director of the 398th Bomb Group Memorial Association. The B-17s didn't have any heating. Temperatures could drop to 70-below Fahrenheit. The crew wore heated suits.

And the B-17 was crowded. Nine to ten men manned each plane. "It was real tight quarters. The B-17 wasn't designed as a luxury craft," said Thomas. The ball turret operator, stationed on the belly of the craft, sat crunched with his knees almost to his ears. The top turret operator would fly standing up, sometimes for eight hours at a time.

The B-17 didn't always feel like a fortress. In the early 1940s, B-17s didn't have fighter escorts. Joseph Waddell, of the 381st Bomb Group, said, "The theory, and believe me it was theory, (was that) B-17s could fly without fighter escorts." After taking enormous losses, fighter escorts were assigned to head off predatory aircraft.

But for most men, the memories of the discomfort and fear seem distant, hard to imagine. What remains real and vital are the friendships they formed and the friends they lost.

In that cold and cramped plane, the men found camaraderie that is unlike any they had before or since. Most bomb groups still hold reunions each year.

"I came closer to crew members than to my own family," said Thomas.

And the family of aviators is aging. "We're all past 70. A lot of us have passed away, close to 40 percent," Brown said. "We wanted to do this and we wanted to do it now."

Albert Tumey flew with Brown in the 398th. Looking at the bronze B-17 made him thin! back to 1944.

"Fifty-three years ago we never thought we'd be here. When you realize future generations will see this and some guy might even say, 'Hey, they did good thing,' that's what this means."

**EDITOR'S NOTE:** We've usually limited our stories to those from the 385th—but here's one out of Air Force magazine that's worth reading! About one of three 8th AF enlisted men awarded the Congressional Medal of Honor

## The Right Touch

Blinded by enemy fire, Forrest Vosler guided rescuers to his crew, downed in the North Sea.

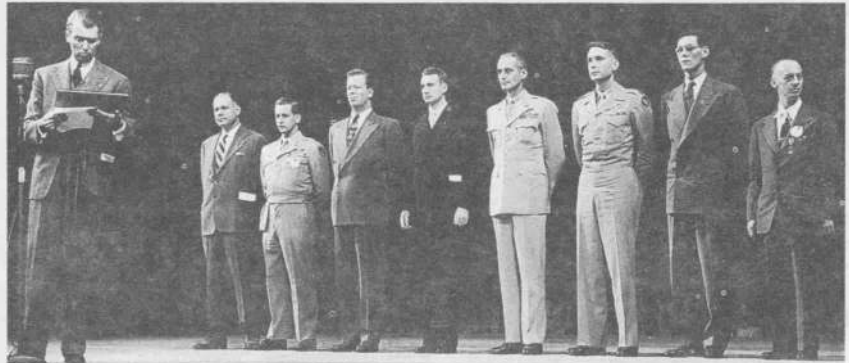
IN October 1943, 20-year-old SSgt. Forrest Vosler, who had grown up in a small New York state town, was assigned to the 358th Bomb Squadron of the 303d Bomb Group, stationed at RAF Molesworth in the UK. After his first B-17 mission over Germany, the young radio operator-gunner was convinced that he could not survive 25 missions for completion of a combat tour. He was not alone in that conviction.

Nothing in the peacetime lives of thousands of young Americans had prepared them for the violence that lay ahead. Although such statistics were not circulated among Army Air Forces crews, the average life expectancy of an Eighth Air Force B-17 in late 1943 was 11 missions.

On Dec. 20, 1943, Vosler flew his fourth mission in a B-17F, called *Jersey Bounce Jr.*, against Bremen in northwest Germany. Eighth Air Force had attacked targets in that area on the 13th and 16th of the month. The *Jersey Bounce* crew knew how tough a mission it would be. Bremen was encircled by a ring of anti-aircraft guns a half-mile wide and protected by additional fighters that had been relocated from Germany's eastern front. Eighth Air Force would lose 27 aircraft on that mission.

Before "bombs away," Vosler's B-17 lost one engine to flak. From his position in the top turret, Vosler saw two B-17s explode into flames—not exactly a confidence builder. As *Jersey Bounce* began its long flight back to Molesworth, 120 miles of it over the cold winter waters of the North Sea, flak took out another engine and damaged the radio. With two engines out and other structural damage, the pilot could not stay with the formation.

The lone and limping B-17 immediately became the target for a succession of fighter attacks. The tail



**Forrest Vosler (second from right) was among the Medal of Honor recipients who made a special appearance at the 1948 Air Force Association convention's climactic event at Madison Square Garden in New York City. At far left, actor and Air Force Reservist Jimmy Stewart is at the microphone.**

gun was destroyed and the gunner seriously wounded. Fragments of an exploding 20 mm shell hit Vosler in the arms, leg, and chest. He recalls that he was so shaken, he was unable to man his guns. Then he thought: "If I'm going to die, it will be fighting." Immediately all fear left him. He climbed back into his turret and fired continuously to protect the tail of the bomber. Then another 20 mm shell exploded near Vosler. Fragments entered his eyes, leaving him almost totally blind. In great pain and firing by instinct, he refused aid until the tail gunner was given emergency treatment.

As the enemy fighters ran low on fuel, their attacks diminished and finally ceased over the North Sea. The pilot announced they would have to ditch. Since their condition and general location were not known to friendly forces, Vosler knew the likelihood of rescue was reduced drastically. Only he could improve the odds. He groped his way to the radio compartment and, working entirely by touch, repaired the transmitter during periods of semi-consciousness. The distress signal he sent out, they learned later, was received in the UK.

After a successful ditching, Vosler, able only to distinguish light and darkness, found his way to a wing where he joined other crew members. The

wounded tail gunner also reached the wing near Vosler. While uninjured crewmen were inflating a raft, the tail gunner began to slide toward the water on the wet, slippery wing. Vosler, himself in great pain, held the man with one hand while clinging to an antenna wire with the other. Both men were helped into the raft, subsequently picked up by a Norwegian fishing boat, and finally returned to the UK by a fast rescue boat that responded to Vosler's SOS.

Forrest Vosler spent many months in hospitals abroad and in this country. For a time, he was totally blind, but doctors were able to restore sight in one eye. He was discharged from the service in October 1944.

Vosler was promoted to technical sergeant and awarded the Medal of Honor, one of only three Eighth Air Force enlisted men of World War II to be awarded the nation's highest decoration for valor. President Franklin D. Roosevelt, who presented the medal, postponed the ceremony until Vosler had regained his sight.

As soon as he was able, Forrest Vosler enrolled in college and earned a bachelor's degree. He continued his interest in the Air Force which he had served so valiantly and, in 1946, along with other Air Force heroes, was named a member of the new Air Force Association Board of Directors. ■

## AN AMERICAN'S IMPRESSION OF BRITAIN

By Robert Arbib

From the DAILY EXPRESS, London, January 1945

## COURAGE AND STAMINA OF PEOPLE PRAISED

I may be leaving England, perhaps never to return. Before I go I want to tell some of the things I shall never forget — the scenes and episodes that have impressed me during my two years as an American soldier in Britain.

I remember that first night in England, standing in a wheat field in East Anglia and watching cascades of green incendiaries drifting down. "This is it," we told ourselves. "We are in it at last."

But it was hard to convince ourselves, for here were these crazy English standing in their gardens watching the bombing raid as if it were a Fourth of July spectacle. It was hard to boast about our own experiences when all around us were five-year-olds who have lived through more than we have ever known.

The blackout was so black. It gave us the feeling that the houses behind the staring windows were abandoned.

The atmosphere of rural Suffolk, the workers in the fields, the stillness, the emptiness of the roads, the quiet of the village streets — these things made us feel that we had come to a country where all but a remnant of the population had moved away.

Memorable days... Watching our first cricket match on the fields of St Albans, in Hertfordshire, within sight of the Roman ruins, and later having a beer with Eric, the Warwickshire soldier.

Boxford, Essex, where two girls waited at their window every morning for eight months to wave as we drove past. We never once spoke to them, but we were friends.

I shall remember a Sunday in June punting on the river at Cambridge, and talking to the don who badly needed a shave, a haircut and press, but who had (we later learned) just been knighted...

Biking to Lavenham, Suffolk, with Vivian for a look at that perfect Tudor village and a drink at "The Swan"... Walking across the meadows with Joan to listen to the skylarks, those most irresponsible of sun-struck birds.

I shall not forget the friendly evenings at "The Unicorn," where we would buy each other rounds of ale and argue through the blue haze and settle all the problems that baffled the world...

Derby Day at Newmarket, Suffolk, where 9,000 came to see a race that was run behind a hill, and the same 9,000 tried to get back to London on one train....

There were churches... the don who spent hours showing us Durham Cathedral, and the woman verger in Canterbury Cathedral... Lincoln Cathedral, Peterborough Cathedral, Ely Cathedral, and the beautiful smaller churches... Above all, Boston Stump, lit up by the last rays of the setting sun, and shining across the fens like a white sward.

We shall remember Piccadilly Circus after dark...

The girl who sang operatic arias on the Bakerloo platform, as everyone cheered... the sailor who played his violin and danced in the modern train when everyone joined in "Dear Liverpool". This was England with its hair down.

But we shall remember, too, our Christmas parties for the orphans and evacuee children. No one could ever forget those parties, with the kids yelling and gobbling ice cream, sitting on our shoulders and singing for us... going home along the lane clutching armfuls of toys and candy, chewing gum and biscuits. Fifteen hundred we had at one party.

It was not all fun. There was the mud of the airfield building, the tents that leaked, the north wind that blew.

There were the trains that did not arrive on time and the telegrams that did not arrive at all...

We got stranded in the overcrowded towns. One night it was in Hull, Yorkshire, and another night it was Chesterfield (the police helped us here), and again it was Grantham, Lincolnshire. But we always seemed to find a bed somewhere, a friendly welcome, and the month's egg ration on our breakfast plate, no matter how loudly we protested.

There were haunting scenes, the mist hanging over on the silent mountains round Loch Lomond that day when everything dripped, and the solitude of the place heightened by the wail of the bagpipes far up in the hills...

The steady drone of the bombers going out over the coast at night, a prayer on our lips for each...

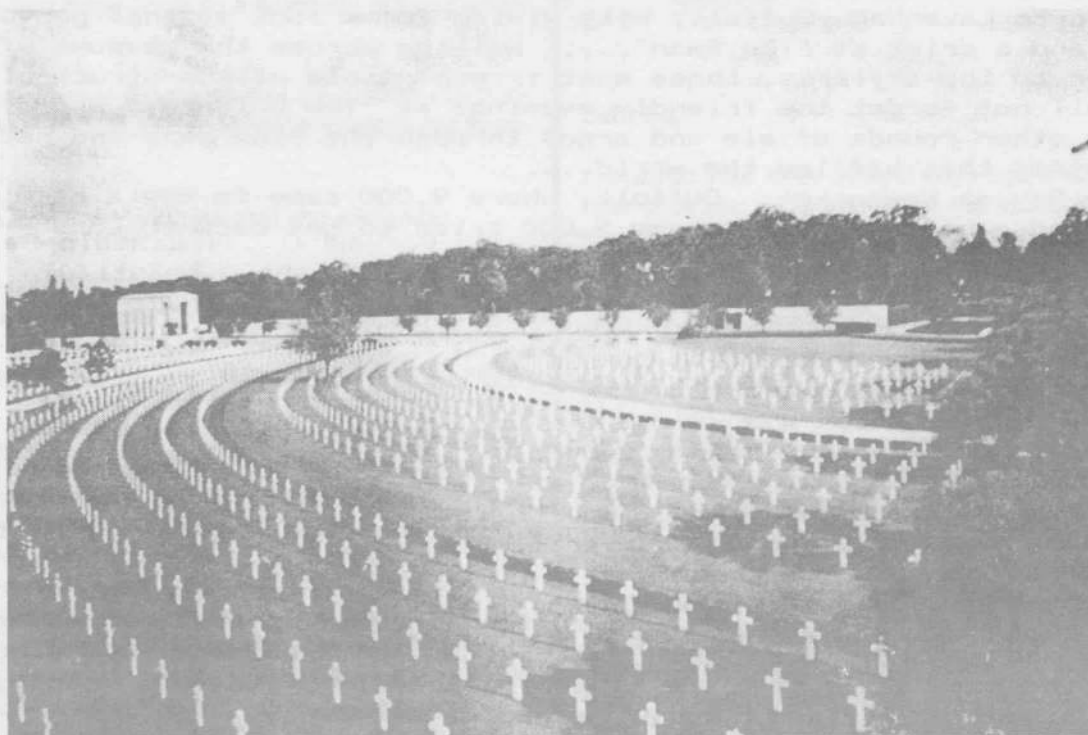
Sombre pictures too. The shelterers each night in the London underground; the faces of the children sleeping on the floors under the feet of passers—by, in draughts of dusty air. -F.

There it is, or a small part of it anyway. There you have the face of Britain as we have seen it, these two years.

We thank you all for your hospitality, for opening your homes to us, for smiling at us and dancing with us, for marrying some of us, for being patient with our faults, for listening to our talk with tolerance, for struggling with our quaint tongue and then adopting it.

For playing host to this vast army of foreigners without letting it get you down. For showing us quiet courage and stamina and the patience that is your greatest virtue and worst handicap. We will remember England.

\*\*\*\*\*



**EDITOR'S NOTE:** As we said before, now they pay \$300 for a half hour ride. In the "good old days", you guys got to ride for 7 or 8 hours and even were paid to do it. Such a deal!

A20

ri!! UAI I. STREET JOURNAL \ \ I

LEISURE & ARTS

# Fly Like an Eagle—Into the Past

By LES M. PEKIH

*Fhmt. A. T.*

This is really not comfort a hie. I'm sitting in the radio operator's seat in a S3-year-old warplane, and we're rumbling down the runway for take-off. The noise from the four powerful engines is deafening, and there is an unsettling amount of vibration.

Then, thankfully, we are aloft, slowly skimming the hillsops surrounding the Chemung Valley here in upstate New York. We are actually flying in a B-17 bomber, the legendary "Flying Fortress," perhaps the most recognizable warplane ever built.

And it is absolutely wonderful, for this is a ride to remember.

Starting in 1935 and ending in April of 1945, the U.S. built 12,731 of these powerful, reliable bombers and sent most of them on daring daylight raids over targets in Nazi Germany. More than 1,000 of them never came back.

Today, only about a dozen of these grand old birds are still in flying condition. And, of those, only three are certified by the Federal Aviation Administration (FAA) to take paying passengers up for a ride.

One of them, the Fuddy Buddy, is based here at the National Warplane Museum, on the grounds of the Elmira-Corning Regional Airport. And it is available to take passengers aloft, it's a 15-minute trip into the misty past.

There's room for six passengers, five of them in bench seats in the waist of the plane and one of them my seat-in the radio operator's chair. The old Signal Corps equipment is still there. I'm looking right at it. And the oxygen supply is next to my left shoulder. The two pilots—U.S. Airways veterans doing this for the pure joy of it—are in the cockpit, beyond me and the bomb bay. They are hooked up to modern radio equipment. At least I think they are.

Once we are aloft, one of the pilots gives us a thumbs up signal, meaning we are free to roam around the plane. I unhook the old seatbelt—it's original, and it works pretty much the same way as seatbelts on the Boeing 737s that fly out of here to Pittsburgh every day. I inch forward with care, for I am now walking on a narrow metal strut over the bomb bay. If you look down, you can see the valley below through cracks in the bomb bay doors.

The gun turrets have all been restored, with non-functioning .50-caliber machine guns in each of them. I'm able to climb up on a chair and peer out of the top gun turret. Behind me is the huge tail and beyond that a spectacular view of the airport and the valley.

But the best part is crawling down into the nose—this is hard work for the space is confined—and wiggling into the bombardier's position. The nose is all Plexiglass, so you feel as if you are suspended in air. The Norden bombsight is still there, and you can pretend you're making calibrations with it. When the war began, we said we could drop a bomb down a ram barrel from 10,000 feet with these bombsights. That, it turned out, was an

exaggeration.

We are now flying at about 2,000 feet over Seneca Lake, the largest of the Finger Lakes, and I'm looking straight down at my cottage in Glenora. It's an extraordinary feeling. You can hear the roar of those 1,200-horsepower radial piston engines so loud, it isn't possible to hold a conversation. But it seems so quiet, so peaceful even. It's almost like being on the ground.

We get the thumbs down signal get back to your seats and we bank to the right and head back to the airport. The landing is smooth, and we roll up to the hangar. Thirty thrilling minutes in the air.

But just imagine what an even more complicated experience this must be for the men who once flew in these planes. They come here every week to take a last ride on a B-17. One of these veterans, 77-year-old Reginald H. Thayer Jr. of Palisades, N.Y., went up the same day I did, though on an earlier flight. He came here with his 15-year-old grandson, David Reina, from Pearl River, N.Y.

Mr. Thayer, a lead bombardier (meaning his plane led the other planes in the flight and dropped the first bombs), flew 79 missions in various B-17s. SO of them from bases in North Africa. 29 more from a base in England at Thurlough, 20 miles west of Cam

Lampy, I.I. from Unionville, Ohio, says his father, Robert, who died last year, was a ball-turret gunner on a B-17 called the "Dynah-Mite" that was shot down over the English Channel. He was one of six survivors out of a crew of 10. "I always wanted to go up with him in a B-17, but we never had a chance to fly together. So this is the best I can do."

Ellis Kiewer, from Endicott, N.Y., was a mechanic at a base in England maintaining the bombsights and the automatic pilots on heavy American bombers, B-17s and B-21 Liberators. He remembers going up to check the equipment in one of the big bombers that was part of a project called "Aphrodite." The idea was to load one or more of these bombers with what Mr. Kiewer and oilier mechanics called "mrtostarch" and then crash the plane into German V-1 rocket installations. The crew was supposed to bail out before the plane was guided to a crash landing on its target. One of those pilots was Joseph P. Kennedy Jr., a Navy lieutenant and John F. Kennedy's older brother. "I remember seeing Joe in the mess hall," says the 76-year-old Mr. Kiewer. Joe Kennedy was killed on Aug. 12, 191-1, when his plane, a converted Liberator, blew up while it was flying over England.

Our B-17, Fuddy Buddy, never flew on a bombing mission. It was built in April 1915, too late to see action. The plane is known officially only by its number, 44-33,63. Its name, Fuddy Buddy, is called to honor the real Fuddy Buddy, destroyed over Germany in a mid-air collision.

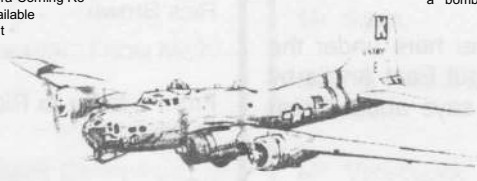
Even so, 44-33,63 has a colorful history. For a few months after the war, it was used as an Air Force VIP transport. It was sold, at auction, for \$3,156 in 195N, and may have been used on covert missions by the Central Intelligence Agency. The plane's low point took place in the early 1960s when it was used to ferry veg etables in and out of Fort Lauderdale, Fla. But 44-K3563 once was a movie star. Bought by a motion-picture company in 1961, it appeared in the movie "The War Lover." It was bought by the National Warplane Museum in January 19N6, after which it went through a painstaking restoration.

Some people come here to take a ride in Fuddy Buddy just for the sheer pleasure of flying in old aircraft. Rose Hughes, from Wrexham, in northern Wales, and her boyfriend, Eddie Richards, from Birmingham, flew across the Atlantic to take the ride. "I don't know what it is," says Ms. Hughes. "I just love old airplanes. She figures her obsession has taken her up in 1.72 different types of aircraft. Fuddy Buddy, she says, is the third B-17 she's flown in.

She and Mr. Richards left Elmira by rental car for an airfield in Trenton, Ontario. "They've almost finished restoring an old Halifax la British bomber in World War III, she says.

"We can't wait to see it," says Mr. Richards.

*Jlr 1'mii, Inini'lii u imnhi ci < > I the Inin mil -. Wnslumilmi Rmi'tii. is irm'l'iiii/ nil a Iniat. nlxiii liii' (nil Win*



*F'iillii Diuhlii*

bridge. His planes were named Exterminator and Flamingo, and one was called F.O. No. 1. Any veteran will tell you what the F.O. means.

"I was in planes that were hit by enemy fire a good many times," Mr. Thayer says. "But we were never shot down. I think the B-17 was the best plane ever built." Young Mr. Reina says he has heard almost all of his grandfather's stories. "and I keep pressing him to tell me more." The one he remembers best involves a flight over Germany when the waist gunner was hit by ground fire. "My grandfather," says Mr. Reina, with evident pride, "took off his bombardier's jacket and wrapped it around the wounded gunner's legs."

"You have to remember," says Mr. Thayer, "that we had no heat and these planes were very cold."

The wounded gunner survived, and Mr. Thayer's bloody jacket is on display at the Military Academy museum at West Point.

I greeted Mr. Thayer and his grandson when they completed their flight, something they had been planning for a year. "How was it?" I ask. They are almost speechless. "Terrific," says Mr. Thayer. "Fabulous," says his grandson. Mr. Thayer looks back at the old warbird. "You know," he says, "it seems smaller than I remembered."

Almost everyone who takes a ride in Fuddy Buddy has a story to tell Scott

*EDITOR'S NOTE:* Truman Smith says that the Pub Rick couldn't find is where he (Truman) learned how not to drink. Your editor doesn't remember a pub in Great Ashfield, either. Does anyone?

Dear Smitty,

Yesterday I spent a couple of hours at Great Ashfield. The 385th is well-remembered there. The village sign which is sited on the open space near the Village Hall pictures a ploughman, a pheasant, the village hall and a BI 7 with the G in a Square insignia on the fin. There is a Memorial Plaque in the churchyard and, as I am sure you know, a wonderful memorial window inside the church depicting many elements representative of your time there including the three poplar trees which, the legend says, were anxiously searched for by returning crews. There are several photographs of groups of American vets and other items of nostalgia. If you have been back to Ashfield then you know all this so forgive me, but I was so impressed by the obvious affection in which you are all held there that I felt compelled to tell you about my visit. I was there because I was visiting Bury St. Edmunds, also Elmswell where I have a customer. His place is actually on New Road which leads into Great Ashfield. It was so easy to visualize those narrow roads thronged by men of the 385th - probably on bicycles. I spent so much time in the church that I couldn't search for the airfield. I shall next time. No pub in village that I could find. Where did they do their drinking?

There is a series of books published over here under the title "Action Stations". I have the one about East Anglia by me as I write. A paraphrase of what it says about Great Ashfield runs as follows:-

"Great Ashfield opened in March 1943. The first aircraft to use it were RAF Short Stirlings of 1651 Conversion Unit which occupied the place until the Americans arrived in June 1943. The occupants between then and August 1945 were BI 7s of the 385th Bomb Group (G in square), the Group commencing operations with a raid on Germany on July 17th, 1943. A month later it was part of the shuttle raid force which bombed Regensburg.

Thereafter the Group's targets lay in Germany, France, Holland, Belgium, Norway and Poland. A number of raids were made on Berlin, and other targets included an aircraft factory at Oscherleben, Marienburg, battery at Stuttgart, airfields at Beauvais and Chartres, an oil refinery at Ludwigwigshaven and rail targets at Munich and Oranienburg. The BI 7s attacked coastal targets prior to D-Day and choke points on the day of the invasion. They Ardennes offensive. The Group's second Distinguished Unit Citation was awarded for an operation on May 12, 1944 when, leading the 4th Combat Wing, through heavy fighter opposition, it proceeded to bomb an aircraft repair plant at Zwickau where the aim proved very accurate. Coming home the

BI 7s endured further enemy attacks.

The Group held another distinction, it was the only BI 7 group to lose an aircraft to German bombs in Britain. An intruder bombed Ashfield on May 22/23 1944, hitting a hanger inside which was a BI 7 destroyed.

The Airfield was returned to the RAF who subsequently had a bomb store there. It was sold for agricultural purposes in 1959/60. The runways remain fairly intact, and a memorial to the 385th can be found at Great Ashfield Church.

That Memorial says that 400 plus 385th aircrew lost their lives.

"East Anglia Stations" was published in 1979 so what it said then about the runways may not be true today. Next time I'm through there I'll have a look.

While I was in East Anglia I visited a place called Carelton Rode, the scene of a tragic head-on during assembly between two B24s of the 389th from Hethel. Twenty-eight guys' lives snuffed out in an instant - a familiar tale to you- and I am building a short piece about it for "Tails Up!" next time.

All the very best.  
Rick Brown

From a letter to Rick Brown in England from Truman Smith.

Maybe we should do a documentary on "BRITS AND YANKS GANG UP ON HITLER TO TRAIN RAF PILOTS IN THE STATES."

As an old TV/Film writer-producer-director, I find it to be interesting, because action was against international law and, therefore, SECRET. Only recently has the classified shroud been parted.

Lacking a cartoon in "TAILS UP", you did well to mention Jack Barrington and his dry wit. I would like to add that I introduced Jack to friends who had flown in to the monthly breakfast in Ponca City. To try and spice it up I commented that Jack was from England. The wife bubbled and asked, "Oh. What part?"

Jack responded, "All of me."

Truman Smith



Ed,

I am presently working for the Organization for the Prohibition of Chemical Weapons, this is an international organization established to oversee the destruction of all chemical weapons that have been declared by the one hundred plus nations that have ratified the convention. This keeps me on the road quite a lot as you might imagine. I have the potential of traveling to almost any country in the world with this position with the exception of Iraq. The Iraq situation is handled by the United Nations itself out of New York.

Does the 385th BGMA have foreign members that live in Europe or The Netherlands? I would be interested in anyone else in this region that shares my interest in World War II aviation history in general and the 385th BG in particular. Any names and addresses of individuals in this area with similar interests would be greatly appreciated.

I have learned one thing with regard to the USAAF in Europe during the war. That is the reason that in almost every photograph pilots and air crews are wearing their leather flight jackets. The reason for this is: summer as we know it in Tennessee and Kansas does not exist here in Europe. Leaves were already falling from the trees in late July here in The Hague. Our average daytime temperature is only about 72 degrees F throughout July and August. In addition to that it is not uncommon for us to receive rain showers on a daily basis.

Thank you again for your help and consideration with regards to this matter.

Sincerely

Michael A. Campbell

Associate Member 385th BGMA

By Angela Carter  
Register Staff

**BRANFORD** — If it's true that everything you do comes back to you, then Robert Valliere is now twice rewarded for a patriotic deed.

During this year's Memorial Day parade, Valliere, a World War II veteran, lost a treasured medal given to him by the Dutch government for dropping food to starving

Holland residents in 1945.

The medal became detached from a red, white and blue ribbon while Valliere, 72, was marching last month.

He asked around. He traced his steps. But to no avail.

"I didn't think I'd get it back," he said. "If I had lost it with the ribbon there would've been better odds."

But unbeknownst to Valliere, as

"I am deeply thankful to the person who found the medal and thought enough to turn it in," Valliere said. "I was pleasantly surprised."

Over the last several weeks, friends, neighbors and even a congresswoman inquired about the medal.

U.S. Rep. Rosa DeLauro, D-3,

Please see *Lost*. Page B2

## Lost: Local veteran gets-medal back

*Continued from Page B1*

was dismayed to hear Valliere had lost it and asked her staff to contact him in hopes the medal could be replaced.

Valliere, who served in the Army Air Forces, is passionate about his country and the time he spent serving in the military. He has a "war room" in his basement where he stores photographs, medals, models of bomber planes and other memorabilia.

The New York native vividly recalls those flights as a navigator in a B-57 bomber and dropping burlap sacks filled with powdered eggs and milk, meat, chocolate, flour, coffee, biscuits and cheese over Holland.

"They were eating tulip bulbs and they were just dying in the streets," he said. "The Dutch people knew we were coming because a radio message was sent from England to the Dutch underground."

The Dutch were cut off from their food supply when they sabotaged the railroads to prevent German troops from penetrating northwestern Holland.



Roger Feller on October 10th with 3 of his teenager helpers, same memorial but fresh flowers.



## BRITISH REMEMBER

Picture taken on October 10th of the memorial service in Rambrouch for 3 British Airmen killed there on September 8, 1942. The service was held by the Royal Air Force Association and included the mayor of Rambrouch, Belgium Ambassador, Luxembourg Army, USA Air Force Captain and RAF members. Buried just to the left of the British is a Luxembourg War Veteran of the Korean War. On one of the graves is the following quote, "AT THE GOING DOWN OF THE SUN AND IN THE MORNING WE WILL REMEMBER HIM."



Dear Ed,

My sincere thanks to you for helping me in my attempt to be awarded the DFC-Belatedly.

I just now have completed all (I hope) the materials necessary to do this. Will send it off Monday.

The last requirement was to have my Congressman, James Sensenbrenner, to initiate an inquiry on my behalf. This was completed the past week.

All in all, it was rather interesting including information from Rev. Yaszcz. If he follows thru on what he intends to do. Many records of the 385th should be brought to light. He sent me various data he uncovered. I could not use any of it, although I did find out some information on the reason we encountered so many enemy aircraft the day we were shot down.

Again, Many thanks for your help might see you in Savannah. My engineer lives there, and he has told me I should use his quarters as my motel.

Sincerely  
Jerry Kirschke

Dear Ed,

The daughter of Winfrid John "Doc" Karls, Pat Harko, has written and asked me to notify the Hardlife Herald of the death of her mother, Agnes E. Karls, who was the widow of "Doc" Karls of our organization. "Doc" passed away on March, 25, 1994.

Theirs was an interesting story. Agnes was a U.S. Army nurse stationed in England during WWII. "Doc" was the co-pilot on the B-17, "This Is If. They met and fell in love over there and decided to get married. Because it was wartime and hard to get leave they had a hard time finding a time when they were both free from their duties. But it finally happened.

My husband, Elmer LeRoy Dickason, was the ball turret

on the same airplane and they were friends. Together they scrounged two white parachutes from which Agnes fashioned her wedding dress. Just since we got word of Agnes' death, Elmer was going thru some of his war momentos and found a piece of one of those parachutes. It was lovely white silk, and I'm sure must have made a lovely wedding gown for Agnes.

For many years, "Doc" and Elmer had lost track of one another. But, one day quite a number of years ago, Elmer got a phone call from Bill Eaken, another member of their crew, who had somehow tracked him down, and it wasn't long until he got another phone call and it was from "Doc".

Well, to make a long story short, we all got hooked up with the 385th and planned to attend the reunions and see each other again after all those years. The first one they planned to attend together was the one at Dayton, OH. Sadly, we got word that Bill Eaken had passed away a few months before the reunion. But, we did go to Convoy, OH and visit his widow on our way to the reunion. We also got to spend time with "Doc" and Agnes. After this we visited them in Alamogordo, NM and they visited us in Oregon and we developed a nice friendship. After "Doc" developed cancer we again visited them; then after he passed away we visited Agnes following another of the BGMA reunions and we wrote to each other several times a year and also spoke on the phone occasionally. We will miss them.

Sincerely,  
Mrs. Elmer Dickason

P.S. Their daughter, Pat Harko, asked also if there is a Bomber Group historian, in case she found things to share with the group. Please let me know and I will forward the Information.  
201 Fred Taylor Rd  
Siletz, OR 97380

Dear Ed,

Thank you Ed, very much for your kind words you had for my book *HARDWARE TO HARDLIFE...er*, or was it *HARDWARE IN EPHRATA*?

So strange you'd mention that place, our first duty overseas. Did you get your typewriter inside one of those wooden huts? Did you ever get caught out by that gas spewing jeep sans your gas mask? Remember that (I think) six plane pile-up that began with a Fort hitting a truck load of airplane engines while crossing the live runway? I think three of them in formation were from Moses Lake overhead the wreck and came together as all hands gawked at the mess below. Remember? I'll never forget.

What was harder for me to forget was the pain in the belly to find on my arrival all those 17's afflicting about. I was excepting P-38's. Shuks.

Tom Helman

**COMMANDER'S MESSAGE****THE LESSONS FROM 'PVT. RYAN'**

All  
Americans  
can share a  
common  
appreciation  
for  
Veterans  
Day.



National Commander  
"Butch" Miller

JOHN E. SIMON

**O**LD GLORY gently waves in the breeze before the image fades into a scene aboard the heaving landing craft as it approaches the beachhead. Men and boys in battle dress, mashed together like sardines, wear grim masks foreshadowing what is to come. Some mouth silent prayers to their God.

"Check your gear! Keep low and keep moving!" someone yells, as the craft's door plops into the pounding surf. The gate to Hell opens, and the troops are greeted by a hurricane of machine-gun fire and a deadly rain of mortar and artillery. Welcome to Normandy, June 6, 1944.

This opening scene of Steven Spielberg's movie, "Saving Private Ryan," is graphic and gripping. The camera swings in rapid, jerky movements as if to show the battle through the eyes of a GI. The ping of ricocheting bullets and explosions mix with the desperate voices of the wounded and dying.

War, as combat veterans will tell you, is a surrealistic roller-coaster ride of mayhem mixed in with lengthy waits. It's gore, blood, fear and tears with boredom and an occasional dose of defensive dark humor. War is ugly and inglorious—but good people rise in the heat of battle and perform gloriously. War is not a movie.

Much has been written and discussed about "Saving Private Ryan." And while it might not convey the full fury of war, this epic depiction has caused many to reflect upon some fundamental truths about the spirit of the men and women who have worn the uniform of our country: Courage under fire. Doing the dirty work that results when diplomacy fails. Commitment to the mission. Keeping the faith with the buddy next to you. And never removed from a GI's mind are the loved ones back home and the life left behind.

In war and in peace, Americans always have answered the call, often placed in situations rife with clichés and ironies. It's the flatlander farm boy transplanted in a dense jungle, the fast-talking Brooklynite who stands a silent watch on the bridge, the pacifist-turned-grunt, the girl from next door who flies jets or tends to the sick and wounded, and the "Holy Joe from Kokomo"—the one guy in the barracks everyone expected to wash out of basic training—who becomes the honor graduate.

I believe it's fair to say a large number of those who have not served appreciate what veterans mean to this country. Consider a letter recently received at American Legion National Headquarters from Jack McGrogan of San Jose, Calif.:

"... I just want to take a moment to say 'thank you' to American veterans. I have a good job, a good wife, four lovely kids, a nice house, two cars and I live in a nice neighborhood. But none of this would have been possible if you hadn't heeded the call and done your duty to fight for our freedom.

"At the time, you may not have known exactly what you were doing or why you were doing it. But the course of history was changed by you and your fellow service members. Thousands made the ultimate sacrifice for our country and our way of life.

"I guess that leaves it to people like me to try and live a good life, appreciate the great things we have in this country and remember vets. I will try to keep this in mind whenever I feel like I have real problems. What we Americans have is special and it ain't free. To all veterans, I wish them good health and peace to you and your families."

And this, too, is my wish for those who have served or are now serving on the eve of Veterans Day 1998. For veterans know all too well that freedom is an expensive thing—and it's a price we've always been willing to pay. □



# 385

TH BGMA

ED STERN  
Po Box 9466  
FARGO, ND 58106-9466

NON-PROFIT  
U.S. POSTAGE  
PAID  
FARGO, NORTH DAKOTA  
PERMIT NO. 1761

54876301081.....  
**JOSEPH B KOSCINSKI, R98**  
16181 W HONEY BEAR LN  
STONE LAKE WI 54876-3010



## Uerrg Ckristmas and 44af)pg New l(ear

Leonard C Swedlund  
Rex Bromberg

November 1998  
August 1998



Jane and Ed Stern



Marian and Mike Gallagher