

BACK TO THE SACK  
OHIO AIR FORCE  
SKY GODDESS  
HONKY TONK SAL  
HESITATING HUSSY  
GROUND HOG  
BIG GAS BIRD  
THOROBRED

HIT PARADE JR  
RAUNCHY WOLF  
LIBERTY BELLE  
ANGELS SISTER  
GREMLIN BUGGY II


THE BLACKJACKER  
GOLDEN GOOSE  
WAR HORSE  
HEAVENLY BODY  
CHOWHOUND  
MISS AMERICA  
PREGNANT PORTIA  
LEADING LADY  
OLD SHILLEAGH I

THUNDERBIRD  
PICADILLY QUEEN  
STARS AND STRIPES  
YANK  
GELDING  
DORSAL QUEEN  
HARES BREATH  
MARY FAT  
SLY FOX

OFF SPRING  
WANDERING DUCHESS  
BLUE CHAMPAGNE  
MARY ELLEN  
DELAGON LADY  
WINNIE THE POOB  
WAR WEARY  
ALEXANDER'S RAGTIME BAND  
LONESOME POLECAT

CURLY'S KIDS  
MARY ELLEN  
DELAGON LADY  
WINNIE THE POOB  
WAR WEARY  
MR. SMITH  
SUGAR JO

**HARD LIFE**



**HERALD**

KENTUCKY WINNER  
PISTOL PACKIN MAMA  
TARGET FOR TONIGHT  
JUNIOR  
OL' DOODLE BUG  
SWEET CHARLOT  
SWINGING DOOR  
MISSISSIPPI MISS  
SATAN'S MATE  
SLICK CHICK  
KITTY'S REVENGE

MR. LUCKY  
MADAME SMOO SHOO  
PAT PENDING  
POSSIBLE STRAIGHT  
MY GAL SAL  
HOMESICK ANGEL  
LATEST RUMOR  
MAIDEN AMERICA  
MISSION BELLE  
OL' RUM DUM  
RAGGED BUT RIGHT  
LULU BELLE  
SLICK CHICK  
KITTY'S REVENGE

SLO JO  
ROGER THE DODGER  
MICKY  
HALF AND HALF  
MICKY II  
SLEEPYTIME GAL  
FOOLISH VIRGIN  
RAGGED BUT RIGHT  
CRASH WAGON III  
THE JOKER  
AIN'T MISBEHAVIN'

SKY CHIEF  
OLD SHILLEAGH II  
PERRY'S PIRATES  
GIZMO  
HARBARA B  
ROUNDTRIP JACK  
SPIRIT OF CHICAGO  
SOUTHERN BELLE  
MARY ELLEN III  
HELLS BELLS  
PIN UP GIRL  
PRINCESS VAL

MR. SMITH  
SUGAR JO  
MIS-FORTUNE  
SHACK N LADY  
SACK TIME  
RELUCTANT LADY  
RAGGED BUT RIGHT  
RUBY'S RAIDERS  
LULU BELLE  
SLICK CHICK  
KITTY'S REVENGE  
BELLE OF THE BLUE  
MARY ELLEN II



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

**COMBAT UNITS**  
HQ. SQUADRON  
548th BOMB SQ.  
549th BOMB SQ.  
551st BOMB SQ.

VOL. XVII NO. 5  
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**SUPPORT UNITS**  
424th AIR SVS. GP.  
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December 1999

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**18th Biennial Reunion**  
**385th BGMA**

**Albuquerque, NM**  
**April 4-8, 2001**

**With Post Reunion Tour**  
**of Santa Fe**  
**April 8-9**

# Chaplain Sez

Greetings,

In the Gospel of John 21: 15-22. Jesus was giving Peter some pointers on living. When Peter ask what John was to do, Jesus said "that 's for me to know" but you are to do your thing.

We each have our unique work regardless of what others have to do. But we must do our best.

Each of us did our part in the war and helped others when we could. Now that we are growing older fast we must still do what we can, the best we can, help others when we can and let God guide us.

In the book by Mitch Albom titled "Tuesdays with Morrie" he quotes Morrie Schwartz many times. Two of them I am including in this article.

"Learn how to die and you learn how to live."

"Love each other or perish."

No matter what our age, the instructions to Peter and these quotes from Morrie Schwartz are good for us to follow.

May your days be fulfilling, your love contagious, your abilities the best and all things satisfying.

Sincerely with Love  
Jim

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## You KNOW YOU'RE OVER THE HILL

1. Someone you consider an "old-timer" calls you an "old-timer."
2. Your clothes go into the overnight bags so there's room, in the suitcase for your pills.
3. You like crowds because they keep you from falling down.
4. Your idea of a change of scenery is looking left or right.
5. Your sex drive shifts from cruise control to neutral
6. A big evening is comparing living wills with friends.
7. You no longer worry about a paternity suit.
8. You can still cut the mustard but need help opening the jar,
9. You resent *Sports Illustrated's* swimsuit issues because there are fewer articles to read.
10. Your get up and go has got up and went.

*From NJ News, NJ Chapter 8AFHS Winter 96*

# President's Report

I hope you all had a happy holiday season and will have a great new year. The first thing I would like all of you to do for the new year is to reserve June 13th to June 27th on your 2000 calendar for the 385th European trip. By now all of you have received and read the 385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION REUNION TOUR brochure. From the brochure you will find this too good of a trip for 385th members to miss.

We will be visiting our old air base at Great Ashfield, visiting our English friends, on to France by the way of the Euro-tunnel, visiting Normandy, D-day beaches, Paris, and then on to Luxembourg. The 385th members that attended the 385th Museum and Monument dedication in Perle, Luxembourg in 1998 will all agree that the 385th Luxembourg friends are the nicest people you will find anywhere. In Perle we were wined, dined, escorted and all the little niceties that made us feel so special, like royalty. Do not pass up this opportunity to visit Luxembourg.

The tour brochure and travel arrangements have been made by David Wade of Arena Travel. He took into consideration the ages of those who will be traveling, sights that are special for us, visiting and seeing as much as possible in a leisurely manner. David has done a great job. Do not be left out. Make your reservations as soon as possible. Registration forms is in the brochure.

Have you visited the 385th web site yet? The web site was established by our Luxembourg friends. It is great, the address is as follows, <http://www.geocities.com/Pentagon/Quarters//8814/>

Darla and I will see you in London in June.

Tom Newton



Merry Christmas  
and  
Happy Holidays  
385th Officers

# BULLETIN BOARD

## REUNION VIDEO

Your 1999 reunion held on the week-end of April 17, 1999 for the 385th Bomb Group was a great success. Fellow veterans from all over the country came to Savannah, Georgia to meet with each other and share old memories. Thanks to the great turnout, the reunion video is filled with classic interviews and candid closeups of fellow veterans. If you were unable to attend, our camera was on throughout the entire reunion capturing all of the excitement.

The video includes a tour of the Mighty 8th Air Force Museum, highlights from the squadron meetings and ladies breakfast, and the Dinner Banquet. We interviewed nearly every veteran as they introduced themselves and told of their experiences during WW II and their lives since. To enhance the video, we've added computer graphics and favorite music from the 1940s.

This videotape is a valuable keepsake for you, and a great way to pass on the story of your WW II experience to your children and grandchildren. To receive your 2 hour reunion video immediately, send the bottom portion of this letter with a check or money order or call 1800-654-8277 and charge it to your Visa/MC. If you are not completely satisfied with your tape, we will give you a full refund.

Sincerely

Richard Raines  
Raines Video Productions  
180 Golf Club Road, Suite 157  
Pleasant Hill, CA 94523

---

One Video	\$29.95
P&H	2.00
<b>TOTAL</b>	<b>\$31.95</b>

I would like \_\_\_\_\_ VHS Tape(s) Ref. #96702  
Please allow 2-4 weeks for delivery

\*The videotape of the 1997 reunion in Tucson is still available. To receive this video as well, add \$20.00 to your order.\*

## CORRECTIONS IN ROSTER

Life Member - Albert E. Audette  
John P. Danko not Dakno

If anyone knows any information about David E. Mason (Lead Bombardier) from Boston or Frank R. Talia (his roommate at Bath) from Harrison, NY, please send it to Lewis E. Chinn, 4771 Churchill Rd, No. Charleston, SC 29405.

## FOR SALE

Replica of B-17 Jacket, custom made by Vanson. It is leather with a fur collar. It has the 385th Bomb Group.

549th Squadron on the left side. Could be a size 48.

Asking \$300.00

Answer to:

Bill Stremer  
104 Camarillo Drive  
Camarillo, CA 93010  
e-mail: [bstremer@juno.com](mailto:bstremer@juno.com)



Merry Christmas  
and  
Happy New Year  
from:  
Jan and Wanda of  
Interstate Printing

# Letters to the Editor

**Paul E Ingwalson**  
**610 Third St. Southeast**  
**Crosby, North Dakota 58730**

Ed Stern,

I am writing you for some advice for a friend of mine here in Crosby, whose uncle was killed inaction on 2/25/44 on the return from a mission in Germany. I am enclosing a copy of Lt. Aaberg's heroic effort to save his crew, which he did at the expense of his own life.

His nephew, Warren Aaberg, would like to contact some of the members of his crew. If some survived possibly they are members of an 8th Air Force Association, if there is one. Anyone person could lead to the rest as I am sure they all have a lasting fraternity of service. Is there such an organizational and are you a member?

From an old photo of his crew, I have gotten some names and hometowns, which are probably far out of date. They are, as near as I can read as follows:

AAE	Sgt. C. Lamb	Memphis, TN
RO	S/Sgt. Wem D. Ernest	St. IL
AAG	Sgt. F.D. Hadway	Michigan
AG	Sgt. G.S. Foster	Wm LI, NY
P	ut. C.A. Aaberg	Stady, ND
CP	Lt. T.F. Moriority	Syracuse, NY
N	Lt. E.B. Clasn	Houston, TX
B	Lt. 1. Douzig	Newark, NJ
E	S/Sgt. Richard C. Pitt, Jr.	Red Oak, NC
AE	Sgt. W.F. Powell	Kokomo, Ind.

If you can help it will be appreciated, or if you can point me in the right direction to look further.

2nd Lt. Clarence A. Aaberg Serial #0-802686 was with the 8th Airforce, 4th Wing, 447th Group, 711th Sqdn., flying B-17G's and is buried in the U.S. Military Cemetery at Brookwood, England.

I certainly enjoy the "Hard Life Herald". I am sure your people must greatly appreciate your efforts in their behalf.

Will stop in to see you next time in Fargo.

Very Truly yours,  
 Paul E. Ingwalson

Dear Ed,

I've just watched Worlds Wildest Police Chases and it brings back the memory of my one and only "high speed" police chase on McGuire AFB in New Jersey in the spring

of 1967. I was a two striper and it was a calm night with nothing going on. The Wing Commander, who had a hate for APs for some reason had given us the worst cars in the Motor Pool fleet, mine that night was a 1960 Ford (Found On Road Dead) which had been used as a Base Taxi for years and driven at speeds not exceeding 25 MPH.

Suddenly a new foreign model car flashed before me, I turned on my flashing red lights and initiated pursuit, what was going fast? Well he was, my red light was working just fine but that was all, the motor gave off more pollution than a shot to hell B-17. At least the windshield was clean so I could see the speeding vehicle make a clean get away. Brother talk about zero to sixty in ten minutes, that is the car they gave me and the smartest thing I ever did was to shut off that revolving red light and act like I was on routine patrol.

Going to why I am writing tonight, page 11 discusses some 385th clothing and I'd like to drop some suggestions. First a 385th hat. I've seen hats from other Bomb Groups and they are neat, but let's produce one greater than most, so here is what I'm thinking; a dark blue bill on the cap, with some white stars, that eliminates the scrambled eggs and the extra cost for that item. White front with 385th Bomb Group - Great Ashfield - 8th AF in a half moon over a flying B-17G. The crown of the cap, that 2/3rds part from the ear to ear which is usually one solid color should be white with red squares, or in other words the red/white checkerboard of the ail of the 385th. This gives the red, white and blue of our nation assembled into what I think is a good design for a 385th cap (of course I think it is good, if I didn't I would not be writing this).

Now to a T-shirt; 7 inches either direction from the shoulder seam on the left shoulder to center the blue field with stars of our flag, then where that stops the red and white stripes alternate, thus this also becomes a flag shirt, then in the area below the "shoulder flag" I wear a large and that gives me 8-9 inches of useable space again the identification of B-17G in Group colors with 385th Bomb Group - Great Ashfield, 8th Air Force. This may not be in a half moon like on the hat but the cap and shirt people who produce items such as this know how to beautify it. Add on left sleeve 385th - BG

I read comments about World War II being forgotten and your desires to have your significant contributions to the defeat of the Third Reich remembered. I would not be worried about that. As you know they have many Civil War Re-enactment groups and today I see lots of air shows with W. W.II aircraft, admittedly mostly fighters, you know B-17 and B-29, there is only one flying, are costly to operate, flying in tribute to you guys who accomplished the most difficult of all tasks, a front on two sides, ETO and PTO. As these A/C fly grandparents tell grandchildren and now great grandchildren how life was during W.W.II and of their contribution. Again I was at St. Louis Regional Airport in late June to see

Sentimental Journey and the Heinkel III two engine Luft-waffe bomber that was actually a Spanish built copy and was Francos personal airplane now painted with the iron cross and swastika. It is impressive and lots of kids as well as "older adults" were present. So don't worry, but let's not allow units like the 91st at Basingborne, "The Ragged Irregulars" to hog all of the attention, just cause their commander, who was a friend of mine, Stanley Tanner Wray, created by accident the "finger" doesn't mean that the 385th is going to take a back seat to any unit, 100th, 381st or LeMay's 305th, you guys did your share and more!

Glad to see that you had a great reunion, sorry to see Bob Valliere retire but it appears that Marv Tipp will do well also.

Until next time, Blue Skies,

Sincerely,  
Allen Holtmann MSgt, USAF Ret.  
Assc. Mbr, 385th BGMA

Dear Ed,

I am writing to inquire as to whether or not the 385th Bomb Group has a PX?

My name is Thomas Williamson I was with the 385th at Great Ashfield from June 1943 to Nov. 1945. I was with the 877th Chemical Co. but I was on detached service with the 551st bomb sqd.

I would like the patch of the 385th BG.

I am a member of the 8th Air Force Historical Society Inc. of Rhode Island.

Yours truly,  
Thomas Williamson  
45 Bourne Ave.  
Tiverton, RI 02878-1703

Dear Ed,

Several days ago I was going through some old files and saw several pieces of information which mentioned your name and I decided to write you and give you thanks for helping my family through a tough time. Sorry I am 54 years late in doing so.

My crew was assigned to the 385th In Feb. 1945. I was co-pilot on Tipton's crew. My first mission was with another crew however our second mission was with the original crew except for the Bombardier. Our second mission was on March 2, 1945 and we were shot down at the I.P. We all were able to bailout and I landed about 100 feet from a prison camp and it took about 3 minutes to be captured.

Now the reason for writing you. you touched the lives of so many service men and also their families in a time of real need and I'm sure you probably didn't realize the comfort you gave them. My brother Capt. R.J. Craig made a trip to the 385th early in April 1945 to seek information about me. He wrote my family a lengthy report concerning information available at that time telling them how helpful you were and how much time you spent with him to obtain all the facts known at that time. I still have the note you sent him at his base telling him a member of our crew had returned to the base and told you that our crew has all bailed out.

You did this kind of thing so often I'm sure you probably do not remember this one incident but I can assure you our family never forgot what you did.

Many thanks even if it's 54 years in coming.

E.M. Craig

EDITOR'S NOTE: I don't remember - but it's nice to be reminded.

Dear Michael,

It is my pleasure to send to you this certificate which commemorates the membership of the 385th Bomb Group Association at the Bronze Level on our Sustaining Donor Wall in the beautiful General Lewis E. Lyle Rotunda, this membership honors cumulative giving of \$5,000 to \$10,000. The 385th Bomb Group Association has been generous in your support of the Heritage Museum. This generosity has allowed the Museum to move forward on our mission to preserve the stories of the members of the Eighth Air Force and to provide the exhibits and programming necessary to effectively share their history with our visitors.

This certificate is a small token of our appreciation for your support. Please thank the members of the 385th Bomb Group Association for their support. Thank you again for all that you do for the Heritage Museum.

Sincerely,  
Barry M. Buxton, Ph.D.  
President & CEO  
The Mighty Eighth Air Force Heritage Museum



EDITOR'S NOTE: This should have been printed in June with the letter from Tom's granddaughter.

Dear Ed,

When Tom Monroe retired after 28 years with Gaffer & Sather as a Sales Rep. we moved to Carlsbad to be near my ailing brother and his wife, where we've lived for 13 years.

Tom gave both his granddaughters away at their big weddings. I now have 3 great grandchildren. Michelle was ready to have Blaine when she wrote her dedication to her grandfather. She has a 3 year old boy, Tyler. And on June 12, our other granddaughter Lisa Marie, gave me a great granddaughter, Mia.

Tom's real love was in his Air Force days. He and my brother relived their days in the Air Force all the time. Tom was in B-17's and Frank was in B-24's in the Pacific. It was sad for me to see Tom deteriorate with Parkinson's Disease and Diabetes, which made him go blind. But he always got a smile on his face when I read the news from the Hard Life Herald. His hearing was excellent.

Tom was one of a kind; a more than wonderful husband, Father and Grandfather. He will be missed the rest of our lives. No one can take his place. I hope you keep sending me the Hardlife Herald, and I enjoy it as much as Tom. We were married before he entered the Air Force and I went all through those days with him. On Feb. 9 we had been married 57 years. That day he lost his right eye to injuries from a fall. Then he died on Mar. 3rd.

Sincerely,  
Mary Monroe

Dear Ed,

Hope you can use this picture in Hardlife Herald after 55 years I can still get into my summer uniform. Hope the guys don't hate me too much Ha! Ha! My family and me enjoyed our reunion very much I'm hoping our next one is in Albuquerque, NM.

Thanks again for the wonderful job your doing.

Best regards,  
Myron G. Sanchez  
1010 Miramon SW  
Albuquerque, NM 87105



Myron G. Sanchez  
385th BG 549th SQ April 11 -15, 1999

Dear Ed,

Thanks for your nice letter/note re Great Ashfield. Sorry to have missed you. Judy and I were in England for a dedication of a plaque honoring the men missing (and my 3rd Scouting Force) in action from the 3rd Scouts. Had a great time TV, newspapers all that.

Stopped by Great Ashfield and renewed our faith at the Church, didn't go to the remains of the airfield as had seen it several times in the past.

I am enclosing a copy of the history of the 385th BGMA. Sent to me by Win Walls thought it might be of interest to the members. Many of who may not know how it all got started. You probably have a listing of reunions since 1975 when I had the honor of being elected President for 1975-1976. You may wish to add on the reunions since 1975.

Keep up the good work. You are to be congratulated on doing such a fantastic job. We are all proud of you.

Kindest regards,  
Vince Masters

THE FOLLOWING IS A REPRINT FROM THE  
"SOUVENIR OF THE 5TH REUNION OF  
THE 385TH BOMB GROUP"  
ATLANTA, GA APRIL, 1975

Reunions are distinguished from one another by our differing styles of life. They have existed with each of through church, schools, college, and business groups.

However, the idea of a get-together of a bomb group has an entirely different attraction from all other reunions. The 385th was a relatively short-lived group by comparison, less than three years, and friendships had even less time to ripen. The lasting relationships are probably because they

occurred during the most hectic, glamorous, and at times, most tragic and controversial era in history. The 385th was in the middle of that fast moving period of history and a part of the famous Eighth Air Force. The Eighth Air Force was undoubtedly an enviable place to be in what was to become "the greatest show on earth".

The 385th reunion effort, which had no formal beginning, had no planned future. Its very existence could be described as most accidental. Those few fragile friendships have been given a chance of renewal through efforts, which are related here.

Until the mid 1950's, several families exchanged visits periodically, centering around the Cleveland, Ohio area. Among those visiting were Frank Walls, John Nedjedlic, Ruel Weikert, Jim Cooper, Rudy Cunat, Jessie Ashlock (Hardlife), Deb Wagner, Vince Masters, Wally Alownuk, and Bob Lambert. At each visit, more names were mentioned.

In September of 1956, most of these men met. They enjoyed reminiscing so much they decided to organize a reunion so that all the 385th members could participate.

There was no official list of men available. The only way to build a mailing list was by contacts through people we knew.

At that meeting a loose organization was drawn up. Ruel Weikert was appointed president, John Nedjedlic, secretary-treasurer, and Frank Walls was designated to head the host committee.

By May 1957, plans were firmed up to hold a reunion at the Webster Hall Hotel in Pittsburgh, PA. We then had 250 names on our mailing list. More than fifty members attended with about forty wives.

At that reunion, Ruel Weikert was elected president, John Nedjedlic as treasurer, and Frank Walls as secretary. It was decided that we should have another reunion the next year. The Pick Congress Hotel in Chicago was selected as the site for the 1958 reunion with J.K. Highs and others from the mid-west handling the host job.

The 1958 gathering decided on another reunion to be held in New York City on August 5, 6, & 7, 1960. This reunion was hosted by the men of the New York area, headed by Charles Edelstein. The attendance at the second and third reunions was not as great as the first, however sufficient was maintained along with small contributions to keep the effort alive.

For some unknown reason, no firm date was established, and due to the pressure of normal living, no effort was made for a reunion during the next decade.

During the summer of 1970, John Pettinger and his wife, Ronny went to visit Frank Walls and his family, and suggested that since time was marching on at a rapid pace, we should try another reunion. Since there was some money in the treasury, arrangements were made to meet in Cleveland with the other officers the next summer. We set July 22, 1972 for the 4th reunion in Cleveland Ohio. The reunion was finally scheduled to be held in the town where the idea was originally conceived.

There were 138 members and wives in attendance at the reunion. The host committee, headed by Rudy Cunat, Jim Cooper and their wives did a magnificent job of hosting a very successful and interesting reunion.

Ruel Weikert who had served so faithfully as president gave up his job and Frank Walls was appointed to replace him. Jim Cooper remained treasurer, and Rudy Cunat was elected as secretary.

After a lively discussion as to various locations for our next reunion, they settled on Atlanta, GA for early 1975. Charles Smith and his lovely wife were given the job of hosting the 385th's fifth reunion, thirty years after the completion of the job it was organized to do.

EDITOR'S NOTE: Thanks for the interesting history Vince! Here is a list of our Reunions, as far as I can tell.

Early 50's - several in Cleveland  
 1957 - Pittsburgh  
 1958 - Chicago  
 1960 - New York City  
 1972 - Cleveland  
 1975 - Atlanta  
 1977 - Las Vegas  
 1979 - Kansas City  
 1981 - Ft. Walton Beach  
 1983 - Colorado Springs  
 1985 - Los Angeles  
 1987 - Dayton  
 1989 - Fargo  
 1991 - Tulsa  
 1993 - Spokane  
 1995 - Omaha  
 1997 - Tucson  
 1999 - Savannah

Anybody been to all of them? Let your editor know.

Dear Mr. Stern,

My late husband flew 25 missions as a ball turret gunner for the 381st BG. He started in June, '43 and ended in January, '44. The 381st flew out of Ridgewell, England.

Ken put together a video, "Hot Seat on a Bomber". I'll mail a complimentary copy to you. It is still very popular and sells for \$22 which includes S & H.

Many of the men give it to their grandchildren because it describes so accurately the times. The video covers all aspects of training and flying in the B-17. Then Ken describes his personal experience on the first Schweinfurt raid. The last 14 minutes of the video is the official AAF combat film of the Schweinfurt-Regensburg mission on August 17, 1943.

A fellow from the 384th BG wrote, "Your husband's film certainly portrays what we did and it is among the finest I have seen on the subject." Others simply have said that it brings back many memories.

Feel free to use the video as you wish. It is history and was meant to be shared.

Ken also edited a book. *Triumphant We Fly* an anthology of stories told by the men of the 381st. No doubt many men of the 385th shared the same missions. Enclosed is ordering info and the table of contents of the book.

More information can be found on website: [www.381st.org](http://www.381st.org).

Most Sincerely,  
Florice Stone  
12112 Arkley Drive  
Garden Grove, CA 92840-2802  
Ph: (714) 539-6728

EDITOR'S NOTE: It's a terrific video.

**To WORLD WAR II AVIATION ENTHUSIASTS:**

I've taught 5th & 6th graders at the elementary level for 34 years. I wanted to let the children know about the Army Air Corps' part in World War II. I also wanted to perpetuate the memory of the gallant airmen who fought and died in that war.

I developed a slide program about the B-17 and 8th Air Force and presented it to school classes...5th grade through college level. The students have really enjoyed it and have learned much about aerial warfare. I have also shown it to veterans' groups such as the B-17 Combat Crew, The Amer. Aviation Historical Society, the So. Cal, & Arizona Chapters of the 8th AFHS, and at the reunions of the 381st Bomb Group. Since then, I have transferred the

Program to video cassette.

It has been shown recently on local cable television.

The entire program is 48 minutes in length, which makes it ideal for school classes, bomb group reunions, club meetings and for family and friends.

The first part covers all aspects of training and flying in the B-17. It includes my personal experience on the first Schweinfurt mission...August 17, 1943. The last 14 minutes is the official AAF combat film of the Schweinfurt-Regensburg mission.

I was an original member of the 381st Bomb Group, 532nd Sqd. I kept a personal diary of my experiences, which make my video authentic documentary.

**WARBIRDS ON SCREEN**

by Jeff Ethell

**HOT SEAT ON A BOMBER & SCHWEINFURT.** Advances video, 48 minutes.

This is one of the best narrations of its kind I have seen. The second portion is the USAF Story documentary on the Schweinfurt-Regensburg mission of 17 August 1943 when the 8th AF lost 60 bombers. It is very well done with action footage throughout. The entire tape held my attention and was enjoyed by my family - a sure test of entertainment value. For the money this is one of the better World War II historical videos.

A healthy trend in videos is developing - those made by the participants themselves based on their recollections and personal archives. Ken Stone produced this tape based on his experiences as a B-17 ball turret gunner with 381st Bomb Group in England. The first half traces his becoming a gunner, then living combat. Though it is a sense of still photos with narrations it is excellent and very well written. I did not find the lack of motion picture footage distracting at all due to the meaty content of the script and the clarity of the photos.

**VIDEO CASSETTE - HOT SEAT ON A BOMBER MEMORIES**

Fly with Ken Stone as he relates his training and combat experiences as a ball-turret gunner on a B-17 Flying Fortress with the 8th Air Force. Reminisce with him as he describes the battle action on the Schweinfurt mission... August 17, 1943...one of the costliest and bloodiest air battles of World War II.

**SCHWEINFURT**

View official Army Air Force combat action film of the two-pronged attack on the ball-bearing plants at Schweinfurt and the Messerschmidt factories at Regensburg which



Resulted in the loss of 60 B-17 Flying Fortresses and 600 men.

Ken deceased 10-17-94

VIDEO CASSETTE: HOT SEAT ON A BOMBER and SCHWEINFURT

Send Check or money order to: Florice Stone  
12112 Arkley Dr.  
Garden Grove, CA 92840

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State, Zip \_\_\_\_\_

Bomb Group or Organization? \_\_\_\_\_

\$20.00 + \$2.00 S & H

Calif. Res. Add \$1.45 Sales Tax.

Mrs. Christine P. Armes  
5 Primrose Court  
Primrose Crescent  
Thorpe St. Andrew  
Norwich  
Norfolk NR70SF  
England

Dear Mr. Pettenger,

Hi! From Jolly Ole England. Trust all is well with you all coming along okay here, weather could be better still waiting for some real warm summer weather - hope yours is better!

I am trying to trace two ex 385th BG Veterans for a family here in Norfolk who befriended them when they were stationed here in W.W.II.

Apparently for many years they were in touch with them, then sadly contact was lost.

May I ask you to please check your member roster for me to see if you have their names listed which are: Al Steiner from New York and Alex Fisher. If you have them, could you please forward their addresses on to me, if they are not listed, would it be possible for you to place in the next issue of the journal that I am trying to make contact with them - giving my address etc. Many, Many thanks.

I will look forward to hearing from you in due course.

With very best wishes,  
Yours Most Sincerely,  
Christine P Armes  
British Correspondent  
2nd Air Division Assn.

EDITOR'S NOTE: Anyone who can help, please write to Mrs. Armes in Norwich.

Dear Ed,

Thanks again for producing Hardlife for so many years. It reconnects me with an important phase of my life.

I refer to Norm Valentine's beautiful "Treble Four" poem about the loss of B.G. Fred Castle, CS of the 4th combat Wg. Norm was BG Castle's driver.

I'm the guy in the poem to whom he said "Sorry Mac", he took me off the mission which I had joined sneakily.

At lunch on the day before the mission I told G. Castle that I had given permission to the CO of one of our 5 groups to go to London. Therefore I was going to place that group in the lead when the battle order arrived that evening. He thought that was fine.

Everyone in the hdqtrs knew of my dissatisfaction for not being a combat leader for which I had returned for a 2nd tour. I should digress here to explain. I was Dep. CO of the 385th when I completed 25 missions. I had experience from leading our group on 23 of those missions. I volunteered for a 2nd tour so that I could help hit more targets and perhaps, thru my experiences, save the lives of some crew members.

When I returned from my states side vacation I was to be the CO of our group. My return was delayed a bit. Nothing for me at 385th so I was "promoted" to the Chief of staff of the 4th Combat Wing - under Gen. Castle.

Now back to my dissatisfaction. 3 of the 5 groups CO's were new and wanted to lead their groups - I couldn't say no and I believe I had only flown 3 mission when I cooked up this opportunity.

When Castle came in to see the battle order my people didn't say we were leading the 8th AF (they were protecting my opportunity). Castle left and then returned to ask our position. He then was told and he said to me, "I'm sorry Mac". I argued with him. He wanted me to be the deputy leader in the #2 spot on the lead sqdn. I objected sitting dumbly there for 8 hours. I finally settled being the deputy leader but from

The 2nd group, (about a minute behind his group).

From his position I saw about 40 fighters approaching from the East. At the same time Castle's #3 began smoking. I called & he said he was aborting. Just about the time he flew West under my wing the fighters arrived. They attacked his loosened formation and I saw about 6 or 7 blow up.

We led the rest of the way, bombing results were good. Fighters non-existent and minimum flak. A day or two later we sent a search party and found the wreck (in Belgium I think). I think that was my last mission because all the CO's and Deputies were anxious, (understandably) to get their combat experiences.

After being rather useless for the next 3 or 4 months. I had the points to go home and I did.

Ed, someone was looking out for me. Gen. Wilson was the 4th CW CO and when the 8th tried to bomb Berlin - for the first time - he decided to do so as Combat Leader of the 385th - (I was the GP. Ops. Officer then).

We briefed once - they flew - weather too much they aborted. We briefed again - same thing - had to abort. Wilson was at briefing. Again we briefed - Wilson doesn't show. I tell my driver to get my stuff - he does & I put it on and climb into the lead aircraft with Dentoni & Crafty (351st Bombardier & 348th Navigator respectively). - two of our great skills. Just about to start the engine time when Wilson drives up in British Humber said I've had two briefings - I don't need a third!!

A/C shot down at I.P. All were lost.

P.S. Whoever wrote, "Surviving a mid air collision over Germany" wrote a great accurate story. Well Written

Col. James G. McDonald  
950 Mandalay Beach Road  
Oxnard, California 93035

Dear Ed,

It was nice meeting you at Savannah last April. You said you were going to include my story in our "Hardlife Herald".

## WWII memory perfectly clear

**Prisoner of war Hal  
Goetsch recounts capture,  
release in Germany.**

Neighborhood Trib, Page C1



# BEHIND ENEMY LINES

Local veteran Hal Goetsch has quite a story to tell of his days as a prisoner of war during World War II



Harold "Hal" Goetsch was inducted into the Air Corps in January 1943. He was one of the first crop of 18-year-olds drafted out of his county in Wisconsin. He became a tall gunner with a B-17 crew based in England flying missions over Germany during World War II.



Pilot Hyrum G. Keeler, tall gunner Hal Goetsch and co-pilot Edgar A. Denton are the three surviving members of their B-17 crew shot down over Germany Nov. 2, 1944.

By Jan Jonas  
TRIBUNE REPORTER

These days Hal Goetsch laughs about his days as a prisoner of war in Germany after bailing out of his B-17 on Nov. 2, 1944. He likes to tell the story.

Goetsch was a member of the Eighth Air Force, Third Division, 385th Bomb Group stationed in England during World War II.

The Eighth Air Force Historical Society's New Mexico Chapter and other chapters around the country celebrate "Mighty Eighth Air Force Week" each Oct. 8-14.

In that seven-day period in 1943, the Eighth Air Force lost more than 100 heavy bombers to enemy action over Europe.

Each year in early October, the group plans events to celebrate the bomber force of more than 350,000, which was the largest military unit in World War II. New Mexico's group had a banquet in late September.

Being part of the Eighth Air Force, Goetsch, the 20-year-old tail gunner from Wisconsin, had an adventure he didn't plan.

On his crew's 18th mission and third flight to Merseberg, Germany, the plane was disabled by flak from anti-aircraft guns near the city's synthetic-oil manufacturing targets.

After losing one engine, pilot Hyrum G. Keeler broke from formation, dropped the plane's bombs and headed for the prescribed flight pattern out of Germany.

About three or four hours from England, the plane had only one engine left. The crew began to toss out all heavy non-essential items. Within minutes, that included the crew members.

Hal Goetsch was positioned in the back of the plane with the engineer and assistant radio man.

Goetsch tells the story of his jump from the plane, capture and release as a prisoner of war.

It was still daylight when the crew bailed out. Goetsch remembers hearing church bells in the rural area in northeast Germany.

He landed near a dense "Christmas tree orchard" near a small hill of hardwood trees.

"I landed in what I call a fire lane on the soft ground near the Christmas trees," Goetsch said. "There was a German

very close. I couldn't see him and he couldn't see me." He did, though, hear Goetsch tumble to the ground.

"My parents were first-generation German," Goetsch said. "It was customary in those days if the parents didn't want you to know what was going on, they would use their German."

"He said, 'Hans?'" very loud and very gutturally.

"I said, 'Yah.'"

The German moved on. •

"I could see the sun low and I started running west tail-over-teakettle down this fire lane," Goetsch said.

On his left were the other two crew members who jumped with him. They joined up and stayed in the hardwood trees that night. In the morning they walked until they found a bam with hay and some machinery in it.

"We were comparatively safe, so we slept," Goetsch said.

For three nights, the trio moved from one bam to another, sleeping during the day.

"On the fourth day in late afternoon," Goetsch said, "we saw grandparents and a little girl in a garden harvesting some sort of vine. All of a sudden the bam door opened and this little girl came in and ran up the ladder with some of this vine in her hands. We weren't able to get deep into the hay but we covered ourselves. All three of us were in kind of a row."

"She hung the vine at the apex of the bam. On her way down, she stepped on the engineer's hand... She screamed all the way down and through the bam, and back into the garden."

Please see ENEMY/C6

## ENEMY *from C1*

The three men jumped out of the loft and ran across the flat land until they found a ditch where they sought cover.

"While we were in this ditch," Goetsch said, "a farmer drove a whole herd of cattle past us... He didn't look left or right. There were probably 40 or 50 cows going past us and we were in this ditch laying flat on our bellies."

"Shortly after that two police with those spiked helmets rode by on little putt-putts. They are racing to the scene of the crime. They don't see us either."

The crew members stayed in the ditch until nightfall.

"That night it was pitch dark, there was no moon whatsoever," Goetsch said. "The English were bombing the crap out of northern Germany, but we were miles and miles from it. The sky was just red with it."

"All of a sudden we heard, 'Halt.' We couldn't see anyone. So we just lay down. There was this burst of red. It was a shotgun."

"The engineer said, 'I'm hit.' Almost immediately we heard a rifle shot and saw the burst. We were laying on the ground. I said in German: 'We're coming. We're Americans. We don't have guns and our hands are up.'"

Two farmers captured the American trio. When Goetsch returned home after the war, his father corrected his German. Even if it was badly pronounced, the German words Goetsch spoke had

saved their lives.

The following morning, the group was moved.

"They marched us up this cow lane behind us and we had our hands up. I knew we weren't that far away from Holland and I thought it's worth a try, so I said, 'Where are we?'"

"The guy with the rifle stuck it in my back and said, 'Deutschland.'"

"That settled it as to where we were." Goetsch and his companions were later taken to a small town called Nu- enkirchen, which means "new church."

"There were a few little kids that came out and said bad things about us," Goetsch said. "They didn't have any guns fortunately."

"There was a German fighter base just a few miles outside this town where they took us to the mess hall."

"The chef had one of these big high white hats on. He said, 'For you, the war is over.'"

"I was going to say, 'For you its going to be over very soon too.'"

But Goetsch thought better of his comment.

Later in the evening the prisoners were taken to a camp near Frankfurt. Dulag Luft was the central interrogation center for all captured Allied air prisoners.

"The guy who interrogated me was pretty jovial and spoke pretty good English," Goetsch said. "He was from Milwaukee and had come back to Germany in 1939."

"He pulled out his wallet with his

family picture in Milwaukee."

It seemed odd to Goetsch because he was also from Wisconsin, but he didn't share that information.

"All I did was give him my name, rank and serial number," Goetsch said.

The next day Goetsch was rousted and put on a train bound for Stalag Luft IV, a camp for air prisoners in northeast Germany. It turned out the camp was near where Goetsch's ancestors lived in northeast Germany. Both sides of his family emigrated from that area.

Insufficient food was a problem in the camp.

"My normal weight was 185," Goetsch said. "When I came out it was 140. Food was critical. We didn't have much."

Later the camp was evacuated to a train of boxcars. They were jammed together like sardines. It was February. Goetsch remembers because he celebrated his 21st birthday in a boxcar.

It took a week to get to the next camp, Stalag Luft I, on the Baltic north of Berlin. It was a difficult trip.

"We were in constant danger from our own Allied aircraft on the trip," Goetsch said. "We didn't have any food by this time. Our Red Cross parcels weren't getting through from Sweden or Denmark. The ones that did were confiscated."

The camp was under Russian control as a result of the Yalta agreement dividing Germany into four sectors — American, English, French and Russian. The camp was near a resurfaced

runway big enough for American planes to land.

"The first guy that showed up (to liberate us) was a drunken Russian, in a dirty uniform with a machine gun strapped over his shoulder. He was pointing to his wrist and he had a jug of vodka out. He wanted to trade the vodka for a wristwatch."

"Then a truck showed up full of Russians. They had a bunch of black arm-bands (for us to wear) because Roosevelt had died. Later a ballet team showed up. I don't know where they found a couple of cows, but they had a big barbecue and put on a show for us."

"The Russians wouldn't let the (American) planes come in to get us. Their orders were to take us back through Russia to the Black Sea."

"I'm convinced the Russians wanted to keep us until they needed to trade for something. Our colonel negotiated with them and they finally let our planes in to take us out. When we were liberated, 'Don't Fence Me In' was popular on the Hit Parade."

After returning to the United States, Goetsch married, had two daughters and settled near Chicago where he became a marketing consultant. His wife died of cancer in 1986.

He moved to Albuquerque in 1987 where he met and married Suzanne, his second wife. They've been married 10 years.

He is president of New Mexico Chapter of the Eighth Air Force Historical Society.

Dewayne Bennett  
Squawkin' Chicken Skipper  
161 E. Palmas Place  
Tucson, AZ 85706

Dear Ed,

Over the years I've met you several times at the 390th Memorial Museum here in Tucson, and have been privileged to read your newsletter every month. I have also had the great pleasure to work with a 385th member here at the 390th Memorial Museum for several years. His name is Kenneth Laffoon, but he is better known among the 385th members as "Sleepy" Laffoon. Ken is a valued friend even though he did shoot down the entire Luftwaffe all by himself.

My reason for writing is to thank you for mentioning my name, Les Jackson and Bob Kelly in your recent edition. You printed two letters from Deb Zink who thanked us for helping her find her Father's pilot. She wrote you originally asking for information on her Dad's pilot, and my friend Les Jackson saw the inquiry, and we took it from there. It worked even though Jim Kelly, the pilot, was dying when Deb Zink got hold of him.

Thank you again Ed, and keep up the good work,

Sincerely  
Dewayne Bennett

EDITOR'S NOTE: Ken Laffoon's fame has spread far and wide.

Dear Ed,

On June 14, 1999 "Flag Day" the members of the Massachusetts Chapter of the 8th Air Force historical Society and invited dignitaries were present at the dedication of a Plaque honoring all Massachusetts veterans of the Air Forces.

Invited were Governor of Massachusetts Aergo Cellucci, Mayor of Boston Thomas Menino, State Treasurer Shannon O'Brien, District Representatives, Superintendent of State Buildings Dennis Smith, Assistant to the Commissioner of Veteran Services John F White and Art Collections Manager Susan Greendyke Lachevre.

Pictured at the unveiling in the foreground the Representatives standing left to right Shannon O'Brien, John F. White, Dennis Smith, Susan Greendyke Lachevre and President Albert E. Audette.

Two busses were chartered leaving Hanscom Air Base at 11:00 AM for members to attend the ceremony at the Boston State House. A collation was served at noon and the dedication held at 1:00 PM. The Rotunda was filled to

Capacity and a copy of the Plaque was made available as a souvenir.

The ceremony lasted one hour and we were returned to Hanscom Air Base.

Albert E. Audette  
Mass. Chapter Pres.  
385th BG - 548 Sqdn.

279 Washington St.  
Woburn, Massachusetts 01801

EDITOR'S NOTE: The Albuquerque Reunion is already well-in-hand. Get it on your calendar.

WELCOME TO THE "LAND OF ENCHANTMENT"!

Albuquerque welcomes you to the 385th BG Reunion, April 3-8, 2001!

President Tom Newton and Hal Goetsch, local host, are planning to make this event a well-organized, memorable visit for everyone. In August, Tom spent three days with Hal and other local contacts visiting the Doubletree Hotel, scheduling tours and checking our special events that are part of the program.

The following is a tentative schedule of registration, tours and evening programs:

**Tuesday, April 3rd** Early Bird Registration from 1-5 pm  
Optional day to explore Albuquerque or visit historical Old Town.  
Hospitality Suites will be open in the afternoon.

**Wednesday, April 4th** Registration from 1- 5 pm  
Optional day to explore Albuquerque.  
Hospitality Suites will be open in the afternoon.  
Dinner and entertainment at the Wool Warehouse from 6-9 pm.

**Thursday, April 5th** Guided bus tour of Kirtland Air Base with a visit to the National Atomic Museum and theatre.  
Group luncheon at the Officer's Club. Tour and luncheon will be from 9-4 pm.  
Hospitality Suites will be open in the afternoon.  
Busses will bring is to "Los Amigos Roundup" for a western barbecue dinner and entertainment. This will be from 6-9 pm.

**Friday, April 6th**

Choice of tours: 9-4 pm  
Albuquerque Art Museum, Natural  
History Museum with Dynamax  
Theatre, lunch and Indian Pueblo  
Cultural Center and museum.

or

Albuquerque Aquarium, Rio  
Grande Botanical Garden, lunch  
and Albuquerque Zoo.  
Hospitality Suites will be open in  
the afternoon and early evening  
with dinner on your own.

**Saturday, April 7th**

Men's buffet breakfast and busi-  
ness meeting at the Doubletree  
Hotel from 7-10 am.  
Squadron Meetings are from  
10:30-12:30.  
Women's breakfast and meeting  
from 9-11 am.  
Open afternoon.  
Hospitality Suites open in the  
afternoon.  
Main Banquet from 6-10 pm at the  
Wool Warehouse.

**Sunday, April 8th**

Memorial Breakfast and business  
meeting from 7-10 am.

Post convention bus tour of  
historical town of Madrid (located  
on the east side of the Sandias)  
and guided tour of Santa Fe.  
Departure from the Doubletree at  
10:30 am.

**Monday, April 9th**

Checkout

Information about the tours will follow in future issues of  
your "Hard Times Herald". This is just a preview of coming  
attractions!!!! Stay tuned.

Dear Ed,

I was interested in the letter from Charlotte For Harrington  
that was in the February Newsletter. Emory Ford was a  
member of the 385th, 548th Sq. and a good friend of mine.  
We spent 2 years together in England.

My wife and I attended reunions with Charlotte and Emory  
and kept in contact with her until she moved to Florida. I  
would appreciate it if you would send me her present ad-  
dress in Delaware so we can contact her.

Keep up the good work. I was especially pleased to read  
Mary Girson's letter on the ground crews in the last issue. It  
was long overdue.

Regards,  
Forbes L. Tenbrook  
107 S. Lackawanna St.  
Wayland, NY 14572

Dear Ed,

I know of two books dealing with the 385th: Varnedoe's ex-  
cellent volume and one outstanding 1st person hard cover  
volume. If there are others concerned directly with the  
385th, Great Ashfield, etc. I would like to know about them.  
My name and address are in the directory. We have a new  
friend of our Bomb Group who is determined to write a book  
about the 385th; it will probably be a part of his thesis for  
his Ph.D. He is Michael Campbell, currently an inspector of  
chemical weapons for an international organization, working  
and living in Europe. Johan de Witlaan 32, 2717 JR. the  
Hague, the Netherlands. I met with Michael recently and  
think he can do a fine job for us. He could not come to our  
reunion, but I urged him to visit Great Ashfield and meet the  
Great Brits there, especially get in touch with Ian and Ray  
Bowden. Michael will be glad to hear from you. This morn-  
ing (April 14) at our reunion in Savannah - a Great Reun-  
ion - we heard a 1st person talk by Fain Pool about Mission  
Aphrodite. This and your stories will be important to Mi-  
chael. And at last I got to meet Ed Stern! Your contributions  
are so important to the senses of the 385th. Thank you a  
million.

Jim Dacey.

Dear Ed,

Thank you for your letter of July 2, 1999. Your trip around  
Great Ashfield is similar to the one Marian and I took a  
number of years ago. In all candor, the field as it appears  
now brought back no memories at all of the field as I knew  
it. I did pick up a half-dozen reinforcing rods from the dete-  
riorating hardstands and gave one to each of my surviving  
crew members. Each one in truth needs a certificate of at-  
testation from the Lord Chief Justice of England before any-  
one will believe that they actually came from the airfields. I  
have mine in a drawer, wonder why I'm keeping it.

Very Truly Yours,  
Michael Gallagher

Dear Mr. Stern,

Greetings! I had the privilege of attending the last reunion of the 385th BG in Savannah, GA., and had a wonderful time. As an "outsider" I was especially grateful for the warmth and hospitality shown to me by all I met.

I want to thank all of you men and women for the sacrifices you made during and after the war. You laid your future and dreams on the line for the sake of freedom not only for yourselves, but for your children and even for the whole world.

You opened the way for my family and me to move to Germany, where we served as missionaries from 1981-92. It was your courage which allowed us, a generation later, to take the message of salvation's and God's love into the very streets of Munich which has been laid waste by American and British bombs.

Three of our children, who were born in Europe, were attended for a number of years by an older pediatrician, Dr. Walter Eichelseder. He was a caring man who enjoyed speaking English with us and charged us very little for his office visits. One day we asked him what the reason was for this. He told us that even though he has served in the German Navy during W.W.II, he was profoundly grateful for the American who has defeated the Nazi regime. His was of showing that gratitude was by charging a minimum to American whom he treated.

It was an honor and an inspiration for me to be in the presence of such heroes, of who we sing,

"O beautiful, for heroes proved  
In liberating strife  
Who more than self their country loved,  
And mercy more than life!"

Thank you again for your service, It will not be forgotten!

Sincerely,  
Fred W. Poston

Dear Mr. Stern,

I noted in the June 1999 issue of the Hard Life Herald that a tour of England, Normandy, France and Luxembourg is being considered for next year (2000).

I am interested in this, and will appreciate you forwarding my letter to the appropriate person.

The reunion in Savannah was outstanding. Joanne and I enjoyed it enormously.

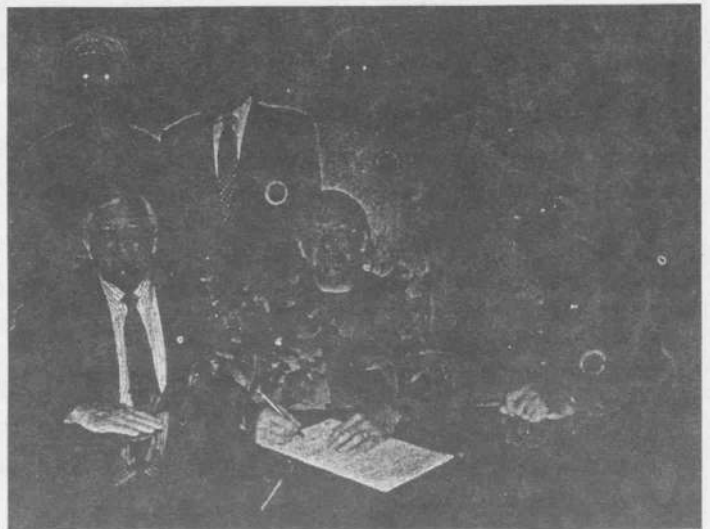
And I learned a great deal. I look forward to hearing more

about the proposed tour.

With best wishes, and kindest personal regards, I am.

Yours very truly,  
John S. Pickett, Jr.

## Mighty 8th Air Force Week



Col. Gary Dills (center), commander of the 377th Air Base Wing, signs a proclamation declaring Oct. 8-14 Mighty 8th Air Force Week. The unit's historical society holds those seven days sacred because it was during that week in 1943 that the 8th AF lost 100 bombers to the enemy over Europe. With Colonel Dills in the photo are board members of the 8th AF Historical Society. Front row (left to right) are Larry Stebleton, past president, Colonel Dills and Hal Goetsch, president. In the back row (left to right) are Billy Richardson, Bob Vickers, Ed Kastenak, Carl Albright and Myron Sanchez. The 8th AF was the largest military unit in World War II and the largest bomber force in history.

U.S. Air Force photo by Airman April Kujawski

### **Profile of Marvin Tipp**

Marvin was born in Chicago, moved to Seattle in 1929, graduated from the University of Washington in 1938, and attended Art Center School of Photography in 1939. He opened a commercial photo studio in Seattle, and ran it until June of 1941, when he joined the U.S. Army Air Corps as a cadet. He went through Lowry Field Photo School, was assigned as a Photo Lab Commander at Gray Field, Washington.

Marvin was commissioned in December 1941, transferred to a Bomber group in 1942, and sent to Photo Interpreters School (S-2 Training). He transferred to 385<sup>th</sup> B.G. in 1943 as Assistant Group S-2. Duties included briefing crews on targets and working with lead bombardiers and navigators on target identification.

Photographic background was used in developing target identification techniques that became S.O.P. throughout the 3<sup>rd</sup> Air Division. (One idea enabled the lead bombardier to run over tomorrow's target in the bomb trainer, using a 4"x5" slide in the bomb-trainer projector.)

Marvin was transferred to the 333<sup>rd</sup> Squadron (Pathfinder Squadron) of the 94<sup>th</sup> B.G. in April of 1944. His duties were to prepare material and brief lead crews, using the newly developed air-to-ground radar (the Mickey set). Lead crews from the Pathfinder Squadron of the 94<sup>th</sup> B.G. led radar missions for all groups of the 3<sup>rd</sup> Air Division until the end of the war.

After the war, Marvin went into merchandising. His business experience included being merchandise manager for a large chain, and then becoming a diamond buyer and Vice President for Merchandising for the largest wholesale jeweler in the United States.

Marvin retired in 1984, and has spent the last 15 years doing photography. He has had numerous exhibits in art galleries, art museums, banks, and other locations.

Hobbies have included riding horses, boating, fishing, and of course, photography.

Marvin now lives in Bellevue, Washington, has been married to Betty for 57-1/2 years, has five grandchildren, and three great-grandchildren.

I've been asked to introduce myself as the secretary of the 385th BGMA.

Surprisingly (to me) I just turned 80 and I'm very grateful as there were days that should have been my last - as many of you can attest to.

I joined the Army in February of 1941 and was assigned to the 118th Combat Engineers, stationed at Fort Lewis, Washington. After the Pearl Harbor Attack I was put to work stringing barbed wire along the Washington State coastline (not my idea of service), so I applied and was accepted into the Aviation Cadet Training program and received my wings as a pilot at Victorville, California, and began transition training in B-17's at Ephrata, Washington. Our crew joined the 385th in Spokane, Washington in 1943, trained at Glasgow, Montana. Then on to England in our ship the "Hesitatin' Hussy" which was later replaced by the "Hustlin' Hussy". Got through 25 missions and came back to the U.S.A, in January, 1944.

The last two years of service were with the Air Transport Command (ATC), delivering various aircraft domestically and to overseas bases and later transporting terminally wounded South Pacific theater servicemen to Army hospitals nearest their homes.

I was invited to join the Military Air Transport Service (MATS) flying from Detroit, Michigan to Newark, New Jersey. Later transferred to Stockton, California flying a run via Los Angeles (Mines Field) to Albuquerque, New Mexico. The planes I flew on these trips were C-47's.

After the war I returned to my work as a building construction contractor. I'm still working part-time in retirement and donating my time to our church or helping folks where I can.

My wife Vera and I were married in Glasgow, Montana before I left for England, have raised four daughters and now live as quietly as we can in this busy world and sometimes courageously in learning the complexities of the electronic age. We try to keep up with six lively grandchildren who certainly can teach grandparents a thing or two.

We started attending the reunions in 1983 and have been grateful for the friends we have made and the memories shared.

God bless you all — see you in Albuquerque!

Jerome (Jerry) Mudge

P.S. Members of our family have joined us at the last two reunions (I think to chaperone us) but they thoroughly enjoyed themselves and were impressed by all of you and your wartime memories.



424 Carlo St.  
San Marcos, CA.92069  
Sept.19 1999.

Mr. Ed Stern,  
P.O. Box 9466  
Fargo, ND 58106-3240

Dear Ed,

Our President, Tom Newton, has asked that the officers prepare a brief resume of our experiences over the years. I'll put particular emphasis on my time in the military since that may be of mutual interest to all of us.

Born in the State of Washington, and raised on a dairy farm, I saw little future in rural life. Shortly after High School, I left for California and "greener pastures", which turned out to be a job at Douglas Aircraft Company in Santa Monica. Life in a noisy aircraft factory was a far cry from the quiet life on the farm, but I enjoyed being independent and on my own.

However, by mid-1942, I realized that being drafted was a very real possibility. I tried joining the Naval Aviation Cadet program but without college, they politely declined my offer. Then to the Army Air Corps, where I signed up in August, 1942. After that, preflight at Santa Ana, primary at Santa Maria, washed out, and then fortunately, to Bombardier School at Victorville. This time I was luckier, graduating in November, 1943.

Following that, staging at Pyote, Texas where the B17 crews were formed up. Our crew consisted of Fred Borns, pilot, Ed Lowe, copilot, Bill Skelly, navigator, myself, bombardier, Marion Jindra, engineer, Young, radio, Martin Luoy, ball, Eric Bergeron, waist, and Buell Martin, tail gunner.

From Pyote to Grand Island, Nebraska, where we picked up our new B17. I remember vividly, signing for a B17 Airplane with four Studebaker engines at \$225,000 and a Norden bombsight at \$16,000. All this was occurring to a farm kid having made 85 cents an hour in an aircraft factory. Big time stuff!

We arrived at the 385th in April 1944. The first missions were easy; across the channel. They became increasingly harder as we went deeper into Germany; Schweinfurt comes to mind. The July 12 mission to Munich was memorable since it involved the mid-air collision over Luxembourg. We were flying "Tail End Charlie" in the low squadron when MacDonald and White collided in front of us. It was a tragedy which we'll not forget.

The following day, July 13, again to Munich, proved unlucky for me. I took some flak in my right leg while on the bomb run. Then six weeks in the 65th General near Norwich and back to flying duty. Following that, there was a comic incident after my 30th mission where I ran over a dog while riding a bicycle back from the flight line and broke my wrist. Three weeks as Officer of the Day and then back to finishing up my missions. These were deep into Germany, Hannover being the thirty fifth. Glad that was over! Fighters were scarce, but flak was heavy.

I returned to the states in November, 1944 and then to various continuation training programs until November 1945, when I left active duty but stayed in the Reserve.

Virginia and I were married that year. We have one son, Tom, and one grandson, Tod. Then on to the University of Southern California, graduating in 1951. Fortunately, the post war recession had eased and I quickly found a job with Union Oil Company in Los Angeles.

However, three weeks into my new job, I received orders to report to Randolph Field, Texas for B50 bombardier training. After four days on active duty, the criteria changed and I was given the choice of staying in or getting out. I chose the latter. Whether the criteria changed because the situation in Korea was improving or whether B50's were getting knocked down like flies, I'll never know. Little bit of luck there, I think.

Back at Unocal, I progressed slowly and somewhat modestly. My last position was that of Coordinator for the production and distribution of tires, batteries and accessories for the eleven Western states. It involved considerable travel and was altogether a satisfying career.

After retirement we moved to San Marcos in the North San Diego County area. It is advertised as being the "best climate in the world" and that may be true. Our house is in the flight path to the Palomar Airport and with all the airplanes about, I began to think about flying an airplane again. The upshot was that I soloed at 76 (after many hours I might add). Not many things are exhilarating at that advanced age but I can state that flying an airplane certainly is.

One more thing and then I'll close. As is Tom Newton, I am interested in antique cars and motorcycles. I still have a 1930 Model A Ford Sport Coupe which I drive regularly. I have owned and restored Indian motorcycles from the 30's and 40's as well as Model A's.

More recently I have become interested in building model internal combustion engines in my hobby shop. They range from one to four cylinders and they all function.

In conclusion, we all recognize that it will be a challenge to keep the 385th Bombardment Group Memorial Association viable in the coming years. I for one hope to do my part in contributing to this goal.

Sincerely,

*Maurice Nysether*  
Maurice (Maurie) Nysether  
424 Carlo St.  
San Marcos, CA 92069

cc Tom Newton.

Dear Ed,

I was assigned to the 385th Oct. '43-May '44 28 missions as a tail gunner. Made T/Sgt in April 44, returned to the States, flew OQ drone planes at Pyote, Texas. Mustered out Oct. 45. Stayed in the reserves. Recalled May '51 stayed in, made a career out of it. 22 years flew drones for gunnery all over the states for 8 years. Missile sqds. Germany, in charge missile school Lowry for 6 years and comm. Sqd. At Vandenberg until retirement.

That's about it and thanks.  
Gren

Dear Ed,

I have enclosed pictures and an article I would like reprinted in our new paper. This has done in memoriam for our pilot, "Capt. Leonard Swedlund", who passed away last November 5th also for "Star dust".

Sincerely,  
Grendell Hawes

# Vet builds replica of his B-17

**■ 50-YEAR DREAM:**  
Gren Hawes of Olympia says the one-tenth scale model is identical to the plane he flew in.

By N. Lamm  
For The Olympian

TUMWATER — World War II veteran Gren Hawes has finally fulfilled a dream he's held for more than 50 years — creating an exact replica of the B-17 bomber he flew in during the war.

Hawes, 77, was the tail gunner for the plane, which his crew named "Star Dust" after the Hoagy Carmichael tune.

"All the markings, colorings and names on the plane are identical to the one I flew in during the war," the Olympia resident said. "I've wanted to (build this model) all my life."

The radio-controlled model is built at one-tenth scale. It weighs 29 pounds, and has a wingspan of 104 inches.

The kit that the model was built from, which Hawes said amounted to a "big pile of wood," was originally purchased from a British company called Aerotech International for \$330.

The finished product took a year's worth of labor and a lot more money. Hawes says he won't disclose the amount for fear of his wife's wrath.

Merlin Tupper of Aberdeen did most of the actual building of the model, and Hawes' brother Bob did the detailing.

Hawes provided the inspiration, money and information.

Hawes flew 14 missions with the Stardust during 1943 and 1944 as part of the 551st Squadron of the 385th Bomber Group in England.

On the 14th mission, a bombing mission over occupied France, the Stardust was hit by German fire, knocking out two of its four engines. The crew managed to make it back to England on two engines, where they crash-landed in a field.

Only one person was injured.

"Oh my God, was it scary," Hawes said. "We had to throw everything overboard to lighten the load. When we landed, we hit the field at 110 mph, and we started flying again because the field had a hump in it."

"When we were in the air again, the plane stalled, and we ran right into a concrete pillbox about the



Carl Cook/For The Olympian

**PROUD HISTORY:** Gren Hawes' one-tenth scale model of Star Dust, the B-17 bomber in which I flew 14 missions over Europe during World War II, is authentic down to the pictures of his old crew mates peering out of their assigned positions behind the windows. Hawes is in the top row, second from the left, in the crew photo (below).



size of the Capitol Dome. That stopped us all right."

Hawes retired from the Air Force in 1969 with the rank of chief master sergeant.

Every year, the remaining 750 members of the 385th Bomber Group get together to talk about old times. The bomber group orig-

inally had 3,500 members. Hawes is the only surviving member of the Star Dust crew.

Hawes' model will be on display at Hawes' IXimwater store, Southgate Hobby, until Feb. 6. On Feb. 6 and 7, he will take it to a hobby convention in Puyallup, where people from around the country

## AT A GLANCE

### Where to see it

Gren Hawes' one-tenth scale model of Star Dust, the B-17 he flew during World War II, will be on display until Feb. 6 at Southgate Hobby in the Southgate Shopping Center, 5109-F Capitol Way, Tumwater.

will come to show their model planes, trains, boats and cars.

So far, the mini-Star Dust has been flown only once. Hawes says it was a little tail-heavy and hard to control, but that's all been fixed. He doesn't plan to fly it again before taking it to Puyallup.

"When you're trying to produce a scale model, it's hard to get the weight and balance perfect. The thing has a wingspan of over 8 feet — that's a lot to work with," Lamm said. "It'll fly good next time, but don't want to take a chance before the show."

N Lamm is a correspondent for The Olympian



## "STARDUST" - MODEL

AEROTECH International Kit (England)  
Purchased through "DARE" Cumberland, Maryland

Wing Spread: 104"  
Length: 69"  
Weight: 29 lbs  
Engines: 4 - OS FP 40  
Total Horse Power: 4

JR Radio System - 5 Channel - Eleven Servoes

Built by: Merlin Tupper  
Art Work by: Robert Hawes

Pilot: Gren Hawes

THURSTON COUNTY MINITURE AIRCRAFT ASSOCIATION

"THE BLACK BARONS"

# WOTOKY OF STARDUST

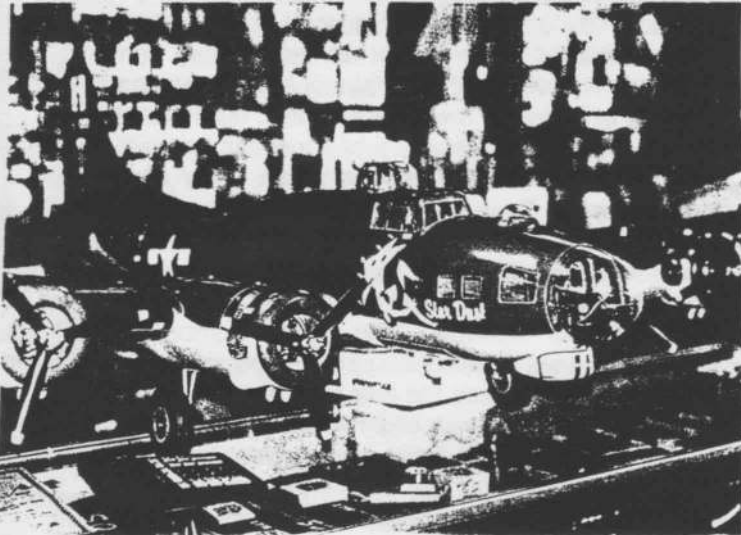
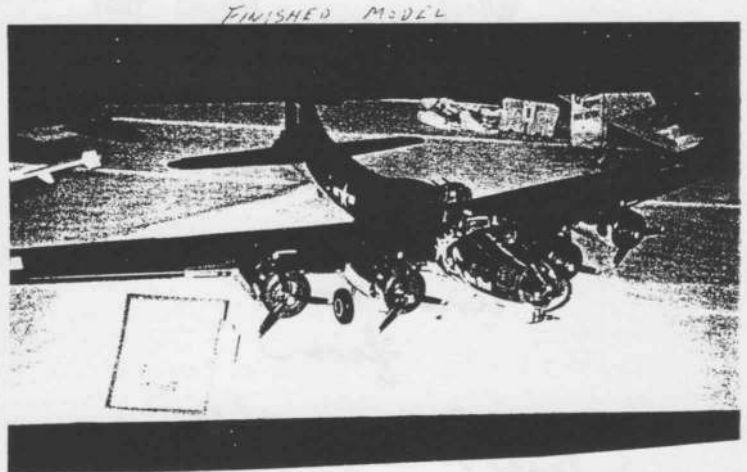
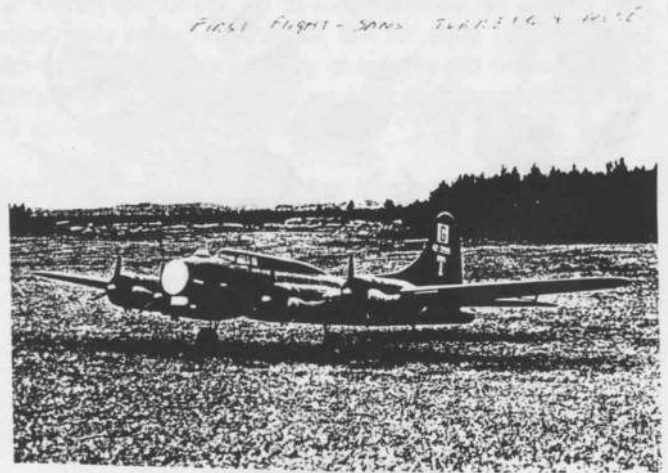
## B-17F 42-39901

uilt by:	Vega (Lockheed)	Top Speed:	302 mph
ing Spread:	103' 93/8"	Cruise Speed:	160 mph
ngth:	74' 8.9"	Maximum Range:	3,750 miles
ignics:	Wright R-1820-97 1 000HP	Service Ceiling:	35,000 ft
eight Empty:	36,134 lbs	Armament:	11-50 cal
ross Weight:	38,200 lbs	Number built:	2,250

Total Built 12,731

### THE MISSIONS AND CREW MEMBERS OF STARDUST

	Accepted A/C		December 1, 1943
December 11, 1943	Emden 5:45 hrs	Pilot	Captain L. Swedlund
December 13, 1943	Kiel 8:10	Co-Pilot	2 <sup>nd</sup> Lt. G. Guscott
December 20, 1943	Bremen 4:25	Navigator	1 <sup>st</sup> Lt. A. Minkus
December 22, 1943	Munster 7:00	Bombardier	1 <sup>st</sup> Lt. F. Berlmger
December 30, 1943	Ludwigshafen 9:30	Radio Gunner	T/sgt. C. Day
December 31, 1943	Cognac 9:05	Tail Gunner	T/sgt. G. Hawes
<b>January 7, 1944</b>	Ludwigshafen 6:55	Rt. Waist Gunner	S/sgt. C. Thompson
January 11, 1944	Osnobruck 6:30	Lt. Waist Gunner	S/sgt. J. Britenback
January 21, 1944	Noball 5:00	Engineer Gunner	T/sgt. J. Olsen
January 24, 1944	Div. Recall 5:00	Ball Turret Gunner	S/sgt. E. Meyer
January 30, 1944	Brunswick 6:00		
<b>February 5, 1944</b>	<b>Villa Coubiay 6:30</b>		
February 8, 1944	Frankfort 8:00		
February 13, 1944	Noball 3:00 (crashed)		



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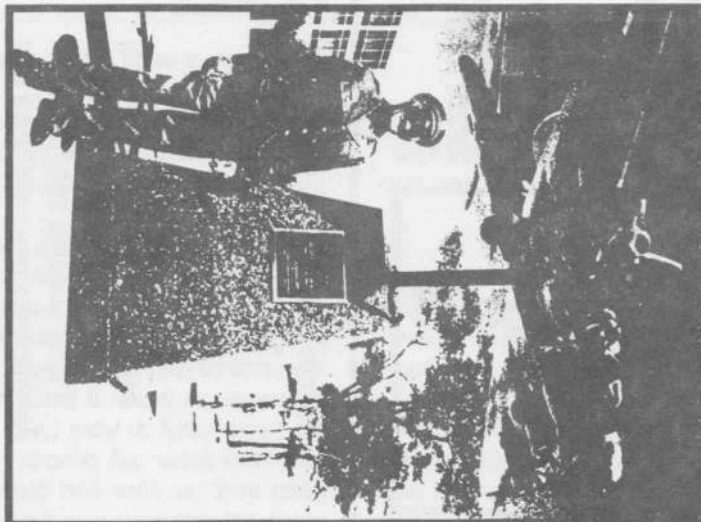
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**December 7, 2001**  
The 60th Anniversary of the  
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Vitli Warm wishes  
for a Wonderful holiday season  
and a joyous new year.

*and love  
from*

*Rose Mary & Helen  
(Creegan) Creegan  
Bisard*

Dear Ed,

More than Helen and I could ever pay, we appreciate receiving the roster of the 385th Bomb Group Memorial Association Nov. 29th.

We combed the entire list for people we knew, or those living near our area.

What a labor of love went into the compiling and printing!

We are proud to be members.

Ruel Weikert

Ruel Weikert was one of the founder's of the 385th Bomb Group Memorial Association. Along with John Pettinger, Bill Nicholls, John Ford and a few other founders. They got together in the late 50's and got us started with reunions.

The first being in Cleveland. We've obviously grown since then to around 1,200 with reunion every 2 years. Quite a legacy he helped start and we all join in on the condolences.

### EUROPEAN TOUR 2000

**RESPONSIBILITY:** The 385th Bombardment Group Memorial Association has no responsibility for any travel conveyance, transport, accommodations or other services and has no responsibility in whole or in part for any delays, delayed departure or arrival, missed carrier connections, loss, death, damage or injury to person or property or accident, mechanical defect, failure or negligence of any nature howsoever caused in connection with the tour titled 385th Bombardment Group Memorial Association Reunion Tour being held June 13, 2000 through June 27, 2000. The tour is arranged by and is the sole responsibility of an independent contractor, Arena Holidays Limited, also known as Arena Travel, a specialist tour operator. The 385th Bombardment Group Memorial Association strongly recommend that all persons traveling on the tour read the tour brochure and become familiar with all terms and condition of the tour. It is recommended that each traveler review their medical insurance to make certain they have coverage in foreign countries. It is also recommended that each traveler consider tour insurance covering physical impairments, accidents, emergencies, airline or tour agency inability to provide or complete the services contracted for.

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# December 7, 2001

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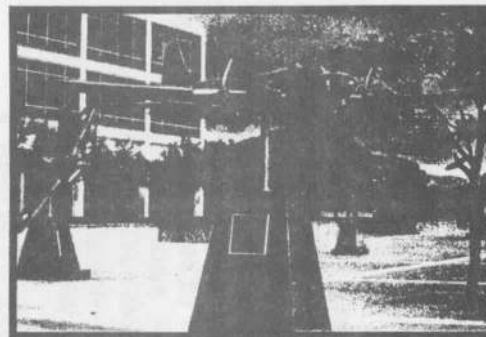
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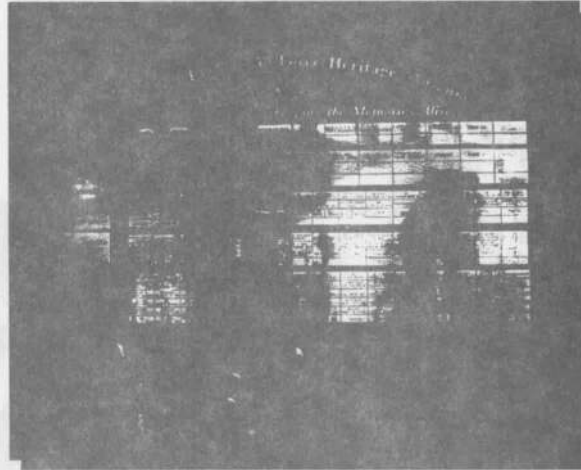
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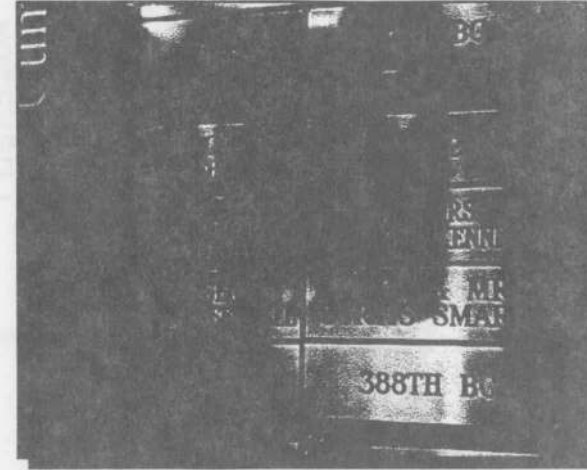


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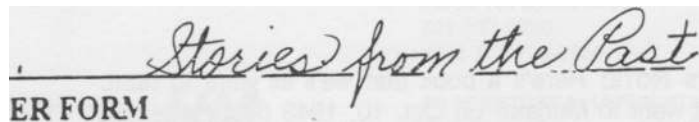
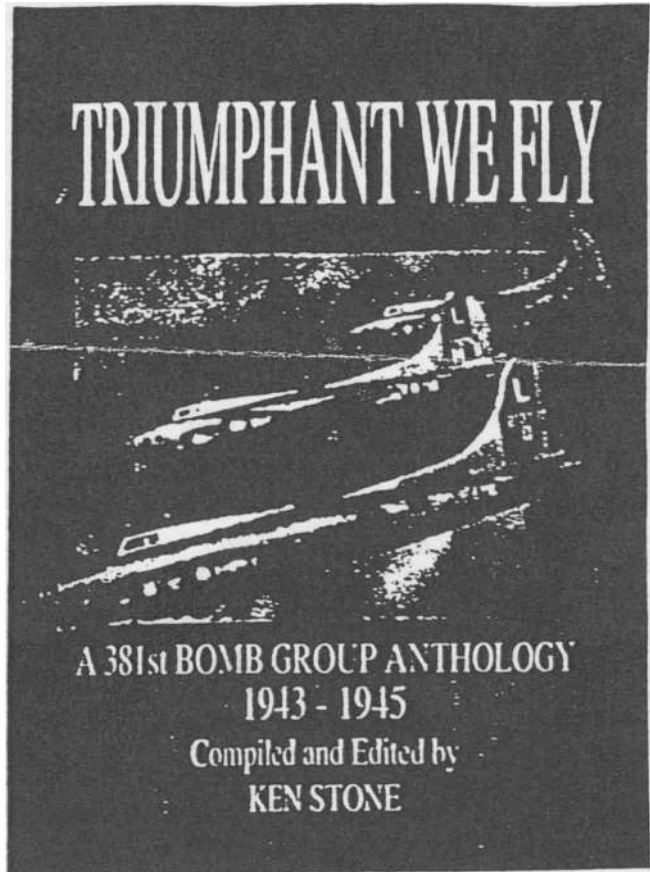
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Excerpt from Speech to 551st SQDN.

By Danny Riva, Original C.O., 14 April 99, Savannah, GA

"We cannot help thinking about our brave comrades who did not survive the war. I'm saddened as I wonder what these young boys could have become - political, military, social, industrial leaders, great scientists, the president of our country. But they never had a chance to grow up and live their dreams. They gave their lives, enabling us to live ours. However, as chaplain Jim Vance stated so eloquently yesterday during the memorial dedication ceremony, 'so long as we live, they too shall live, for they are now part of us',

EDITOR'S NOTE: Here's a book that we'll all want to read. We first went to Munster on Oct. 10, 1943 (lost Pettenger and Whitlow crews) went again Nov. 11th (lost McGowan) then Dec. 22nd.

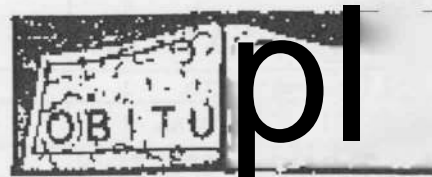
The Munster Raid: Before and After - by Ian Hawkins  
Further updating of text and photographs - 1999; 448 pages, 148 photographs, 9 maps)

"Excellent - this is the way history should be told, without sentiment or distortion - A monumental achievement."

- Len Dieghton, London



Past President Michael Gallagher and Incoming President Tom Newton



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