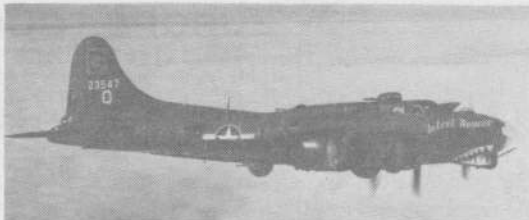


COMBAT UNITS

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



SUPPORT UNITS

424th AIR SVS. GP.
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"The Mighty Eighth Reunion Group"

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION

GREAT ASHFIELD - SUFFOLK, ENGLAND

STATION 155

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1981 HOST

Joy H. Dunlap

NEWSLETTER

Volume VIII, No. 4

15 February 1980

Editor: John C. Ford

INFORMATION ON AUGUST EUROPEAN TOUR

The chance of a lifetime and at a price you cannot touch anywhere else in the travel world, is the way one of our tour participants described our planned trip to England, Belgium, Germany, Denmark and Sweden. And when you add the overnight sailing from Denmark to Harwich, England, we will have traveled by every form of transportation except the railroad.

There have been many changes in politics, finance, fuel costs and, yes, even personal freedom, since the last Newsletter. Gold and silver prices have escalated, descended and again escalated faster than the Piccadilly Circus escalators, but the effect on our pricing has so far been minimal. The £398 price is still firm and our mark-up at the \$2.20 per pound level is within 5¢ per pound at the time of this writing and is going down. The six month forecasts on the cost of the dollar versus the pound still look very good.

Many of our regular travellers are booked and we still have space available for more. We are not bound to the 180 persons and we are so far assured that more than ninety will be travelling. Your friends and relations, neighbors and faraway friends are also welcome to journey with us.

The date of final sign-up is 31 March 1980, for it is necessary to give our travel operators firm figures not later than 10 April 1980. At that time we will probably be able to estimate the increased costs for fuel adjustments. Everyone on the other side of the Big Pond is waiting for our arrival.

Many questions have been asked about air travel, which is the responsibility of the individual participants. If one is crowded for time, the lowest economy fare would be the APEX fare which allows up to six months for a return flight and must be booked at least twenty-one days in advance of the travel date. As an example, from Washington, D.C., the best forecast APEX fare without fuel adjustment costs is \$584.00 plus \$3.00 landing fees. If one has all the time necessary, perhaps the best bet would be Freddie Laker's flights out of New York, which are much cheaper, or you can rely on a stand-by fare with a regularly scheduled airline. However, in August you must allow plenty of time for getting a flight, especially in August. From Washington, the standby price being cited for August is \$426 plus \$3.00 landing tax (sans fuel adjustment). On this roundtrip ticket, one end is open, because your return trip is once again based on space available at the time you wish to return. If one would arrive in London a little early, the best bet for rooms would be with the small hotels like the Limetree House, which is located within one block of the Pan Am Building. Bed and breakfast do not cost an arm and a leg (maybe a foot), but the rooms are clean and comfortable and there are several good restaurants in the nearby area.

At the present moment, if you buy your ticket in advance, the price will remain constant. However, several of the larger airlines are now trying to have an adjustment factor cranked in because they believe large corporations, with known and constant overseas travel requirements, are booking their fares far in advance to save money on anticipated fare increases. You would do well to consult a known and trusted travel agent about your requirements. There are many changes in the winds on air travel costs - most of them on the "up" side.

Get out the November issue of the Newsletter and fill out the application form for the trip. Send it along with the \$100 per person deposit to John Ford. Insure the best time of your life with an early application. Don't forget that September will mark the 40th Anniversary of the Battle of Britain, and there will be many activities taking place in anticipation of that great celebration.

1981 REUNION NEWS

Joy Dunlap

The hotel and site has been selected for the 1981 Reunion. The host team of Ty Winton and Joy Dunlap have reviewed many sites in the Fort Walton Beach, FL, area and have settled on the outstanding facilities at the Sandestin Resort, a well tucked away 440 acre sport resort along a mile and a half of white, silky sand of the Florida Gulf Coast.

The Sheraton Inn and its cottages will be the headquarters of the reunion. For the benefit of those planning to attend, the last weekend in March is available at a slightly cheaper rate. For the much nicer spring weather, the first weekend in May is more desirable, but the summer rates go into effect on 1 April 1981. We would be glad to have those planning to attend to send us a postcard with the most desirable time and on the basis of that voting, we will firm up the contract with the hotel personnel.

For those not familiar with Sandestin, it is east of Fort Walton Beach (not too far distant), and west of Panama City. It lies along Route 98. It is also surrounded by the crystal clear waters of Choctawhatchee Bay, in a climate that glows in the warmth of the Gulf Stream. You have your choice of a hotel room or 2, 3, or 4 bedroom cottages where groups can get together for a real bash.

In the daytime it is a playground for all seasons and for many reasons. Like boating. Or would you prefer sailing, surfing, swimming (fresh or saltwater), scuba diving, water skiing or sunning? Or would you rather go jogging, play tennis or golf, head out for some deep sea fishing, go horseback riding or do some hiking or biking? There is even some shady spots reserved for dirty old men who can sit down, do some eye exercises that will have the mind booking appointments the body can't carry out.

For those of you who have never had the opportunity to attend a 385th BGMA reunion, start making plans attend this one. The heritage and camaraderie of our Group certainly deserves preservation, and this can only be done by getting together periodically as we have done in the past. Although only active since the Atlanta Reunion in 1975, I have Ruel Weikert, Frank Walls, Dr. Vincent Masters, John Ford and many others to thank for carrying on this rich tradition.

We will use the Newsletter to keep you informed on the progress of our planning. We hope you will take the time to vote for a date and send the postcard to Joy Dunlap, Box 545, Destin, Florida, 32541.

INSIGNIA ORDER FORM

Here is your custom silk screened products order card. Your group or squadron insignia reproduced on T-shirts, towels, and glass framed insignias in original color.

Unit Designation

QTY.	ITEM DESCRIPTION	SIZE	PRICE
—	Childrens t-shirts	ALL	\$5.00ea
—	TOWELS (glass framed felt insignias 9" x 12")		
—	Finger Tip		\$3.75 ea.
—	Hand Towel		4.25 ea.
—	Glass Framed Insignias		6.00 ea.
—	Sweatshirts		7.50ea
—	T-SHIRTS		
—	Men's	S-M-L-XL	6.50 ea.
—	Women's	S-M-L-XL	7.50 ea.
—	Golf Shirts		8.50ea
		Shipping & Handling	N/C
		TOTAL ENCLOSED	_____

Allow 1 to 2 weeks for delivery. • Satisfaction Guaranteed.

Send check or money order (do not send cash) to:

O.A.R. Products, P.O. Box 3842, No. Las Vegas, Nevada 89030
(702) 649-6701

Ship To: _____
Name _____
Street Address _____
City _____ State _____ Zip Code _____

EUROPE TOUR ITINERARY

The itinerary and the tour price for the "Tour with your Matey in 1980" has been set at £398 English sterling. You will be kept up to date on all changes that may occur to this price - since all tour prices are contingent on fuel surcharges and money fluctuation. As previously stated, transportation to London is the responsibility of the individual taking part in the Land Tour. This enables you to take advantage of the most reasonable and convenient method of travel. The conversion figure for converting pounds to dollars was \$2.20 per pound. (Plus a \$4.40 service fee)

14 August 1980.

Arrival day in London. Tour participants will arrive throughout the morning at London's two main airports. Coaches will operate a special shuttle between the airports and your hotel. The afternoon is free to catch up on "jet lag" or to travel to London for an afternoon of gawking or sight-seeing. This evening we have a "Welcome Reception" - a chance to meet the persons you will be travelling with on the tour, to meet your WADE COURIER, to discuss the trip and to enjoy a Buffet 'spread' and have a drink, or two, or three...

15 August 1980.

Morning leisurely drive north-easterly through the lovely Essex and Suffolk countryside, stopping at Colchester to stretch our legs and take a look at this ancient town - the oldest recorded town in the U.K. - before continuing on to the Ipswich area and our hotels. The afternoon is free for exploring your new environment and later we will have a "pub crawl", by coach, of some very interesting area Pubs. There you can sample some of the Tolly-Cobbold, Greene King and Adnams.

16 August 1980.

The morning is free for recovery and/or finding your way back to the hotel if you have been AWOL for the night. The local Constabulary is very friendly and always ready to assist. There may also be time for sightseeing or relaxing in the morning. In the early afternoon the coaches will take us to Great Ashfield and the old airfield where we can enter into the real spirit of a village shindig - a garden fete style get-together organized with the villagers and members of Friends of the Eighth (FOTE). There will be traditional activities such as "Bowling for a Pig", "Trombola", etc., together with plenty of food, refreshments, movie and slide shows. Transportation around the old airfield will be provided and there will be music of the 1940's. You will be certified "ready for sleep" by the time we return to the hotels.

17 August 1980.

This morning we will again visit Great Ashfield for a Memorial Service. The afternoon has been left free for independent activities such as visiting the home of friends or other villagers who may wish to entertain you in their homes. We may also be able to organize a trip around the neighboring villages to let wives and families see the area in which you were stationed during WW II. In the evening an optional dress Dinner-Dance will be held at the Orwell Moat House in Felixstowe, Suffolk. Here you will have the opportunity to host and entertain guests of your choosing and to participate in one of the oldest traditional Dinner Dances in the Suffolk area. The Moat House is reknown for its fine cuisine, and its music makers are excellent. Men are expected to dress in suits with tie and shirt - sports suits are acceptable. Women may wear cocktail or evening dresses. Remember, this is your chance to host a villager or member of FOTE, and to relax in a sophisticated atmosphere with friends and neighbours. It is guaranteed to be a night to remember - and a story that is worth telling when you return to the USA.

(Cont'd on Page 3)

ITINERARY (Cont'd)

18 August and 19 August 1980.

Two great days and two great tours. Our first "day trip" takes us to Bury St. Edmunds and a stroll in the beautiful Abbey Gardens. Then on to Newmarket where the "orsey set" can look on with envy before continuing on to Cambridge. Time for lunch and sightseeing in the town before visiting the American Memorial Cemetery at Madingly, and the Air Museum at Duxford, which also houses an 8th Air Force Exhibit. There will be a late arrival back at the hotel.

The second "day trip" takes us northward along the coast, through the old fishing port of Lowestoft and on to the resort at Great Yarmouth. There will be time for lunch before we travel on to Norwich, a beautiful town in Norfolk. Here you have the opportunity to visit the Cathedral, tour the Castle, visit the Second Air Division's Living Memorial entry to the Norwich Library and shop in the Market. There are other places that can be explored before we again return to the hotel. *NOTE: Entry fees to the various museums and castles are not included, since many individuals may not wish to visit all or any of them.*

20 August 1980.

Morning at leisure before we set off for another drive through old beauty spots of Suffolk and on to the lovely old town of Framlingham and nearby Parham Airfield. Here we'll visit the 390th Bomb Group Control Tower, which has been turned into a Museum by many of the pioneers of FOTE. There will be an evening Bar-B-Que around the Control tower in the late afternoon. (Can you read me Foxtrot Delta? Bear left 15⁰ to runway 09 but keep clear of the broiling beefburgers and low lying charcoal piles.)

21 August 1980.

It's up, up and afloat this morning as we leave Felixstowe for a five hour maritime experience aboard the modern Townsend-Thoresen ferry crossing the English Channel to Belgium. If the sea doesn't get to you, the famed "duty free" will, and we'll arrive into the port of Zeebrugge in the early afternoon. Our leisurely drive takes us due East across Belgium, into Germany and to the beautiful city of Cologne - arriving into our centrally located hotel in the late evening.

22 August 1980.

Morning at leisure. A "must" is a visit to the fabulous Gothic-spired Cathedral. Time for shopping or for a trip on the Rhine. Smaller boat than yesterday's. This afternoon we will drive on through Bremen to Hamburg - a lovely city that grew phoenix-like from the debris and ashes of destruction of the 2nd World War. Our hotel may be the elegant Reischhof Hotel. We will go to the Zillertal Beer Hall in the evening - great fun-fun with an Oompah-Oompah Band.

23 August 1980.

This morning we will have a guided sightseeing tour of Hamburg before driving north to Puttgarten where we join the short ferry over to Rodbyhavn in Denmark. Another short drive takes us into central Copenhagen and our hotel. The evening is at leisure.

24 August 1980.

We start with a morning tour of the lovely city of Copenhagen. We'll see the Royal Palace, the "copper-topped" churches and even the Little Mermaid. We will end the tour (you can say that again!) at the Tuborg Brewery for a tour and a "sample"...or two...or three! The afternoon and evening are free for your own touring, exploring, eating, or what not.

25 August 1980.

A full day free in Copenhagen. Great shopping, or a visit to the Tivoli Gardens, a day just resting, or a small group get-together for a day of fun.

26 August 1980.

A long but very interesting day this will be. We'll visit Hamlet's Castle in Elsinor, then travel across to Sweden visiting the pretty towns of Malmo and Halsingborg before returning to Copenhagen late in the evening.

27 August 1980.

First stop on today's itinerary is a visit to Odense where we'll visit the Hans Christian Andersen Museum and have time for exploring before the short drive to the port of Esjberg, where we will join our overnight ferry for the trip back to England. Cabin accommodations on board plus good food and a hot "disco".

28 August 1980.

We'll arrive into Harwich in the mid-morning, and the coaches will soon have us transported into London and our hotel. The afternoon is free for shopping or strolling.

This evening we have a last night "get together" with a truly novel "Cockney Evening" with music and dancing. We'll start with traditional Cockney songs around the "piana" followed by a Cockney dinner featuring jellied eels or a prawn cocktail, fish n' chips, cockney boiled beef n' carrots, followed by a plum duff puddin' and coffee. A welcome shot of Scotch, or "mothers ruin" gin is included, as well as wine or beer throughout the meal. Everyone is guaranteed to enjoy this novel final "blast" to our holiday.

29 August 1980.

The coaches will transfer you to Gatwick or Heathrow Airport, where, amidst lots of tears, (the MADE Couriers are always like that - very emotional. They reload their tear ducts at Niagra Falls when they bring English persons over to enjoy the swollen pound) you can wave fond farewells to warm beer and new-found friends - 'til the next time.

The tour price is \$880.00 per person, based on a \$2.20 per pound conversion rate. The price includes all coach travel as per itinerary, fourteen nights First Class hotel accommodations based on sharing twin-bedded rooms with private bathrooms, the Cocktail Buffet on the 14th, drinks and food at the air field on the 16th, the Dinner-Dance on the 17th, the last night Cockney Evening, hotel baggage handling charges, the guided tours of Hamburg and Copenhagen, the visit to Hans Christian Andersen Museum, ferry passage Felixstowe - Zeebrugge, Puttgarten - Rodbyhavn, Copenhagen - Malmo, Halsingborg - Harwich, cabin accommodations in twin-berth cabins on Esjberg-Harwich overnight sailing, Belgian Entry Fees, German and Danish Road Tolls, and the services of experienced Drivers and Couriers who will accompany the tour throughout. The price also includes a \$4.40 administrative fee to cover cost of mailings, printings and services. All cancellation fees will be transferred to the 385th BGR account.

The tour price is subject to OPEC fluctuations, as noted in the last Newsletter. DAVID WADE LTD. is our Specialist Tour Operator and we know of his integrity from previous operations. He accepts nothing but the best from his providers and makes certain his customer receives the same. You will not receive a better price for the same high quality from any other Tour Operator. David Wade and Keith Harris normally deal in high volume tours (300 to 400), but have always made an exception for the members of the 385th Bombardment Group. Get you reservations in early! A copy of the reservation form is enclosed with this Newsletter. Be sure to read it thoroughly. Each person will be required to send a \$100.00 deposit with a signed reservation form, plus an additional \$340 per person due by 1 April 1980. The balance is due not later than 1 July 1980. See form about cancellations. ■

FOR \$880 — TOUR WITH YOUR MATEY IN 1980

CONTRACT BETWEEN LAND TOUR PARTICIPANT(S) AND 385TH BOMBARDMENT GROUP MEMORIAL ASSOCIATION

DAVID WADE LTD., Specialist Tour Operators, Felixstowe, Suffolk, England has, in an agreement with the 385th BGMA, agreed to provide the tour as specified in the November issue of the Association's Newsletter, for the sum of £ 398.00 sterling, with the proviso that OPEC fluctuations that may affect coach, ship and ferry prices, will be adjusted if that should become necessary. This quoted sum has been converted to dollars by the conversion factor of \$2.20 per pound sterling, plus a \$4.40 cost for administration (Paper, printing, mailing, etc). This converts to the sum of \$880.00 per person in U.S.A. currency.

For this sum each participant will be provided all coach travel as noted in the itinerary, fourteen (14) nights in 1st Class hotel accommodations with Continental breakfast, based on sharing twin-bedded rooms with private bathrooms, the Cocktail Buffet on the 14th, drinks and food at the airbase on the 16th, the Dinner Dance on the 17th, the last night "Cockney Evening", hotel baggage handling charges, the guided tour of Hamburg and Copenhagen, the visit to the Hans Christian Andersen Museum in Odense, ferry passage Felixstowe — Zeebrugge, Puttgarden — Rodbyhavn, Copenhagen — Malmo, Halsingborg — Harwich, cabin accomodation in twin-berth cabins on the Esjberg — Harwich sailing, Belgian Entry Fees, German and Danish Road Tolls and the services of experienced Drivers and Couriers who will accompany the tour throughout.

Further, the Association agrees that if the pound sterling fluctuates downward from the \$2.20 conversion rate, the participants will receive a rebate in that amount, and, conversely, if the price should rise above the conversion rate, the participant will bear the cost.

CANCELLATION INFORMATION: Any and all cancellation notices must be received in writing, either by writing or telegram addressed to John C. Ford, 385th BGMA Travel Coordinator, 7204 Easy Street, Camp Springs, MD, 20031. A cancellation fee as defined below will be assessed:

CANCELLATION NOTICE RECEIVED BY JOHN C. FORD, TC:

- 91 days or more prior to
- 90 to 61 days prior to
- 60 to 46 days prior to
- 45 to 31 days prior to 14 August
- 30 to 16 days prior to 14 August
- 15 or less days prior to 14 August
- On or after 14 August (No show)

YOU WILL RECEIVE REFUND OF MONEY LESS CANCELLATION CHARGE OF:

- \$ 15
- \$ 50
- \$ 75
- \$100
- \$250
- \$300
- No Refund

REGISTRATION FORM & CONTRACT

THIS FORM, FULLY COMPLETED AND SIGNED, MUST ACCOMPANY PAYMENT AND SHOULD BE SENT TO:

JOHN C. FORD, 7204 EASY STREET, CAMP SPRINGS, MD 20031

All checks and money orders must be made payable to:

385th BGMA TOUR ESCROW ACCOUNT

I(we) have read the information of which this Registration Form & Contract is a part and hereby signify acceptance of and consent to all of the terms and conditions set forth therein. Please made reservation(s) in my (our) behalf for the following:

PARTICIPANTS:

	FIRST NAME	LAST NAME	SIGNATURE
1			
2			
3			
4			
5			

Each passenger must sign, if under 18 years old, parent or legal guardian must sign.

Common address for all passengers listed above. If different addresses apply, please list on separate page and attach hereto.

Name _____
 Address _____
 City, State, Zip _____
 Home Phone _____ Business Phone _____
 Date on which this form was completed: _____

PAYMENTS:

I (we) enclose payment of \$ _____ representing
 Deposit Full Payment
 for _____ (number of persons listed above).

Minimum deposit required is \$100 per person.

BILLING INFORMATION:

Due not later than 1 April 1980 — \$340.00
 Due not later than 1 July 1980 — Payment in Full
 All participants must have Passport and are advised to procure trip insurance to cover your air transportation costs not part of this tour.

RECEIVED BY	
_____	_____
Date	Amount
_____	_____
Date	Amount
_____	_____
Date	Amount
_____ (Signed)	

CAMBRIDGE AMERICAN MEMORIAL CEMETERY

385TH BOMBARDMENT GROUP (H)
MEMBERS INTERRED AT
CAMBRIDGE AMERICAN MEMORIAL CEMETERY
MADINGLY, ENGLAND

RANK	NAME	STATE	DATE OF DEATH	SQDN ASGD	CREW/PILOT	CREW ASGMT	LOCATION OF DEMISE	CODE
2LT	Black, Guildford N.	IA	26/09/43	551st	P.M. Yannello	Navigator	Over England	RM
SSgt	Bushey, Darrell C.	VT	20/10/43	548th	Rummans	Waist Gunner	Duren, Germany	MOX
TSgt	Carpinetti, Joseph J	VA	21/02/44	550th	J.N. Hutchison	Tail Gunner	Reedham, Eng.	RM
TSgt	Clift, William R.	TN	21/02/44	549th	W.J. Pease	TopTur Gunner	" "	RM
SSgt	Corgnatti, Emilio M.	MA	21/02/44	550th	J.N. Hutchison	L Waist Gunner	" "	RM
2LT	Curtis, Charles G.	MA	21/02/44	550th	J.N. Hutchison	Co-Pilot	" "	RM
SSgt	Dickason, Harold E.	OH	21/02/44	549th	W.J. Pease	L Waist Gunner	" "	RM
Sgt	Drucker, Joseph E.	PA	21/05/45	551st			Great Ashfield	NC
TSgt	Egbert, John B.	NY	16/09/43	550th	J.D. Schley	RadOpr Gunner	Over England	RM
1LT	Epps, John E.	VA	21/02/44	550th	J.N. Hutchison	Navigator	Reedham, Eng.	RM
CAPT	Filter, William F.	MI	22/05/45	548th			Great Ashfield	AD
SSgt	Gingerich, Clyde C.		16/09/43	550th	J.D. Schley	R Waist Gunner	Over England	RM
TSgt	Karr, Elmore L.	CA	27/03/44	551st		Waist Gunner	Over France	M
1LT	Keeley, John T.	NY	26/09/43	551st	J.T. Keeley	Pilot	Over England	RM
SSgt	Kern, Lawrence C.	TX	26/09/43	551st	P.M. Yannello	BallTur Gunner	Over England	RM
1LT	McCall, Ben J.	TX	13/11/43	548th	B.J. McCall	Pilot	English Channel	RMD
2LT	McKee, James D.	IN	30/11/43	549th	R.C. Smith	Co-Pilot	Over England	MAE
TSgt	McMann, Jack D.	WA	20/10/43	548th	Rummans	TopTur Gunner	Duren, Germany	MOX
1LT	Naylor, Arthur C.	MA	11/11/44	551st	A.C. Naylor	Pilot	Oberlanstein, Ger.	M
1LT	Pease, Warren J.	IA	21/02/44	549th	W.J. Pease	Pilot	Reedham, Eng.	RM
2LT	Proctor, Richard S.	PA	05/01/44	550th	R.A. Novotny	Co-Pilot	Over France	M
TSgt	Roth, Walter J.	AL	16/09/43	550th	J.D. Schley	TopTur Gunner	Over England	RM
1LT	Ruby, Billy E.	TX	20/02/44	548th	B.E. Ruby	Pilot	Tutow, Germany	M
2LT	Scott, James M. Jr	AR	08/04/44	548th			Over Germany	M
SSgt	Stuebgen, Walter A.	PA	05/01/44	550th	W.H. Morris	BallTur Gunner	Near Kiel, Ger.	M
Sgt	Sturdevant, Joe P.	VA	13/09/44	548th	C. Lamont	RadOpr Gunner	Over France	RMP
2LT	Totaro, Robert M.	NY	05/01/44	550th	W.H. Morris	Bombardier	Near Kiel, Ger.	M
1LT	Ungar, Nathan	NY	30/11/43	549th	R.C. Smith	Navigator	Over England	MAE
2LT	Vockerath, Phillip J	NY	14/10/43	549th	R.S. Vandiver	Navigator	Over Germany	M
2LT	Wardle, Charles A.	WY	26/09/43	551st	P.M. Yannello	Bombardier	Over England	RM
TSgt	White, Willard C.	CO	16/09/43	550th	J.D. Schley	BallTur Gunner	Over England	RM
1LT	Yannello, Paul M.	PA	26/09/43	551st	P.M. Yannello	Pilot	Over England	RM

CODE: RM - Returning from Mission
 MOX - Died on Mission, Lack of Oxygen.
 NC - Natural Causes
 AD - Arms accidental death.
 M - Mission near Target
 MAE - Mission Assembly, aircraft exploded.
 RMP - Returning from mission, parachute failed.

NOTES: The Yannello and Keeley crews suffered a mid-air collision while letting down near Great Ashfield after a mission to Reims-Champagne. Windshield fogging was the primary cause. Both crews were on their 11th mission. Just nine days earlier, John Schley's aircraft collided with an aircraft from another group. Only John Adams, tail gunner on Yannello's crew, survived these crashes. Captain Hutchison and Lt. Pease aircraft also had a mid-air collision over Reedham Marsh, Norfolk, England. Hutchison's crew was on its 25th mission. The collision occurred during letdown after returning from a mission to Diepholz. 21 airmen were

lost in this accident. Phillip J. Vockerath was our only fatality of the "Black Thursday" mission to Schweinfurt, Germany, but the aircraft piloted by Bob Vandiver was so badly shot up that it was diverted to a crash field for landing. Sgt. Sturdivant died when he was ordered to bail out. His parachute failed to open. His pilot and co-pilot were forced to ditch in the Channel.

The names of those members buried in the Cambridge American Memorial Cemetery were furnished to your Editor by Stan Bishop, a FOTE Associate Member of the 385th B'MA. He has volunteered to furnish all the 385th members names on the Wall of the Missing and that will be published at a later day. We are deeply indebted to Stan for his long and intensive research - not only of this Group, but of many others.

OBITUARIES

TSGT CLIFFORD J. PEEK JR.
 Combat Aerial Photographer
 550th Bombardment Squadron
 DIED: 9 DECEMBER 1979
 CAUSE: Heart Attack.

Mrs. Clifford J. (Gloria) Peek Jr., sent notification Of Sergeant Peek's death in early January. He was age 58 and death was sudden.

Cliff was best known for his exploits as a combat photographer to members of the 385th. Much of our pictorial history came from his skill. He was the supreme, dedicated artist who had entered the service as a commercial photographer, and unselfishly helped the newly trained photographer sharpen his skill level. He had flown many missions, earning the Distinguished Flying Cross, Purple Heart and the Air Medal with clusters, when he was shot down over the Zuider Zee on 15 August 1944. He was flying on the Munster-Handorf mission with the crew of Lt. Neil Rosener. He was captured and sat

the balance of the war as a prisoner. After the war he attended the University of Oklahoma, graduating in 1950. He continued photography as a free lance commercial photographer, later entering Federal service. Shortly before his death he had transferred to the Aeronautical Center at Tinker AFB.

During the years, he continued as a free lancer, being a member of the Free Lance Association, and a Patron and Friend of Oklahoma Artists.

Along with TSgt C.K. Browning and Sgt Frank Creegan, Cliff formed a trioka of 550th combat photographers that will long be remembered.

He was buried at Rose Hill Cemetery in Oklahoma City, Oklahoma, on 11 December 1979. He is survived by his wife, Mrs. Clifford J. Peek Jr., his mother, Mrs. Clifford J. Peek Sr., and a sister, Mrs. S.D. Hardin Sr.

WHEN YOU SAY A PRAYER FOR OUR DECEASED MEMBERS,
ADD A FEW EXTRA ONES FOR THE HOSTAGES IN IRAN.

Obituaries Continued on page 6

OBITUARIES (CON'TD)

SSGT FREDERICK EUGENE COBB
Airborne Radar Mechanic
549th Bombardment Squadron
DIED: 6 January 1980
CAUSE: Heart Attack

Sergeant Cobb was one of the pioneer radar mechanics in the U.U. Army Air Force. He entered the service from Gaffney, SC, where he was born 7 February 1921. After the war he returned to Gaffney and was a Rural Mail Carrier in Cherokee County, SC. He was a member of the Air Force Reserve and actively participated in that force for many years. He is survived by his wife Mrs. Frederick E (Grace) Cobb, and interment took place in Gaffney. He will be missed by his many friends.

ROSTER CHANGES

Following is a list of new members, corrections, changes of address and letters returned marked "NO FORWARDING ADDRESS". Persons living in or near the area of those members listed as "No Forwarding Address" are requested to search city or telephone directories for a new address listing. It is suggested that a xerox copy be made of this column, so that an inserted change can be made to your Master Roster.

NEW MEMBERS:

- | | |
|---|---|
| Conrow, Edmund C.
7351 N. 39th Dr
Phoenix, AZ 85021 | Elliott, Henry P.
3227 Spring Hill Ct
Muskegon, MI 49444 |
| Elder, James S.
6360 17 Terrace No.
St Petersburg, FL 33710 | Ferguson, V. W.
606 Buffalo Dr
Arlington, TX 76013 |
| Horn, Cheryl Jean A
6814 Chestnut Ave
Falls Church, VA 22042 | Friedman, Monroe C.
68 54 140 St, Flushing
New York, NY 11367 |
| Leichtman, Jerome C.
1349 Casiano Rd
Los Angeles, CA 90049 | Frydenlund, James W.
216 Oak Stk
Neptune Beach, FL 32233 |
| Lizzi, Michael
111 Coykendall Ave
Syracuse, NY 13204 | Gilchrist, Rev. Howard M.
114 No Corbin
Holly, MI 49442 |
| Marsilii, Armando
2601 Skylark Drive
Wilmington, DE 19808 | Jones, Homer F.
RT #2, Box 37
White House, TN 37188 |
| Palin, Lyndol
137 Lakewood Parkway
Burlington, VT 05401 | Kmiec, Walter
1250 US 19 So Stonehedge
Unit 136
Tarpon Sprgs, FL 33589 |
| Porkorny, Robert B.
735 Willits St
Birmingham, MI 48009 | Leatherman, F. D.
204 W Lincoln Way
Minerva, OH 44657 |
| Rollins, C. B. Jr.
2409 Valley Brook Road
Nashville, TN 37215 | Morman, John D.
366 Stratford Dr
Lexington, KY 40503 |
| Sanchez, Myron G.
1010 Miramon Ave, SW
Albuquerque, NM 87105 | Murray, John R.
2618 Cedar View Ct
Clearwater, FL 33519 |
| Vincent, Frank B. Jr.
1215 Wentworth Circle
Rockledge, FL 32955 | Prange, Mrs. Harold
320 Spencer St
Bethalto, IL 62010 |
| Zachary, Dr. Warren C.
P.O. Box Z
Copperhill, TN 37317 | Tunstall, Garnett T.
15311 Pine Orch DR2-E
Silver Sprg, MD 20906 |

CHANGE OF ADDRESS:

Chinn, Louis E.
10460 #25 El Mercano Dr
Rancho Cordova, CA 95670

NO FORWARDING ADDRESS:

Bently, Daryl
60180 North Ave
New Haven, MI 48048

(Next Column)

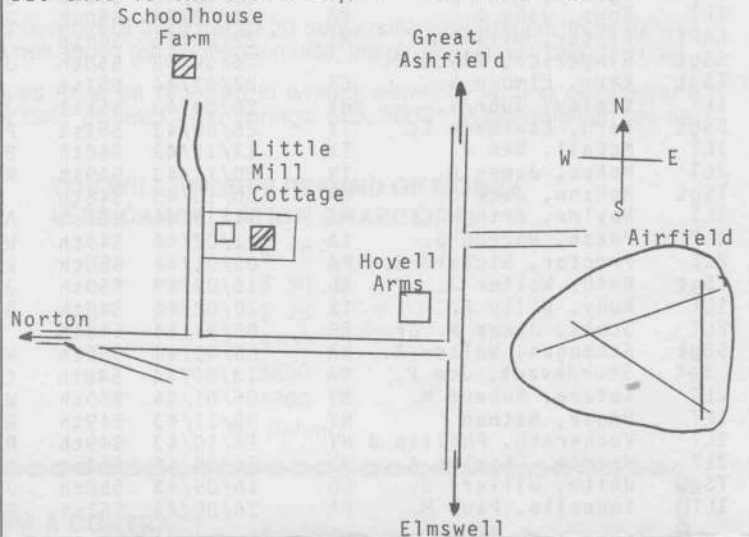
Doron, Chester Jr.
c/o 620 S. Birchleaf Dr
Anaheim, CA 92804

Zimmerman, Kermit H.
110 Gerhart Ave
Ephrata, WA 17522

Watkins, Felton Jr
103 Valley View Dr
Ozark, AL 36360

INFORMATION WANTED

One day recently I received a letter from England with a sketch enclosed. The sketch is reproduced below to refresh the memory of anyone having information about Little Mill Cottage, Great Ashfield. Ever since the publication of "Roots", I have run into persons seeking all types of information about fathers, brothers, etc., that may have served with the 385th BG, but this is the first request for house roots.



Little Mill Cottage,
Great Ashfield,
Bury St Edmunds,
Suffolk.

Dear Mr. Ford:

I have recently had the good luck to read your 1977 booklet produced for the 385th, and it gave me the idea that perhaps you might know of someone who has wartime memories of the house I own here in Great Ashfield. Any memories or photos would be most useful, as I am trying to trace as much of the house's history that I can.

I have lived here since 1972, and I am a Squadron Leader in the RAF, flying Buccaneers at RAF Hovington nearby. I have also taken off and landed a few times at Great Ashfield aerodrome in a friend's light aircraft. He calls it "Great Ashfield International". So aviation is not over here yet, especially in the summer, when crop sprayers use the airfield a lot.

I will naturally return any material you can provide me with. The house in the sketch.

My best wishes to the surviving members of the 385th - flying in a B-17 must have been one hell of a way to go to war! Our modern aircraft are so totally different!

Yours sincerely,
(Signed) TOM EELES
Squadron Leader, RAF

INSIGNIA EXAMPLES (Page 7)

Various unit insignia, in the form of T-shirts, towels, sweatshirts, golf shirts, and 8" X 10" glass framed products, are now being silk-screened in original colors by Arkey Huber's OAP Products in Las Vegas, NV. Arkey is a former 548th Squadron member and your purchases will add to our treasury. See page 2 for ordering information and prices.

385th BOMB GROUP



GREAT ASHFIELD — SUFFOLK, ENGLAND

548th BOMB SQDN



385th BOMB GROUP

549th BOMB SQDN



'THE MIGHTY EIGHTH'

385th BOMB GROUP

550th BOMB SQDN



'THE MIGHTY EIGHTH'
385th BOMB GROUP

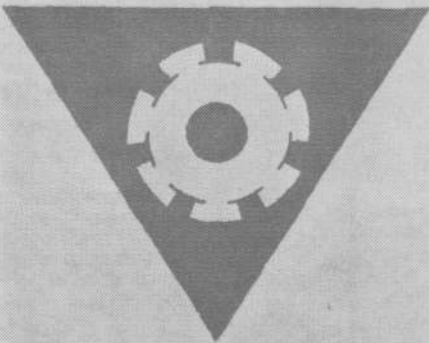


551st BOMB SQDN



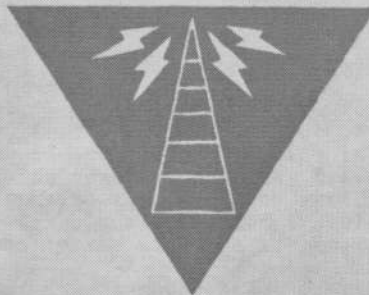
'THE MIGHTY EIGHTH'
385th BOMB GROUP

ENGINEERING SPECIALIST
AIR FORCES



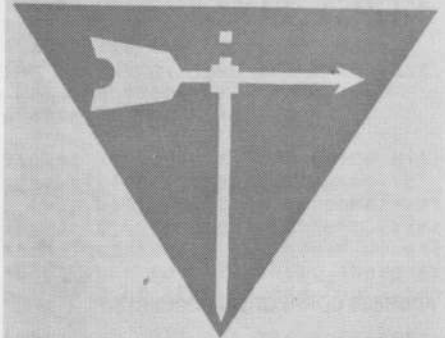
WW II

COMMUNICATION SPECIALIST
AIR FORCES

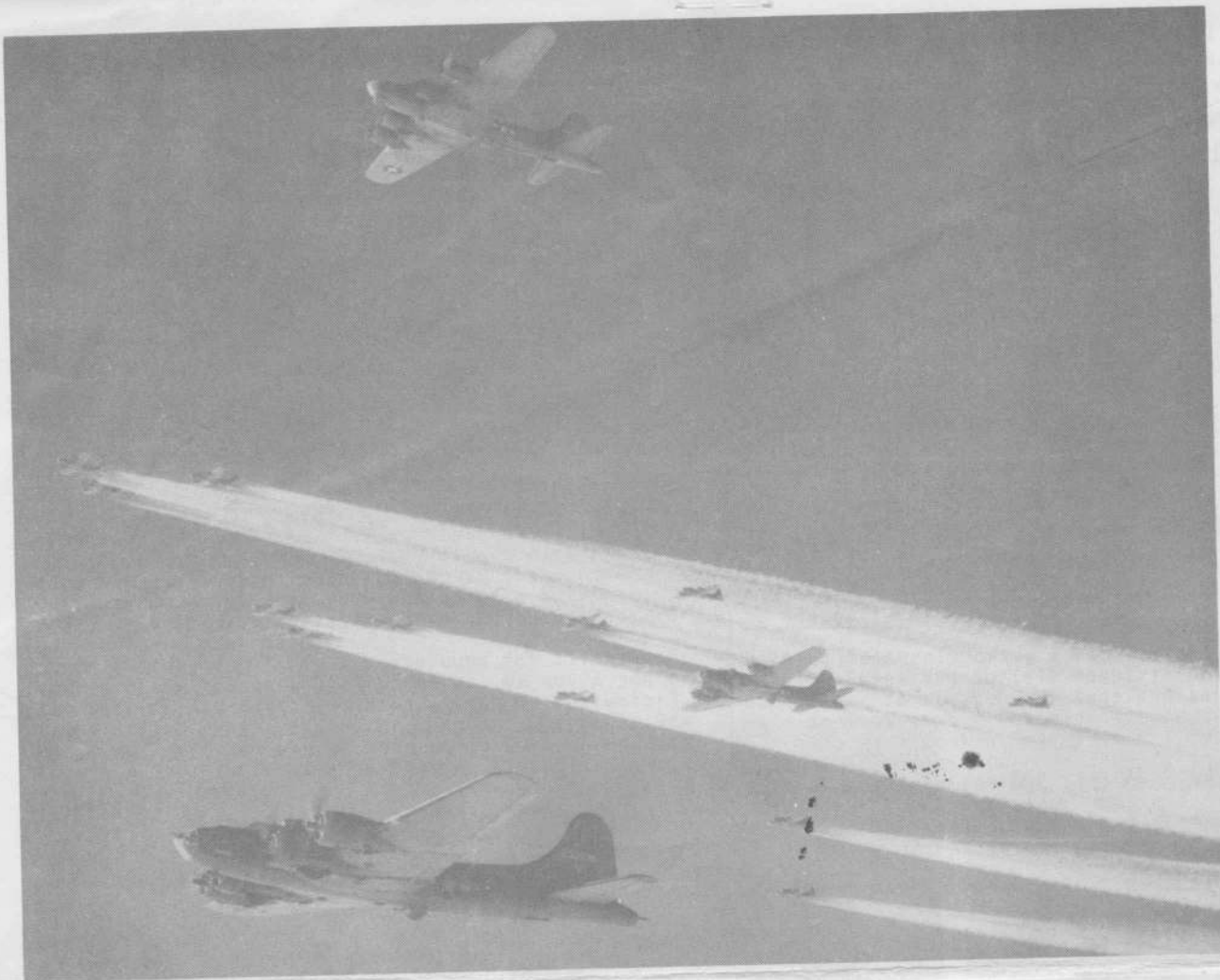


WW II

WEATHER SPECIALIST
AIR FORCES



WW II



This USAF photograph of 385th BG B-17F's and G's was taken on the mission to Brunswick, Germany, on 30 January 1944. The target was a Messerschmidt works. Flight leaders were Colonel Vandevanter and 1st Lt. Sam Jordan. Bob Lojinger's crew was shot down over the target but was never mentioned in the original Group history.

385TH B GRA
REGISTERED ADDRESS

JOHN C. FORD, Editor
7204 Easy Street
Camp Springs, MD 20031



FIRST CLASS

Koscinski, Joseph B.
2514 Sunset Drive
Beloit, WI 53511

ADDRESS CORRECTION REQUESTED