

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



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



**COMBAT UNITS**

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

VOL. XIX, NO. 1

Editor: Ed Stern

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 Fargo, North Dakota

FEBRUARY 1992

**SUPPORT UNITS**

424th AIR SVS. GP.  
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 Box 117  
 Laurel, FL 34272-0117

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

**ED SEZ:**

Pres didn't send anything for this issue before Ed took off on a winter vacation, so Ed sez the following:

Here's the list who have signed up so far for the trip back to England in May. There's still plenty of time left to join them on a nostalgic look and some wonderful memories\* of our days at Great Ashfield.

The more there are, the better it will be!

**15 Day**

Roland & Arlene Vencill  
 Thomas & Norma Hair  
 Charles & Mary Price  
 Richard & Mary Jane Molzan  
 Thomas & Darla Newton  
 Westley & Mary Ellen Brown  
 Robert & Lois Taylor  
 Sidney & Lena Colthorpe  
 Joseph & Phyllis Zwick  
 Charles & Peggy Smith

**9 Day**

William & Louise Varnedoe  
 Daniel Riva  
 John & Joanne Pickett  
 William & Kate Wray  
 Chuck & Beth Smith  
 Robert & Coralie Wilson  
 John & Ruth Pettenger  
 Michael & Marian Gallagher  
 Ed & Rick Stern  
 Willard and Vivian Richards

Anyone want to take us up on that suggestion of a Blue Blazer and grey pants--only two have so far--cost \$137.50 for a Hunter Haig quality blazer and Sansabelt slacks. Let us know.

**ASSOCIATION OFFICERS**

**EDITOR, HARDLIFE HERALD**

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

**8TH AF HISTORICAL UNIT CONTACT**

Gerry Donnelly  
 10770 SW 46th  
 Miami, FL 33165

**HONORARY MEMBERS**

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

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

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

□ □ □ □ LIFE MEMBERS □ □ □ □

Elmer L. Dickason	268
Wesley R. Brown	269
Lawrence T. Lawler	270
Abel S. Rebello	271
Rev. James H. Vance	272

Life Member Paul N. Grilliot was misspelled in earlier listing.

## NEW MEMBERS

William A. Dery  
Glynn Hull  
George M. Jacobsen

## NOTICE

Frank Walls is the second Life Member to contribute \$20 extra to cover costs of mailing etc, as suggested by Jim Emmons. We're not broke, but it's nice to add to the Treasury.

## CHAPLAIN JIM SEZ:

Dear Ed,

Jim Wesley, so called father of Methodism, wrote in his diary words that give insight to the aging process. When he was 83 years old he wrote,

"It is now 12 years since I have felt any such sensation as weariness. I am never tired either of writing, preaching, or traveling. One natural cause undoubtedly is my continual exercises and change of air. How the latter contributes to my health I know not but certainly it does."

Dr. Cooper of the Aerobic Center, in Dallas, says, "You don't stop exercising because you are getting old, you get old because you stop exercising."

This is wisdom from two learned men and each of us old coots should take it to heart, (for our hearts.) Exercise your body and soul. Keep jogging, walking and being active in your church synagogue or temple. There is no better way to help insure us seeing each other in Spokane in 1993.

Sincerely - Chaplain JIM



Paul M. Kneeland	Sept. '91
Joseph E. Sparks	Aug. '91
Joe Kalisinsky	Jan. 92
John R. Murray	Nov. 1991

## John Raymond Murray

Ray Murray died Apr. 24, 1991, at Clearwater, Fla. He had never fully recovered from a broken leg, but was alert and full of humor until the very last.

After studying farm credits at the Bankers School of Agriculture at Cornell, Ray went to work with the Federal Reserve Bank of New York. He worked for them for 42 years, until his retirement in 1970 as second V.P.

During WWII he spent four years as captain in the Air Force, and he was in the Air Force Reserve until 1958. He was always a member of the Air Force Assn.

Ray was married in 1935 to Martha Mack. There is one daughter, Nancy Dean Lehrer, and there are two grandchildren, Hilary and Brian. Martha and Ray lived for nine years in New Port Richey, Fla., and in 1979 moved to a condominium in Clearwater. They traveled widely in the U.S. and Europe. A highlight, after attending a reunion in Los Angeles in 1985 of Ray's 385th Bombardment Group, was a trip to Hawaii, as a celebration of their 50th Wedding Anniversary.

## Paul M. Kneeland, 72

Paul M. Kneeland, 72 of Dix Street died yesterday in University of Massachusetts Hospital.

He leaves his wife, Susan M. (Tirella) Kneeland three sons, and six grandchildren.

Mr. and Mrs. Kneeland observed their 45th wedding anniversary Spet. 16.

He was a member of American Legion Post 5, St. Paul's Cathedral parish and the AARP.

Mr. Kneeland was a World War II Army Air Force and Korean War Air Force veteran. He was a technical sergeant in the Air Force. He served in the Eighth Air Force 385th Bombardment Group. He was a top turret gunner and flew 21 missions from May 1944 through November 1944. During World War II, his group was awarded a Presidential Citation. He was awarded the Distinguished Flying Cross, Air Medal with Three Oak Leaf Clusters, and European Theater Operations Campaign Ribbon with Four Battle Stars.

NOTICE

Listed below are members we haven't heard from for several years who are getting the HardLife Herald. IF YOU WANT TO CONTINUE TO GET IT, please send a card to Ed

- 06106 A. R. Johnson 18848 Thomas Fairchild
- 10960 Leo Donahue 19006 Eugene Schell
- 02062 James King 19073 John Hovey
- 02703 Ed Leach 19085 Lawrence Wickter
- 03743 Norman Monroe 19123 David Biernacki
- 03867 John McKay 19808 Armando Marsilli
- 20015 <sup>Earl Mazo</sup>
- 04009 Arthur Blomberg 20317 Frank Bartnicki
- 06118 Robert Reed 20705 <sup>Rev</sup> Laverne Rohrbaugh
- 06840 John Zairsho 21788 Kathy Wartz
- 07095 David Bushkin 22015 John Leaby
- 08081 Paul Linn 24008 Stephen Harlow
- 08753 Joseph Purpuri 27846 <sup>G. c. Ange</sup>
- 11051 James Kennedy 28734 Mitter
- 11554 Bernard Mirotznik 28806 Cameron C. Osborne
- 12027 Dave Dynan 29204 Lt. Edward Brown
- 12063 Morris Hertzman 30062 Roger D. Palmer
- 12306 Larry Foss 31405 Tom Pullen
- 12758 Bernard Harvey 31410 Geo. Bartell
- 13045 Richard Whiting 31707 Nelson Beecroft
- 13204 Michael Lizzi 32056 David Maxwell
- 13323 Vincent Corleto 32233 James Frydenlund
- 14219 James Hoffman 32808 Joseph Capek
- 14221 Samuel Kaiser 32927 Charles East
- 15131 Ross Gillingham 33181 Louis Winter
- 15218 Nicholas Smith Jr. 33952 Harry Loring
- 15642 Albert Shepherd 36606 <sup>c.w.</sup> Lloyd
- 15650 Richard Schullheis 37743 Donald Waldorp
- 15680 Roger Gerheim 37919 Kemp Cookward
- 17225 Robert Victor 37919 M.D. Coopwood
- 17316 Eugen Elgin 38134 Flem Williams
- 17331 Wm. Murphy 39204 Charles Robinson
- 17602 Fred Ranck 40243 Harold Money
- 18634 Len Prushinski 41116 Corbett Fugate

Stern, Box 2187, Fargo, ND 58108. Also, if you have any information about anyone on this list, please send it along. If they're in your zipcode, you might give them a call.

- 43224 Hank North 66605 Leonard Parnell
- 43506 Jack Bryre 66743 Lloyd Bennett
- 43749 George Booth 69357 Eugene curtis
- 45230 Frank Huber 70114 Sam Buccer
- 45308 Emerson Branson 70658 Willis Walker
- 46807 Manford Martin 72450 J.D. Slatton
- 47025 Wm. Turner 72949 Jesse McLaughlin
- 48083 Bertin Marshall 74030 Dennis English
- 39039 Arthur Knapp 73143 Leon Stefanoff
- 49286 Harold Schulz 76114 T sivis Andrews
- 49306 Jack Mast 76653 Loy Humphrey
- 49401 Robert Elkins 76710 Geo. H. Crow Jr.
- 49423 Marinus Docktor 78213 John A. Kennedy
- 51105 Leon Slosberg 78550 Robert A- Marne
- 52302 Gordon Slead 78731 Donald Franz
- 53209 J.H. Kastenholz 79356 Billy Hahn
- 53575 Earl Frye 79924 Jesse H. Wood
- 54301 Thomas Betow 80120 Jack Kirby
- 54956 Donald Coyle 80517 Neal Rosener
- 55372 H.L. Brady 83318 Wayne Call
- 55407 Lyonel Campbell 85009 Merle Relyes
- 56301 Arnold Kampa 88345 N. G. Munro
- 56301 Eldon Rohs 90016 Morton Cousens
- 59330 Leon Beddow 90740 John Pedersen
- 60009 Howard Busch 91791 Seymore Albert
- 60559 John Hetzel Jr 92084 Lloyd Lamotte
- 60643 Wm. G. Nelson Sr. 92111 Russell Reiland
- 60648 Louis Fyda Sr. 92131 G.E. Browning
- 61024 Rex Patrick 93644 Richard Burtle
- 61103 Wm. Chain 97222 Vincent Figni
- 62301 Marvin Wolverton 98177 Allen Ostrem
- 62918 Edmund Aken 99301 John Mullen
- 65714 Delmar Whitney

385th BGMA APPLICATION FOR MEMBERSHIP

Please Print

\_\_\_\_\_  
LAST NAME, First, MI.

\_\_\_\_\_  
Spouse's Name

\_\_\_\_\_  
Street or P.O. Box #

\_\_\_\_\_  
( \_\_\_\_\_ ) \_\_\_\_\_  
Telephone Number

\_\_\_\_\_  
City, State, S Zip Code

\_\_\_\_\_  
Squadron or Support Unit

The annual dues are Ten Dollars (\$10.00)  
Life-time memberships are one payment of \$100.00 Date  
Make Check out to "385th BGMA" and mail to:  
John F. Pettenger, Treas.  
Box 11 7  
Laurel, FL 34272-01 17

POW Capture Data  
Place  
Stalag Unit

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

**385TH BOMB GROUP REUNION ASSOCIATION  
VISIT TO ENGLAND - 12TH TO 20TH AND 12TH TO 20TH MAY 1992**

Dear Ed Stern,

I'm not sure if you still the Editor of the 385th BGMA newsletter, as it's been 3 years since I've seen one, as we've been living here for 3 years, but I thought I would write to you, maybe you have already been told about our Woolpit History Group putting on a display in our Museum to commemorate the arrival in East Anglica of the USAAF. We're hoping to get many ex-GI's visiting our Museum during the reunion next year. If you haven't already been notified of this could you please have something put in the next newsletter to advertise what we are doing. We would really appreciate it. I've enclosed a few clippings for you.

Thank you,

Grace Herdman

Formerly of:

9263 Oxbow Rd  
Lucerne Valley,  
California.

**Remember  
the GIs**

Sir, — May I jog the memories of your readers with regards to the Second World War.

Woolpit Museum during 1992 will be mounting a number of displays to commemorate the arrival in East Anglia in 1942 of the USAAF.

We will be concentrating on the airfields at Rougham (BSE), Rattlesden, Gt. Ashfield. As a separate display Elveden Hall and Redgrave Hospital will be mentioned.

What we would like from your readers are the memories of their encounters with the GIs or the effect the changes had on their lives.

We would like these memories sent to us as the letters will be displayed so that our visitors can share in the memories.

Please send any replies to John Wiley at the address below.

J.C. WILEY,  
Curator,  
Woolpit History Group,

Walnut Tree Cottage,  
Green Road,  
Woolpit.

*Suffolk  
IP30 9RF  
ENGLAND*

**Woolpit**

**History Group:** Preparations have now commenced for a display in the Institute during the summer of next year to celebrate the 50th Anniversary of the arrive L of the USAAF to East Anglia — with special reference to Rougham. Rattlesden, Great Ashfield and a hospital at

Redgrave. If anyone, anywhere has any memories of the three airfields or of the GI's would they please write to John Wiley, Green Road, Woolpit. It is very likely that some of the American personnel that were here during the war will be visiting the Woolpit display, as well as the airfield (what is left of it), where they worked

**Oct 12  
1991**

**EDITOR'S NOTE:**

Here's all the pertinent information on the 385th Visit to England-May 12 to May 26, 1992. If you have any other questions, you might find the answer in the September of December Hardlife Herald-or call John Pettenger.

**QUESTIONS ANSWERED**

**Tour Ref: 92002**

**TOUR PRICE**

The Reunion Tour price of \$1698 per person is inclusive of all the following:

- \* Accommodation for 13 nights at 1 st Class Hotels based on sharing a twin-bedded room.
- \* A full buffet-style or English breakfast each day.
- \* De-luxe coach transportation throughout including all excursions as per itinerary.
- \* A Welcome Reception on Day 2.
- \* Guided-sightseeing tours of London and York.
- \* Admission to the Fighter Meet Airshow at North Weald, the Imperial War Museum at Duxford, Sandringham House and Bodnant Gardens.
- \* Lunches on Days 6 and 7.
- \* Dinners on Days 4,5,6 and 14.
- \* Government taxes (VAT).
- \* A souvenir travel bag.
- \* The services of an experienced Travel Courier who will accompany the tour throughout.

**NOT INCLUDED**

Flights between the USA and London, drinks, meals (other than those specified), travel insurance, any optional excursions eg a theatre visit, and any personal expenses such as laundry, phone calls etc.

**FLIGHTS**

It is hoped that the 385th Bombardment Group Memorial Association may be able to negotiate special discounted fares to and from Europe. All members signing up for this tour will be kept advised of any such fares. Alternatively, you may wish to contact your local Travel Agent.

Should you wish to extend your stay in London or require independent hotel/travel reservations in Europe, then please state clearly on the Reservation Form if any such arrangements are to be quoted for.

**SHORTER DURATION OPTION**

If you are unable to take the full tour you would be welcome to join us for the first nine days. The itinerary would be as detailed from Day 1 to Day 8 but returning to London in the morning of Day 9.

Tour Cost \$1198 per person.

**ACCOMODATION**

The tour price is based on using first class hotels throughout and on utilising twin bedded rooms all with private bathroom, colour TV, phone etc. A few single rooms are available at a supplementary charge of \$624 (\$48 per night).

**TRAVEL INSURANCE**

It is strongly recommended that you take out travel insurance to cover you against cancellation from the tour through illness, loss or damage to baggage, loss of money or personal effects (ie jewellery, camera etc not necessarily covered as 'baggage') and medical expenses. This cover will be available at any Travel Agent or from your Insurance Broker.

**PASSPORT ,/VISA/HEALTH**

A US Passport is essential for entering the UK although no Visas are required for US citizens. No inoculations or vaccinations are required by US residents visiting the UK.

**THE TOUR PRICE AND CURRENCY EXCHANGE RATES**

The Tour price quoted above is based on the currency exchange rate of £1 Sterling being equal to US \$1.78 current at 15th May 1991. As all the hotels, coaching etc will be contracted in pounds sterling any alterations in the exchange rate could alter the tour price.

David Wade Ltd (Arena Travel) have agreed that regardless of the amount of any change in exchange rates they will guarantee that the price will not increase by more than 8% of the price quoted, unless such charges are brought about by Government action ie the increasing of taxes.

**TOUR ARRANGEMENTS**

The arrangements for this tour are being made by David Wade Ltd (Arena Travel) of Hamilton House, Cambridge Road, Felixstowe, Suffolk, England. Telephone: (0394) 273262, Telex: 98425, Telefax: (0394) 271043.

David Wade Ltd is fully bonded and licensed as a tour operator by the British Governments Civil Aviation Authority and is one of the most successful Specialist Tour Operators in the UK. They have built up an international reputation for 'tailor-made' group tours and they were selected by the 385th B.G.R.A. for three previous Reunion visits.

Approximately one month prior to the tour dates you will be sent a Travel Wallet containing a final, detailed tour itinerary, information on the places to be visited, your baggage tags and lots of other travel advice.

To reserve your place on this tour - just complete the Booking Form enclosed and return it with a \$200 deposit to:

**John Pettenger  
Box 117  
Laurel  
Florida - 34272**

**rw »on»\*epAent Aoup ceunion A//ociATion  
VI/IT TO OMLAfIO - 12T« TO 20TW Al» 12TH TO 26T« AAT 1992**

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

ADDRESS OF LEAD NAME TO WHICH ALL CORRESPONDENCE WILL BE SENT

_____	Telephone No:
_____	Home:
_____	Office:

Mark "X" for Room Requirements

Twin-Bedded with Private Bathroom	<input type="checkbox"/>
Single-Bedded with Private Bathroom	<input type="checkbox"/>

Delete as applicable

Please book me/us on your  
15 Day Tour/9 Day Tour

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

*Reservation Form*

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

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

I enclose remittance of:

\_\_\_\_\_ Deposits @ \$200 per person totalling \$ \_\_\_\_\_

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

Signature \_\_\_\_\_

Date \_\_\_\_\_

**TO ALL MEMBERS**

The increase in new members in the past two years shows that there are a lot of possible members out there who have not heard of the 385th BGMA. We must make ourselves known. The accompanying news release should be copied and sent to your local newspapers. If everyone did this we could cover a great segment of our population which does not subscribe to any military organization. You will get some

personal satisfaction from seeing your submission in the papers. I would appreciate it if you would send me a copy as printed.

Get it in soon because we may have some people out there who would be interested in the England trip. Do it. Please.

George S. Hruska  
Secretary

*"The Mighty Eighth Reunion Group"*

**385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION  
GREAT ASHFIELD - SUFFOLK, ENGLAND  
STATION 155**

FOR IMMEDIATE RELEASE:

The 385th Bombardment Group Memorial Association will hold their 14th reunion since World War II in Spokane, Uashington on August 25, 1993.

The association membership consists of former 8th Air Force ground and flying crews who were stationed at Great Ashfield, located near Elmswell, Haughley, and Stowmarket in Suffolk County, England.

The purpose of the reunion is to renew old fellowships, especially of former bomber and ground crew members (at one reunion all ten members of a crew got together), and to relive some of their combat experiences. There will be a Memorial Service remembering the officers and men who gave their lives in heroic sacrifice and unselfish devotion to duty.

In search for a fitting memorial in tribute to the everlasting memory of their gallant comrades who gave their lives in the fight against the common enemy, the membership thought that the ageless institution of the church would best guard their tribute. With this in mind the Association has dedicated itself to the preservation of the 900 year old All Saints Church located in the Village of Great Ashfield in England. In the quiet dignity of its' holy sanctuary rests the tribute to their comrades, whose names are recorded in a hand embossed volume resting on the memorial altar. The members are presently in the process of installing a stained glass window commemorating the 385th Bomb Group.

Many of the people who served at Great Ashfield almost 50 years ago do not know of the existence of the Memorial Association. It is these people for whom a search is made. If you are one of these, or related, please contact George S. Hruska, Secretary, 7442 Ontario St., Omaha, NE 68124.

The 385th BGMA meets every two years somewhere in the United States, and every fourth year a visit to the field in England. The next English trip is planned for May, 1992.

Oct 11<sup>th</sup> 1991

# US newsman sends Suffolk stories home

A RETIRED American newspaper chief is to feature the attractions of Suffolk in his regular column.

Wes Sullivan, 70, of Salem, Oregon, has been rambling in the county during his second return visit to the Bury St. Edmunds area since serving in the Second World War.

Wes was a B.17 pilot with the 385th Bomb Group of the Eighth Air Force at Great Ashfield in 1944.

A newspaperman all his life, Wes and his wife Elsie spent the first week of their holiday hiking in the Lake District and the second week rambling and sight-seeing in Suffolk.

Former chairman of the editorial board of the Statesman-Journal, Oregon,

he and his wife have been staying in Bury with Sir Reginald Harland, president of Eastern Region English Speaking Union, and Lady Harland, chairman of the West Suffolk branch.

Wes enjoyed re-visiting old haunts, commenting that the area looked much more prosperous than during his last visit in 1963.

He was only 23 when he was a co-pilot in the 1939-45 War, flying 35 missions during five months based at Gt. Ashfield.

A Rotarian and ESU member, he said he was impressed with the way the British kept alive the memory of the American airmen.



Retired American newspaper chief Wes Sullivan and his wife Elsie with Sir Reginald Harland, left, visiting the Appelby Rose Gardens and 94th Bomb Group USAF Memorial in the Abbey gardens. Bury St Edmunds.

## EDITOR'S NOTE:

Dr. Milt Taubkin, our Group Dentist, who still practices part-time in Los Angeles and who gets together for golf and socializing with Merrill Klein and Dr. Bob Kuhn, sent us the following story about the Kuhn's collection of African Art. A VERY prestigious collection that the Kuhn's collected over the years.

Helen was a war bride-from London, if we remember correctly. Bob just recently retired from his practice in Los Angeles. He was 549th Sq. Surgeon.

## Kuhn Collection of African Art Will Go on the Block

By SUZANNE MUCHNIC  
TIMES ART WRITER

Dr. Robert and Helen Kuhn's Los Angeles-based collection of African art will be offered for sale Nov. 20 at Sotheby's New York. The auction house has estimated the value of the 140 objects to be sold at \$2.8 million to \$3.3 million. The highlight of the sale is a 12th-Century terra cotta sculpture from Mali depicting a mythic animal, thought to be a ram. The graceful, 31-inch-tall figure—one of fewer than a dozen of its type—is valued at \$250,000 to \$350,000.

Also bearing a \$250,000 to \$350,000 estimate is a Luba royal caryatid stool from Zaire. A kneeling female figure forms the base of the stool and supports the round seat with her head and upraised hands.

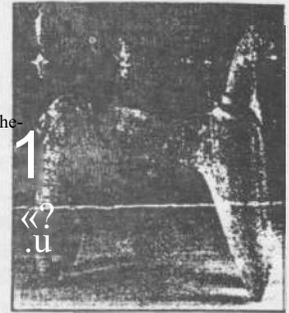
Among other prime pieces are a Fang reliquary guardian figure (\$150,000 to \$200,000) and a Tshokwe male figure representing a hunter chief (\$100,000). While these two dignified wood sculptures stand tall, a terra cotta nose-ripen from the Inland Niger Delta (\$100,000 to \$150,000) strikes a contorted pose and sticks out his tongue.

The Kuhn collection is a star attraction in the fall auction season, said Bernard de Grunne, head of Sotheby's tribal art department. The sale is much smaller than the \$7.1 million auction of the Harry A. Franklin Family Collection in 1990, which set a record for African art in the \$3.4-million sale of the "Bangwa Queen." But interest in the upcoming auction is strong because the Kuhns "have a very good reputation and a high profile as serious, longtime collectors," De Grunne said.

"There are some great objects and they should do very well," he said. "My market hasn't suffered too much in the recession. If you have good material, properly estimated, it will sell."

The Nov. 20 auction signals the departure of another Los Angeles primitive art collection, but the loss is not as great as it appears.

"This is only about one-third of our collection. Two-thirds has already been donated to UCLA's Fowler Museum of Cultural History," Helen Kuhn said. About half of the primitive art given to UCLA consisted of musical instruments;



A 12th-Century terra cotta sculpture is the highlight of the sale.

the remainder included masks, figures and pieces that the museum had exhibited, she said.

The Kuhns also have donated a Congo power figure to the National Museum of African Art at the Smithsonian Institution in Washington and a Baule mask to the Center of African Art in New York.

"The institutions made the selections," Helen Kuhn said. "The Smithsonian keeps its collection on view and functions as an arbiter of taste, so it was important for them to have one fine object. UCLA is a teaching institution, so its needs are different. The Center of African Art is looking for a new location in Soho. It is going to become a collecting museum, so we thought we would start them off."

The couple began collecting contemporary art in the '60s, then shifted to pre-Columbian art until 1972 when new regulations prohibited Mexican exports of pre-Columbian material. They switched to African art and Helen Kuhn has actively promoted the appreciation of ethnic art through support groups at the Los Angeles County Museum of Art and UCLA.

Her interest in African art hasn't waned. The couple is simply dispersing its collection because Dr. Kuhn, a cardiologist, has retired and they are settling into a new lifestyle, she said.

"I'm very happy about the auction," Kuhn said. "I really feel that I have had the essence of the collection. My favorite pieces I can recall in a moment. There's only one piece that I wanted to keep, the ram."

# Letters to Ian

Dear Ian,

It's always a pleasure to hear from you. As for the pictures, take your time in returning them. Whatever value they have is strictly a personal one perhaps for members of the family later on. As for time, please do not worry a bit on that score...I expect to be around for a little while, at least.

So the rumor of 38118 participating on October 6, '44 was wrong. Well, as you say, another "Legend" bites the dust. When I heard the tale, it was embellished with a huge hole in the right wing, supposedly from an "eighty eight" flak shell which passed up through the wing without exploding. All in all a very heroic episode that never took place. Oh well, we didn't arrive at Great Ashfield until days after October 6 and probably could not have verified any part of the story, though you as an old military type know that rumors are a great part of soldiering.

The death of our co-pilot Mort Feingold was brought about by what could be called an "accident" of navigation. This was our 22nd mission on February 6, '45 and we went to Dresden. The bombing was through overcast (PFF) and the opposition over target was medium to light inaccurate flak. The weather was terrible and later turned out to be a heavy contributor to the tragedy. On the way home we were between a low undercast beneath, which prevented any sighting of the ground for a wind drift, and had a solid overcast above, which prevented the taking of a navigational "sun shot" which could have roughly established our position. We were entirely dependent on our "Gee Boxes" which was British LORAN navigational devices installed in each B-17. As a further misfortune, the latter devices (which normally were fairly accurate) were completely "jammed" by German devices. This left our formation in a navigational vacuum and entirely dependent on the last given wind speed and direction, which, as "Murphys Law" would have it, was already outdated and wrong. (MURPHYS LAW: What CAN go wrong, WILL go wrong.) Most of the foregoing was related to me by our Navigator, John Joseph, in my opinion, the most competent Navigator in the 385th. John had been offered the position of group Navigator which would have meant a Captaincy and perhaps a Majority promotion. However, had he accepted, his frequency of flying would have been curtailed, and his completion date for his tour would have been pushed ahead for at least a year. John was married, had little interest in rank, and his fondest hope was to finish his tour and get back home as soon as possible. I guess all of us felt the same...But, to get back to the scene...We had been bucking a stiff head wind and had split from the rest of the group for some unknown reason, so the 549th (12 B-17s) was all by itself over Germany and lost...I remember some conversation about being over the Zuider Zee flak corridor...but the crowning faux pas was a decision to let down to 12,000 feet altitude...Our own Navigator, knowing that we were lost, kept trying to get a position fix on the Gee Box and finally succeeded...He immediately alerted us to put on our flak jackets and helmets...advising us that if his Gee fix was

correct, we were coming in over Cologne in about two minutes...Well...Murphys Law again...We DO come out over Cologne and the undercast clears just at the moment leaving us as clear visual targets at 12,000 feet with a groundspeed of perhaps 100 miles per hour...The flak was smack-on and so close that the exploding shells reminded me of heavy giant doors being slammed by a huge giant...I know how ducks feel when they come over a blind. Mort was flying the aircraft at the time (pilot & co-pilot would alternate) and with the first explosion No. 118 went into an abrupt climb which almost became a stall before the pilot took the controls. Mort had been mortally wounded by a piece of flak about the dimensions of a middle finger which entered endwise into the right kidney area of his back (This later from the surgeon). Old Murphys Law again; it missed the armor plate behind his seat by fractions of an inch...The 549th scattered just like a flock of ducks...we went into a series of diving turns to get out of the flak...no one else was hit...we radioed Ninth AF command telling them we needed to land immediately for medical emergency. They directed us to Florennes in Belgium (A-87)...The Bombardier (Lt. Don Collins) and Navigator/got Mort out of his seat and into the nose where they administered morphine. We landed at Florennes expecting ambulances at the end of the landing roll. There was (Murphy again) a C-47 blocking the perimeter track on one side and a B-17 bellied-in blocking the perimeter track on the other side with no way to get off the runway... and no medics in sight. Jerry Steil -pilot-kicked no 118 around in a complete 180 degree turn and started up the active runway the wrong way trying to reach the cross runway when the medics arrived with ambulances, jeeps, staff cars, etc. We stopped so they could get Mort out of the nose hatch and just then another crippled B-17 is coming in to land on the same runway we occupy. The control tower is firing red/red flares at him to go around, but he has a guy in the nose flashing back with a red Aldis lamp...he is coming in regardless...No. 118 has the inboards cut to allow access to the nose hatch, but the outboard engines are still turning over...Steil has no choice...he guns the outboard engines...the medics push Mort back into the nose and slam the door, and Jerry Steil takes 118 off the runway and into the mud. The No. 4 prop shaves a homemade metal and plywood top off one of the parked jeeps (no one in it thank God)...The medics get Mort out and take him by ambulance to a surgical hospital in Charleroi. Mort dies of his wound after two days...The surgeon says the internal damage is so great they can't stop the bleeding...And that's how Lieutenant Morton H. Feingold gave his life in World War II.

Con't on Page 9

## EDITOR'S NOTE:

Thanks for the many complimentary notes and comments we get on the Hardlife Herald! But we don't really deserve praise for the newsletter-it's interesting because of YOUR input. We don't write anything except for an occasional Editor's Note-we just gather your letters up, arrange them, and send them over to Interstate Duplicating for them to process and put together. That's really about all we've done for the last 7 years or so. You keep sending letters-we'll keep publishing the Hard Life Herald.

Letters to Ian cont.

Balance all of this with the courage and coolness of Pilot Jerry Steil. He was 23 years old. He retained cool command presence throughout the ordeal. Some men with greater combat experience might have thrown up their hands...Credit the competence and perseverance of John Joseph...The calm care of Don Collins...and the coordinated willingness and actions of the rest of the crew, and these are the things to remember. I, for one was never more proud to be a member of this crew than on that day...

Our crew had a reunion in Tulsa, OK, in the early part of June. Only the Radio Operator Don Abens and myself failed to make it, for various reasons...but we plan to be at the next re-union at Spokane, WA in 1993. All of Steils crew are in reasonable health and count our blessings hoping things stay that way for a while at least.

Though there is a span of a few years between us, I can't help but place you right in the middle of all of our comrades in the 385th. In spite of your comparative youth, your intimate knowledge of the times of OUR youth make you one of us....You can't deny that you are somewhat of an "old military type"...Ian, its in the genes.....

The Very Best to You Ian,  
Ron McInnis - tailgunner "Miss Fortune"  
Jerry Steils Crew No. 38118  
549th Bombardment Squadron  
385th Bombardment Group

Dear Ed,

Enclosed is a picture of the wreath I laid at Cambridge on Memorial Day this year. I chose the red-and-white checkerboard as a continuation of the square 'G' which I used previously. It was, as always, a sombre yet up-lifting occasion and this is one of the roles which gives me pride in my association with the 385th.



Also enclosed are copies of some recent correspondence and a flyer for, " 8th AIR FORCE BOMBER STORIES" which I co-authored with the late Russ Zorn. A review copy should reach you shortly - I hope you like it.

Yours sincerely,  
Ian McLachlan

Dear Lou,

Thanks very much for the pics, I'm really chuffed with them and ten are completely new to me. Cash for \$25.00 to cover your costs is enclosed.

A few comments for you about the pictures:

42-39912 is "Skychief" and is shown after she crash-landed at Woods Capel in Suffolk. Lt. Courcelle. See Hardlife Herald June 1989.

The B-17 with a chewed up tail is "Honky Tonk S^I" -1 and others have written in Hardlife Herald before about the mishap on 15th March 1945 - see November 1987; April 1987 etc.

42-37966 is also featured in Hardlife Herald for April 1987 but I got the name wrong. I thought it was "Swinging Door" but you'll see from Hardlife Herald 1990 that I corrected this.

The B-24 pictured (42-110041) came from the 701 Squadron, 445 BG at Tibenham and crashed at Great Ashfield on 16th July 1944. It was returning from ops and flew over with one engine feathered - a second motor failed while the ship was in circuit forcing the pilot to make a right-hand circuit and use a runway out of the wind. His undercarriage wouldn't extend and collapsed on touchdown. Happily, the crew survived.

42-102551 on 15th July 1944. Can't find anything on this but if you send copies of the pics to Hardlife Herald someone may remember almost being decapitated by an errant B-17.

42-38031 Landing Accident. This picture shows about forty seven bomb symbols on the nose and ten fighter kills. The name "Dimples" is shown below the right waist gun - I'll copy this letter to Hardlife Herald - someone may help both of us out and remember a crash landing or "Dimples".

42-97818 Enclosed is some information describing what happened when this B-17 blew up near Hangar Two. What a mess - thank goodness no one was seriously injured.

42-97790 "Ragged But Right". The two pictures of this are really appreciated because they show the nose art on each side. Jim Searles sent me some other pictures of this ship but I must admit to being puzzled. The pictures you've sent are dated 8th August 1944, but my record show 8th May 1944. Neil W. Rosener and crew were shot up by fighters - three of the crew bailed out over Germany, one was killed and three more injured. Rosener made it to the emergency base at Woodbridge where I believe your pictures were taken. I think 8th August 1944 is an error - let's see if anyone steps forward and tells us "Ragged but Right" was repaired and crash landed again on 8th August 1944.

42-31171 Another puzzle. Records show this crashed and burned at Woodbridge on 16th July 1944. My friend and co-author, Russ Zorn, had three pictures of it - I've asked for his son Ray if he'd send me copies. (Sadly, Russ died in 1989 so our forthcoming book "Eighth Air Force Bomber Stories" will be a tribute to him.) My suggestion for you would be to send this print to Ed Stern so he can put it in Hardlife Herald and maybe we'll identify the two fliers. It looks like a neat crash landing and certainly didn't burn.

42-31097 - This is "Mission Belle". Another neat crash landing by a 385th pilot. Dated 9th February 1944-1 wonder who?

42-97643 Completely new to me. Looking carefully at this print - I think it is a Mickey ship but I've got nothing on a taxi accident for 2nd January 1945.

At least you've now got background to some of your pictures, maybe more information will surface as a result of copying this to Ed Stern. I'm glad you kept the pictures and delighted to have copies.

Best Wishes,

Ian McLachlan Joy Avenue  
Newton Flotman,  
Norwich, Norfolk, NR15 1 RD

On June 15th our planes were loaded for an operational mission; one caught afire while airplanes were taxi-ing. Fire trucks were dispatched but *a/c* exploded before fire could be brought under control. Debris was scattered over a wide area and damage was caused to two other ships, also serious damage was caused to our second hangar, the first having been destroyed by enemy bombing attack. No personnel were *lied*; the mission was successfully carried out.

#### Group Armament

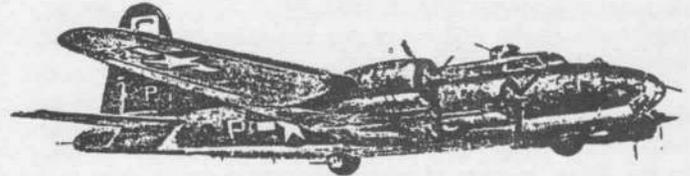
Group Turrets: This month a great deal of trouble was experienced with the Oxygen Swivel in the upper turret base. Cur *a/c* was destroyed by a fire which started at the base of the turret and while there is nothing left to definitely determine the cause it is believed the oxygen system was faulty. To cut down ? form of preventative maintenance is being instituted by our turret department. Experience has shown that the weakest part of the Sperry Turrets is the electric motor. These motors are being changed now according to operating hours and the motors are rebuilt.

1735th Ordnance Support - Maint Co Avn

A B-17 loaded with bombs, exploded near the Company building in the ammunition area. One fuse house was completely destroyed, another fuse house and the office buildings were badly damaged, and the flare house was *u. . .* damaged. No personnel were injured. Several thousand fuses were shipped by to the depot in exchange for new ones.

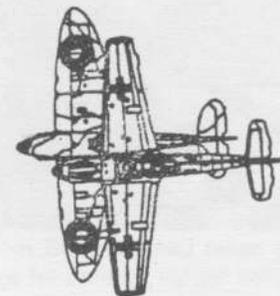
#### Base Fire Station

15th June 1944 - a B-17 on fire. On arrival at fire, nose of the ship was enveloped in flame, falling off shortly thereafter. Fearing that the ship was loaded, the Crash Crew was ordered a safe distance from the scene. The plane exploded two minutes later. One burning motor was hurled into the fuse shed and was extinguished immediately. Fragments pierced wings and flaming gasoline ignited stabilizers of another plane. This fire was immediately put out. There were miscellaneous small fires that were put out at once. All fires were under control within fifteen minutes of arrival and completely extinguished in one and a half hours.



#### REPORT OF AIRCRAFT ACCIDENT

1. Place of Accident: AAP Station 155, APO 559.
2. Date of Accident: 0344 Hr., 15 June 1944.
3. Aircraft Type and Serial Number: B-17G, Number 42-97818
- ii Group Station of Aircraft: 385th Bomb Group (H), AAF 155, APO 559.
5. Bombs:
  - a. Number and size: Ten (10) x 500-lb. (An-W64)
  - b. Nose fuze and delay: AN-W103 delay 1 sec.
  - c. Tail Fuze and delay: AN-W101. 2 delay .025.
6. Condition of Bombs:
  - a. Number exploded: (10)
  - b. Reason for explosion: Fire in aircraft.
  - c. Number safe: Negative.
  - d. Number dangerous: Negative
  - e. Safety Pins: Safety pins were not pulled.
7. Location of Bomb: Ten (10) 500-lb. G.P. bomb, loaded in aircraft caused to explode as a result of fire.
8. Effects:
  - a. Number killed: Negative.
  - b. Number injured: Military personnel - Navigator suffered slight injury result contact with propeller blade while attempting to clear aircraft.
9. Damage:
  - (1) A/C B-170 42-97818 completely destroyed.
  - (2) A/C B-170 42-107232 salvaged due to concussion damages.
  - (3) Bomb Fuze Storage building (Nissen construction): Completely demolished; one other Bomb Fuze Storage building (Nissen construction) seventy-five percent destroyed.
  - (4) Bomb Storage area office building (Nissen Construction): Doors torn down and corrugated sheets farming roof were loosened and warped.
  - (5) Bomb Storage building (pyrotechnic building, Nissen construction): Damages to roof.
  - (6) Approach to hardstand: Unusable until crater damage is repaired.
  - (7) Hangar: (Steel and corrugated sheet construction) Door blown down and wide tall sheets blown off. Roof intact and very little evident steel structural damage.
  - (8) Squadron Armament buildings (Wood prefabricated construction) - Total destruction.
  - (9) Station office building (Nissen construction): Doors tom down; broken window and brick and fractured and out of alignment.



## Letters to the Editor:

Dear Ed:

Am not sure if you remember the two guys who were stealing stuff from downed fliers huts back then. They'd find out at de-briefing who'd been shot down, then rush to the luckless crew's hut and rip them off for all they could carry away.

I was sitting in my hut one afternoon, alone because I'd just finished my 25th mission the day before, and the other guys were flying. I was being real quiet and had my bolstered .45 hanging from the bedpost when I walked these two GI's. Actually, a rat had gotten into my candy horde the day or night before and I was waiting for it to come out of hiding so I could blow it away. I walked these two human rats.

They said a spare gunner (can't recall his name) had been shot down and they'd been sent from the orderly room to pick up his things. We usually did this ourselves, in our hut anyway. We'd all agreed that if we bought it, anything the other crews could use was theirs. We had empty practice-bomb boxes under our cots crammed with underwear, socks, shoes, etc., from fellows who'd been shot down. I told these two G.I.'s that we'd take care of it.

One guy, a Corporal, said real snotty that they'd been sent by the Orderly Room to get the stuff.

I slipped the .45 out, racked a shell into the chamber but kept the gun pointed at the floor, aimed away from them. I repeated that we would take care of it ourselves.

Guess there was magic in the sound of that charging slide because the two guys spun around and marched out without another word. Of course, I never intended to shoot them.

That night I told Gordie Akley, ball turret gunner on my crew - Lt. Maryonovich's - and I guess he reported it because the two crooks were caught a few days later. Talk about vultures.

There was one raid that I wished I had my pistol with me. A Focke-Wolf came in, wheels down in surrender, and flew off our left wing, practically wing-tip to wing-tip with us. The Jerry got out but didn't jump. Just stood on the wingroast hanging onto the opened cockpit. I thought maybe he was going to try to ram us before he jumped, but I couldn't get my .50 level enough - radio gun - to shoot him. So I asked the left waist gunner to shoot him. No answer. Asked twice with no answer and finally, desperate, made it a direct order. I had one stripe more than he did. Then the waist gunner said it would be like shooting a guy in a parachute. But this Nazi was still in a position to take us down with him. It dawned on me that I could get the Nazi myself if the pilot dipped the left wing, lowering my field of fire enough for me to reach the Nazi. I called Maryonovich and asked him to do it but just as I did, the Nazi jumped. He didn't have a chute.

This happened on the return from Bordeaux on January 5, 1944. We were flying - The whole group - at 500 feet above the water and these Nazi's had apparently rushed out from the Isle of Jersey. I think that's the name, to intercept us. In their anxiety, the Jerry pilot had forgotten chute. He really had been helpless but I guess I'd have shot him, bad as it sounds, but the waist gunner quit the next day. He told me he should have shot the Nazi, that the FW did represent a threat to our plane and he should have put aside his personal feelings to protect the plane. I guess he was a better human being than I am. I know I'd never have shot those thieves in the 550th hut but I would have killed that Nazi without a second thought. What do you think other gunners would have done?

Holiday Best,

E. R. Johnson  
317 N. First St.  
Midlothian, TX 76065

Dear Ed,

Concerning the Short Snorter mentioned by Robert Lopiano, I, too, still have mine.

As I remember, it was started by war correspondents who traveled to many fronts. They would add a paper bill from whatever country the bar they were in happened to be, and whoever signed it got a drink on the owner. We sort of cheated and allowed currency of whatever country we flew over to be added to ours!

I have kept mine up-to-date with bills from many countries I have visited since the war. I'll get to add the new type English Pound note to my Snorter roll this May and also get many 385th'ers to sign who missed in '45.

Yours,

Bill Varnedoe  
5000 Ketova Way  
Huntsville, AL 35803

Ed,

I'm discussing the blazer idea with my wife/social secretary. More on that later.

Bill

Dear Mr. Stern;

I am writing after receiving the latest copy of the 385th BGMA newsletter. Thank you so much for sending us a copy (I just sent in dues for our own subscription). I believe Sam Lyke may have sent you a copy of my letter to him. Regardless, I wanted to write to you directly.

Letters to the Editor, Con't

Dear Ed:

I've enclosed a wonderful story about Howard Richardson, an early 385th alumnus. Perhaps the "Broken Arrow" can be attached with a heading such as "Alumni Antics".

The whole package is enclosed - it makes interesting reading for me since I served with or under several officers he mentioned. At one time I opened a "Special Weapons" branch in SHC Hqtr. There were only 3 officers and one -secretary N cleared in the commover.

You perhaps know that when I came back into service in 1947, I was assigned to the "Manhattan District" under Gen. Groves - who developed the bomb.

As ever,

Jim McDonald  
950 Mandalay Beach Road  
Oxnard, CA 93035

## Broken Arrow

Jim:

THIS ARTICLE WAS WRITTEN BY A GUY THAT RECOVERS OBJECTS FROM THE OCEAN. He wrote and received a copy of the accident report from the USAF. He then called me and the former co-pilot and wrote the story. The main theme of this story should have been the mid-air collision, but you can see where a nuclear weapon is involved then this is the direction the story will go. I had a B-47 crew at Homestead AFB, Fl. with the 19th Bomb Wing. The Wing was flying a USCM. We took off and headed out over the Gulf and pickup up an air refueling, flew further west then turned north and went almost to Canada then east. Our bomb run was somewhere in the Northeast then we % turned south to head home. This was in February and we were around 38,000 feet altitude. Over the Carolinas we entered friendly territory. I noticed about 3 or 4 fighter aircraft flying below but they disappeared. We were not supposed to have any fighters at this time. All of a sudden we felt an impact and a flash was off my right wing which was the fighter going down. I saw that the number 6 engine was not attached at the rear and was hanging down. The wing tank had disappeared I later found out that the F-86H was making a run on the rear of my B-47 and his automatic release had failed to work. The pilot looked up from his radar and saw my plane and he turned but too late and his wing shoved my aileron into my main spar and broke this. Some debris went back into my vertical and horizontal stabilizer and punctured my aux. fuel tank. I alerted the crew for possible ejection but told them to hold what we had for now. We called the tower at Savannah and told them to tell SAC Headquarters. We had a Mark 15 on board however it was not a complete bomb. The Tactical Doctrine called for first priority was the safety of the crew. This was changed later after other accidents and releases. I did use my own idea of an emergency and that was to descent to 20,000 feet and put gear and flaps down and see if I could control the aircraft at a reasonable speed over landing speed. The control was marginal so we elected to go off shore and release

the weapon. We called the tower and told them what we planned to do. We had talked about what would happen to the weapon if we came to a sudden stop on the runway for some emergency reason and the weapon came forward thru the crew area just as a bullet thru a gun barrel, we released the weapon off shore, called the tower and proceeded to descend and enter the traffic pattern. I did have a big job keeping lined up and we touched down at a high speed, skipped and I pulled the brake chute and turned off the runway. The B-47 never flew again. Gen. Dougher was the Division Commander there. I had the crew write down every detail before we went to sleep. We did not get much sleep before they waked us to brief General Power. He had been at Homestead and flew up to Savannah. I guess every thing went all right because he asked us to fly back to Homestead in his aircraft. I was prepared to remain at Savannah until the court martial had been completed. Gen. Power told me aboard his aircraft that he had called Gen. Lemay and put me in for a DFC and the other crew members a commendation medal. Gen. McConnell was also on board and came back to Homestead and presented the medals at a later date. I did add on to the accident report that anti-collision lights should be added as a safety devise to warn other aircraft both military and civilian aircraft. So I believe that I helped to install the strobe lights you see on all aircraft.

Hope this has not been too Poring but the older I get the more I want to get this story to the people that I have known. Virgie Cloyd was the Wing Commander and offered me a spot-promotion to Lt. Colonel but I told him to make me a squadron commander when the next vacancy occurred. He did this soon after and I ended up performing many other jobs during the Cuban Crisis and the changing of the base from B-47's to B-52H's.

Howard Richardson

Dear Jim:

I hope you remember me. Saw you last around the Pentagon area when I was assigned to the personnel business from 1947 to 1951. I went to a 385th Reunion some years ago and asked Septine Richard about your whereabouts and he informed me that you had died. Saw Septine in Fargo, ND a couple of years ago and he said that you were alive and he had been mistaken. I have made a few of the reunions and made the one in Ohio when Gen. Van was alive and he was there. I was still on active duty and drove up from Langley AFB. When I left the Pentagon in 1951, I went to USAFE and spent 3 years in personnel. We moved from Weisbaden to Ramstein when we built the new bases in Germany and France. When I returned to the states I went to Air Command and Staff School and volunteered for B-47's and ended up in Pinecastle AFB, Fla. in 1954 after graduating from Navigator school. You remember SAC wanted the B-47 Aircraft Commander to be a triple rated officer. Was assigned to the 19th Bomb Wing (Col. Virgil Cloyd Commander). When the base at Homestead AFB was completed we moved on down there in 1955 and I stayed there until 1963. Was at Homestead and went thru the transition of the Wing from B-47's to B-52H's. Was assigned to Wichita AFB, Kansas where I took over the Nuclear Weapons school. Gen Sweeney had taken over TAC and wanted our buildings for another fighter wing at Wichita. I

moved the school to Carswell AFB, Tx. Thought since we were moving we should pick out a good base and it turned out to be great. Was promoted to Colonel in 1965 and was assigned to SAC Headquarters in the Comptroller field. When I was in Washington D.C. Nick Chima the Mickey Operator with us in 4th Bomb Wing talked me into taking a night course in Fiscal Administration to obtain a Masters Degree which did not require a thesis. So that's how I ended up in the Comptroller work. I disliked the field but stuck with it and was assigned back to Tamstein AB, Germany and then to Langley AFB, Va. for my last assignment before retirement in Feb. 1973. Decided to return to Mississippi since my wife's Mother was living in Jackson and I had a twin brother who is a doctor and living in our home town of Louisville, MS. I stayed current in the B-47 and B-52 even flying with the Boeing plant in Wichita and the Bomb Wing in Carswell. Flew T-29 in Germany and Langley up to retirement.

Sure enjoyed your letter to the HardLife Herald and knowing you were still around. I talked the editor Ed Stern to include the Mississippi Miss on the cover by typing it in on a sample of the cover. Earl Studdard lived in Jackson, and saw him many times before he passed away. Saw Ira Fugua one time in Columbus, MS, where he lives. Enclosed is a copy of an article that was in the Smithsonian Air & Space Magazine / October/November 1990 issue.

I have talked my wife into going to the 8th Air Force reunion in September of this year. We are only about 3H hour drive from Jackson to New Orleans.  
Hope to see you there.

Best of Luck to You:

Howard Richardson  
4624 Kelton Drive  
Jackson, MS 39211

Dear Ed;

Christmas night I was watching the TV, and on the A&E channel "Our Century" program came on. It was titled "Killing of Eagles" and was about American, German, Russian and Japanese flyers during World War II.

All of a sudden I was watching B-17's bombing targets and the tail markings were G of the 385th. Then to my surprise, there was Leo LaCasse narrating the program. Leo had flown as Command Pilot with myself and crew on one or two missions. I have been wondering if a tape copy of the program could be obtained. Maybe Leo would know if this is published and read by Leo LaCasse.

Sincerely,

Ed F. McCarthy  
1709 SE 10th St.  
Cape Coral, FL 33990

Dear Ed:

REPORTING: Frank R. Mays, T/Sgt.  
385th H.B.G. 549 B.S. (The Flying Devil)  
Great Ashfield, England, May 1944 -  
Oct. 1944

Plane: "War Horse"

Crew: Lt. Lamping, Pilot  
Lt. Wanzack, Co-pilot  
Lt. Dutt, Navigator  
(killed-in-action - 7/8/44)  
S/Sgt Maxwell, Top Turret (Swanee)  
S/Sgt Blair, Radio (Blair)  
S/Sgt. Wolverson, Waist (Skeeter)  
S/Sgt Skophammer, Waist (Duke)

S/Sgt Cooper, Tail (Coop)  
S/Sgt Mays, Ball Turret (Junior) (BD - 813  
(BD-8/13/24)

Note: Lt. Slaper and S/Sgt Wolverson,  
flying-as-spares, were shot down on their  
35 mission, POW's returned.

Our first several missions were flown in "borrowed" planes before we were assigned a well-used, nameless, modified "F" model. She was ours, complete with shiny patches and recycled parts, slightly hard to trim in the tail but well maintained by an outstanding ground crew. The un-named (sorry fellows) ground crew always saw she was ready to go no matter how badly she was shot-up when we brought her back.

For instance, on July 8, 1944, we took an "88" through the No. 3 gas tank, a hole big enough to crawl up through the wing and we flew her to Munich on July 13. The name "War Horse" was selected by the crew in late June and yours-truly painted the name and picture of the right-side nose.

In October 1944, all the planes from our group, low on gas, due to unexpected head winds, were forced to land on a bombed-out airfield in Belgium. This field had been taken by ground forces just days before the forced landing. The "War Horse" became a casualty when on landing her tail dropped in a bomb crater and bent the fuselage. A ground crew flew in with 2X4 lumber and wire, reinforced the frame and the "War Horse" was flown back to England. The "War Horse" was declared not-fit-for-duty and all parts transplanted into combat planes.

Please, on the cover sheet of the HardLife Herald correct the name of this great flying machine from "ol' War Horse" to the correct name "War Horse". (I do not have the tail number of this airplane.)

Concerning the supply drop on 6/25/44:

I maintained a log of all my 35 combat missions, which for security reasons, was confiscated by the Air Force when I left Great Ashfield. The log was returned to me by the U.S. Government some four years after the war was over.

LOG, Or MISSION  
 TILLED FFORM AIR  
 Z3«5G /fj ENGLAND  
 OL>£R ENEMY QROUMD.  
 W~ 549th "BOMB SPAUOROU  
 586<sup>th</sup> - BoMB GROUP  
 FLY/VC, SALL TURRET in B-17(q).



ABID * / VeRSfilLi.es	JUNE, 4, 1944	/
FRFIMCE		
Time OF FLI	(HF 4HRS. 10	W/M
	BOMBS - 1 7L - 5	po*
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Dear Ed:

Please publish this request in the next issue of HardLife Herald.

I lost my Lucky Bastard diploma shortly after returning home in 1945. I flew 34 missions with the 548th Bomb Squadron, 385th Bomb Group and flew my 34th mission on September 5, 1944. I was a member of Fred Ihlenburg's crew. I was given my Lucky Bastard diploma before coming home. Upon my return to college, someone stole the diploma.

I believe that it was signed by Col. Vandevanter and someone else. If anyone reading this letter has a Lucky Bastard diploma issued at about this time from the 548th Bomb Squadron, please forward me a copy of same. I shall then block out that person's name, insert mine, and have a proper copy made. I will appreciate an early reply by anyone who feels he can accommodate it.

Very truly yours,

Robert E. Andrews  
P.O. Box 310  
Gainesville, GA 30503

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### TIME MAGAZINE COVERAGE OF WORLD WAR II

Time Magazine coverage of World War 2-issue of December 2, 1991 commemorating Pearl Harbor, had great in-depth stories about the background of Pearl Harbor, the bombing on December 7, the War in the Pacific, and the War in Europe.

We're sure many of you read it, but maybe some of you missed the coverage of the part played by the 8th Air Force and the 9th and 15th, for that matter. Just in case, we're printing what they found newsworthy out of a SEVEN page story on the war in Europe.

The resistance movements, however, received spectacular encouragement from the Allied strategic bombings of Germany. The British, still furious about the Luftwaffe's indiscriminate attacks on London and such targets as Coventry and Liverpool in the war's early days, launched gigantic carpet bombings of the Third Reich's industrial and urban centers. In May 1942 the R.A.F. sent the first 1,000-bomber mission over Germany, pulverizing 300 acres of central Cologne. The head of the bomber command, Air Marshal Arthur ("Bomber") Harris, told his men that if their mission succeeded, "the most shattering and devastating blow will have been delivered against the very vitals of the enemy." The R.A.F. lost only 40 of the 1,096 planes involved.

Beginning on July 24, 1943, Hamburg was savaged six times in 10 days. Fire storms created by British incendiary bombs raised flames whirling at 100 to 150 m.p.h., with temperatures of 1000°C at their cores. Eight hundred thousand people were left homeless, and some 50,000 were killed. Cities throughout Germany, including Berlin, were similarly razed. The mass bombings would alternate between British night attacks and American daytime raids, coming almost daily by the war's end.

Honest-that's it—3 words out of a 7 page story! They certainly know how to cut a guy down to size.

In spite of ignoring us, it made interesting reading. But those measly 3 words were almost enough to get us reading Newsweek after some 60 years with Time.

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From My Log:

Mission No. 11, June 25, 1944  
Location: DiJon, France  
Time of Flight: 9 Hours, 20 Minutes  
Time on Oxygen: 5 Hours  
Bombs -?: Containers  
Altitude: 750 Feet  
Target: Open Field

No Flak - ?

The log stimulates my memory as follows:

After a pre-dawn take-off we climbed to altitude the same as for any mission. Once over France, at an altitude of approximately 20,000 feet, we made several turn maneuvers dropping in altitude with each turn. On the last turn, somewhere in southern France over mountain we dropped altitude very fast, down between a row of mountains. The "War Horse" was flying in "Tail-end Charley" position, low squadron, low element, last plane. Since I was in the ball turret, at times, it seemed I was skimming the ground however I am sure we were never closer than 200 feet. We passed over one house where people were standing in the yard waving. There was one young woman dressed with a red kerchief, a white blouse and a long blue skirt. For years I was sure I would recognize this person if I ever met her.

From my position I could not see the mountain tops until the valley between the ridges came out into a very large open field. I guessed the field to be approximately 10 acres surrounded by woods. We flew across the field and I saw no people. As we crossed the field we began to gain altitude and circled. We again approached the field at about 750 feet and I saw colored smoke flares on the ground. As the drop was made some of the chutes did not full-open and when the containers hit ground "stuff" went everywhere. There were people everywhere and I often wondered if anyone on the ground was injured.

We had gone only several miles from the field when I spotted what appeared to be a German troop train. I asked the pilot for permission to fire and pumped about 200 rounds of 50 Cal. into the engine at a distance of about 1/2 mile. I am sure some someone from the Resistance could verify that and tell the rest of the story.

I did not respond to the Croix de Guerre article, however would like to be included.

Frank R. Mays  
125 Tanglewood Drive  
Madison Hgts, VA 24572

(804) 846-6438

Letters to the Editor, Con't

My name is Rosemary Dery. I am a free lance artist, specializing in WWII reproduction art. I paint nose art on leather jackets and squadron and insignia patches on leather. I have been doing this for 13 years. I have even painted nose art on the planes.

My husband's father was Capt. William A. Dery. He was a navigator. I'm not sure, but I believe he served with more than one squadron - although his jacket had the devil on a bomb from the 549th. He died in 1973 of cancer.

My husband and I share a common interest in WWII. We spend a lot of time going to museums, seeing planes, reading and talking to Vets.

We were excited to hear about your newsletter. We found out about it from Jane Sullivan in England. I wrote, requesting information about the 8th AF 50th reunion.'

Already we have enjoyed reading the newsletters - it feels like "touching the past". We appreciate the effort it takes to keep the memories alive. For me, personally, it's a link to a father in law I never had the privilege of meeting. Thank you!

Regards,

Rosemary D. Dery  
P.O. Box 155  
Flagstaff, AZ 86002

P.S. We have a photo album of my father-in-laws. If anyone is interested I can make photo copies of these pictures - including group shots, planes, bombing missions and pretty English girls!

Dear Ed:

Hope everything is fine in Fargo on 'Friday 13th'. It got cold enough to make snow on the slopes here in Virginia one time this season, two days of skiing and then back into the low 70 degree weather.

We live in Massanutten Village, Del Webb started the village in the early 70's as a time share resort and a private sector with individual home sites. We built our home and moved here in August, '84, it is a nice place to retire, away from the 'hustle and bustle' of Richmond, Virginia.

We had a real nice time in Williamsburg on September 29th and 30th. This was the grouDS 9th reunion. After the reunion everyone scattered to four corners of the States. Next fall we plan to meet at Jackyll Island, Georgia.

I have enclosed two photographs of the crew. The black and white taken in the spring of 1945, before they disbanded and the colored photograph 46 years later.

The crew discrepancy is when we moved from regular crew status to lead crew status, we lost the two positions of our ball turret gunner and chin gunner. Bill Cox, our co-pilot, moved back to the tail gunner position as flight observer.

We never knew what happened to our original tail gunner Harry Grimmet from West Virginia.

Wishing you and your family a 'Happy Holiday'.

Sincerely,

Jim Grimstead  
Rt. 2, Box 936  
McGaheysville, VA 22840



Standing L-R John McGregor, Radar Navigator; Carl Eyman, Bombardier; Paul Marince, Pilot; John Messbauer, Navigator; Bill Cox, Co-pilot.

Front row L-R Walt Huling, Waist Gunner - deceased; Ray Bloom, engineer - whereabouts unknown; and Jim Grimstead, radio operator.



Standing L-R John McGregor, Radar Navigator; Carl Eyman, Bombardier; Paul Marince, Pilot; John Messbauer, Navigator; Bill Cox, co-pilot.

Front Row L-R Bill Styler, Ball turret gunner; Jim Grimstead, Radio Operator, George Dresner, Chin Gunner - Toggler.

George got the purple heart while flying with another crew. Shrapnel came up in his flight boot and he lost a toe.

Dear Ed,

As the supply drops to the French Maquis are in our newsletter I would like to send you part of the official report of the June 25, 1944 mission. The original report is over 50 pages long, so I gleaned out what I thought might be of interest and am enclosing same.

Again my opinion on the Croix de Guerre, if one mission was worth the award, all three were, but I feel that is a closed issue at this time and place.

Jerry H. Ramaker  
310 Simone  
Carson City, NV 89701

#### EDITOR'S NOTE:

There will be more in the next Hardlife-Formation lists, an intelligence summary, other instructions to crews, etc. Should bring back some memories.

### OFFICERS BRIEFING

1. Targets—Primary: Open Field in France  
Secondard: Open Field in France—one of two.  
The General Area—North of Lyon, France.
2. CAUTION OF SECRECY In S-2 brigfing we have attempted not to be stuffy and preach a sermon at every briefing about security. We have resolved to discuss it when it assumes even greater importance than usual. This is it. Talk about what you hear here tonight is not only dangerous to you and your pals on other crews, but also dangerous to thousands of brave men who are in far graver danger now than you are—and some of your own officers and men are with them. The purpose of this mission, the type of bomb load, route, target areas, and all similar details will not be discusses even on this base and even after the mission has been run. If you hear others discussing it it is your duty to tell them at once their duty to refrain from discussion.
3. Here is the SITUATION: The French Maquis (Partisans) in Southern France have been rendering far more assistance to the allied invasion then was ever thought possible. Not only did their activity delay for several days the movement of the 2ND SS PANZER DIVISION FROM TOULOUSE TO NORMANDY, but it appears likely that the 9TH AND 11 th PANZER DIVISIONS WILL BE PINNED down in Southern France in an attempt to restore the situation for the Germans. In addition to this enemy armoured outfits the Maquis are also tying up LARGE NUMBERS OF INFANTRY TROOPS.

The Maquis have done and are doing a good job, but they now need help and need it badly. Several areas controlled by the French have already been lost to the Germans who have started a large scale offensive to wipe them out quickly so they can divert the troops to Normandy. The exact plans for this operation have had to be changed several times due to the extreme drive of the Germans (dam em). On June 20th a message received said "We are being attacked by

two divisions on all reads..... We ask urgently for assistance". Unless weapons and ammunition reach them soon, thousands of our brave allies will be slaughtered and their valuable assistance to our boys on the Cherbourg Penn.

Your job today is to drop these supplies at the assigned places. It is desired that all containers be dropped within a thousand yards of the aiming points. Some outside that area will be picked up, but wild ones will only fall into enemy hands and make the situation more difficult for the Maquis.

These missions can be successful as the B-24's have already done some of this work. Also it might be interesting that a few of our officers are down there fighting with these Frenchmen. Some of the crews have had trouble and got out or landed there and are now with them. Our assistance will help them return at some early date.

4. How you will recognize your field for dropping: First drop only in your assigned area. Fires outside these area are to be ignored. There should be three fires in a 3000 ft triangle. Your aiming point is in the middle of this area. They may be waving Red flags or have a large sheet in the middle of the area for you to aim at. If there is no sign at the primary, go to the secondary, If no sign there bring them home. In this connection on reporting: The Navigator must be able to report where his containers landed. If not on the target, exactly what disposition was made of the containers. If not dropped on target, WHY? Bonfires should be visible for 5 miles.

5. Map of target shooting IP to target, secondary, and flak and enemy concentrations. Second runs must all be made East of both the Primary and Secondary targets. It is extremely important that leaders consult their flak maps carefully. On your flak maps Heavy Flak will be marked as usual. Navigators besides leaders may take the places if they wish: Heavy guns at Chalon, Dijon, Taaux, AD, Bourg. Troop concentrations at Macon, Lons, Dole. ALL SECOND RUNS BE MADE EAST OF YOUR TARGETS.

6. Observations are important today. Navigators should bring back all good information possible about enemy movements etc. In this regard no strafing unless troops absolutely identified as enemy.

#### 7. Altitudes:

Primary target 530 feet  
Secondary 1530 feet  
At 3° East—650 feet.  
High Point from there to IP (15 miles from IP) 3300 ft.  
IP 500 ft.

#### RP800 ft.

To go to Switzerland. Need to go over heights up to 56000 ft.

#### 8. Landing in Swiss Territory

Border - No formation  
Swiss fighters - Reply GG Glans on  
Wheels Down  
Follow to suitable field - Meiot's

**GUNNERS BRIEFING**

See Officers briefing notes entire first page.

Also show map of area etc.

General idea of mission—low altitude etc. Leaders etc.

Observations important today-

Note to gunners-no strafing unless troops are surely enemy.

If they fire on you, let em have it.

Misc. Information:

1. Fighter support-AMPLE
2. Time in Flight 8 1/2 hours  
TIME UNDER OXYGEN 5 Hrs - never over 17,000 ft  
ETR1235

Dear Ed,

Regarding the supply drop to the secret French Mission.

I was the ball turret gunner on Homer Groening crew. We went on all three missions.

This is from the sortie records.

No. 1 Jun-25-44	Time 8:30
No. 2 July-14-44	Time 9:15
No. 3 Aug-1-44	Time 8:30

Crew:

Homer Groening - Pilot  
Bill Leveret - Co-pilot  
Alfred Spallone - Navigator  
John Erbes - Bombardier  
George Platt - Engineer  
Edmond Slone(Slomowicz) - Radio Operator  
Ken Strom - Tail Gunner  
Floyd Reinken - Waist Gunner  
Harold Muentener - Waist Gunner  
Jack Surratt - Ball turret

Sorry, I missed the Tulsa Reunion.

Sincerely,

Jack Surratt  
610 Orange Grove Way  
Folsom, CA 95630

Dear Ed,

Nice to get your news letter of Dec. and must say that I enjoy every one of them. They most certainly bring back old memories and I think that the old has-beens of the 385th owe you a debt of gratitude for your tireless efforts to keep us informed. From this member, THANK YOU.

I want to order a 385th zipper Garment Bag - if they are still available. Nora and I fly back and forth to Florida four or five

times a year and I would like to give the 385th a little free advertising. Quite frankly, I would like to let everyone know that I was in the 385th.

For a little history: I was Ball Turret on the Maryonivich (now Martin) crew. Six of us still get together every 3 or 4 years and the last time was at Wright-Patterson a few years ago. You must not forget us for we are the crew that spent the better part of Dec. 1943 on the Riveria in Lisbon, Portugal. We really had a great time but it didn't seem like it then.

Nice to note that Stan Halstead has joined the forces. I assume that this is the same Stan that was 1st Sarg of the 550th. A great and gracious Sarg.

Nora and I spend six months in our summer home in Vermont and six months in Nokomis, Florida. Oldest son is running and buying the business, (our retirement), and everything is going very well for the two of us and our family of three children and seven grandchildren.

It has been nice to talk to you, Ed. I remember you very well.

Sincerely,

G. E. (Jack) Akley

Dear Ed:

With reference to the reunion: For those who will be visiting Great Britain but are not going as part of the tour - why not try bed & breakfast accommodations.

I am the wife of a member of the 550th, was a war bride and am working with another English lady who has been making reservations throughout Great Britain for ten years. We both have extensive knowledge of the country.

We can arrange to stay in a private home, farmhouse, Elizabethan Manor House, or even a former Stately Home? We can also plan itineraries, arrange BritRail passes and car hire.

Any length of stay will be given full personalized attention - whether it is a few days in London or a month covering the entire British Isles - from Land's End to John O'Groats!

We shall be pleased to help any members requiring assistance with their travel plans.

My husband and I are going to the reunion and find ourselves looking forward to this exciting event - See you there!!

Sincerely,

May Blanchette  
P.O. Box 492  
Mercer Island, Washington 98040  
Telephone (206) 232-2345

**EDITOR'S NOTE:**

Yo'ur Editor has travelled in Britain twice using B & B's - a great way to see the country, visit with people and save a bundle. It's highly recommended!

Dear Ed,

I am writing to you for information. I am looking for any information or pictures of my airplane, "JEANIE BEANIE". The call sign was Boston William. All of my pictures and information has been destroyed. I do not know the tail number.

I would appreciate any help that I can get. Please put a notice in Hardlife Herald.

Sincerely,

William A. Sander Jr.  
317 Bellvue Dr.  
Fort Worth, TX 76134

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## NEWS RELEASE

### EIGHTH AIR FORCE BOMBER STORIES

By  
Ian McLachlan

Price: \$34.95 + \$4.50  
Shipping and Handling

An enthralling story of combat, collisions, battles against the elements, and other struggles the "Yanks" faced in WWII. Previously unpublished photos rescued from destruction provide the basis for this gripping account of the men of the 8th Air Force based in East Anglia. The author not only describes the events, but gives graphic recollections of how they felt and reacted. Bombers ripping apart, spinning out of control, watching men without chutes grasping the air...Much is very graphic, but he also includes the fun times on the base and off.

McLachlan, who grew up in East Anglia, had a boyhood interest in aircraft and dug up many of the stories about the 8th AF. His passion for the topic and previously unpublished photos combine to provide an unforgettable account of the war. Sure to be of interest on the 50th anniversary of the USAAF arrival in England.

#### IMPORTANT FEATURES:

- \* Includes never-before published photographs
- \* Captivating accounts of harrowing wartime incidents
- \* Extensive appendices on the aircraft and incidents
- \* Released in time for the 50th anniversary of arrival of the 8th AF in England
- \* McLachlan wrote the popular FINAL FLIGHTS on the lost bombers of WWII, and is a founding member of Friends of the Eighth.
- \* Excellent reading, very dramatic, packed with historic facts.

For more information, contact Bill Krause or Linda Toftness at ZENITH BOOKS, PO Box 2REV, Osceola, WI 54020. 1-800-826-6600.

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### WANTED: For GSE Exam in England- YOUR STORIES

We've heard from Barbara Pleasance, one of our English members, who asks that we get members to send stories of their active duty or leave time to Julie Kindred, New Crabbs Farm, Parham, Nr. Woodbridge, Suffolk, England. She's doing research on the USAAF in East Anglia in WWII.

Send her some of your reminiscing! And how about sending your editor a copy for the Hardlife Herald?

# 385th B G M A

ED STERN, EDITOR  
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