

HARD LIFE



HERALD



NEWSLETTER OF THE

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION



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

VOL. XVII NO. 1
 Editor: Ed Stern
 Printed by Interstate Printing
 Fargo, North Dakota

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

February 1999

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

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

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

Marian Gallagher
 45 Hopewel Trail
 Chargin Falls, OH 44022

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

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

**17th Biennial Reunion
 385th Bomb Group
 Memorial Association**

**Savannah, Georgia
 April 11-15, 1999**

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

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

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

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

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

Chaplain Sez

Hello Everybody,

I had a memorial service for the father of a member of a former parish on December 26, 1998. Their Pastor could not conduct the service. When I met with them, it had been 15 years since we had seen each other, they asked me if I still stood on my head. When I was their Pastor I would stand on my head often during the Children's Message in the Worship Service. I don't any more because of shoulder problems.

Many things do and have changed down through the years. It is because we are human and it can not be helped. But no matter the years or the changes we made, God's Love never changes. And we realize more and more as we age and time passes how we can really rely on God's continued Love and support.

"Let us hold fast the confession of our hope without wavering, for He who promised is faithful; and let us consider how to stir up one another to love and good works, not neglecting to meet together, as is the habit of some, but encouraging one another, and all the more as you see the Day drawing near."

Hebrews 10:23-25

I hope to see you all in April at the reunion in Savannah, Georgia.

Sincerely with love,
Jim Vance



HERITAGE MUSEUM SELECTS DR. BARRY BUXTON TO BE EXECUTIVE DIRECTOR

SAVANNAH, GA. - Dr. Barry Buxton has been selected as the Executive Director of The Mighty Eighth Air Force Heritage Museum.

Buxton graduated from Appalachian State University in North Carolina in 1971 with a major in history and teaching certification. He also earned his master's degree with Appalachian State in 1973 again majoring in History with a minor in adult education. In 1976 he received his Ph.D. in history and philosophy of education from the University of Nebraska. He has taught at Appalachian State and the University of Nebraska and has been a high school teacher and coach.

Buxton will take over the responsibility of overall operations of the Heritage Museum. Shuler, who has been doing that job since the museum opened, will remain as Chairman and Chief Executive Officer but will concentrate on the larger issues such as fund raising and getting wider exposure for the museum.



EDITOR'S NOTE: Anyone remember this man — last name Lacy. He was a friend of Walter Berosh, and Fr Tom Yosh would like word from anyone who remembers.

BULLETIN BOARD

DOES ANYONE KNOW????

Does anyone know of James Kelly, pilot of "Little America" (384th BG)? Deb Zink, whose father flew 16 missions as tailgunner on "Little America", as well as on "Black Ghost" and "Boston or Bust" would like to hear from you. Her dad remembers other names on the crew — Faulkner, Wiscoski & Jerry Bouprey.

"Little America's" crew finished their 25 missions and came back to the States, but her dad had been tof out.

Write Deb — Box 789, Williamson, NY 14589.

YOUR HELP IS NEEDED!!!!

I need your help. Currently I am researching the airwar of the Dutch town Harderwijk, on the south east coast of former Lake Zuiderzee.

General USAAF aircraft went down in the lake new Harderwijk. Amongst them was BI 7 42-20200, the Head PFF plane of the 382 BGT during the raid on Diepholz on 21 February 1944. I managed to get in contact with the navigator Joel E. Panches (385BG) who was on board this PFF plane together with Captain Binks. I am trying to get a complete picture of what happened that day, and need to get in contact with 385BG personnel who participated in this raid and can help me with their personal story, anecdotes and any other relevant information, such as photographs, mission maps, etc.

Many thanks
Cees Steijger
3892 GA Zeewolde
Netherlands
Tel/Fax - 31 366 522 2550

A GREAT SUCCESS!!!

Roger from Luxembourg says the museum and the memorial have a great success. In December we will have guests from the States. They will come with members from the Spangdahlem Air Base. Roger will also be at the reunion in Savannah next April. Thank you for all your help!

DUES DUES

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

NOMINATING COMMITTEE SLATE - SAVANNAH 1999

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

Darla Newton
SECRETARY - George Hruska
TREASURER - Vern Phillips

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

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

Committee will meet April 12, 1999 for breakfast

EDITOR NOTE: a remarkable account of Buell's memories of his miseraboe time as a POW

My P.O.W. experience is different in some respects than that of Col. Reicharts. I was a P.O.W. only from 9 August, 1944. In the nine months I was in the west, and east, of Germany and half way back again. From Kunsel to Mainz by military truck. To Frankfurt on train with morning commuters. Miles of bombed apartments both sides of tracks. I get a cozy as I can with guards, civilians are a danger to air crews in Germany 1944. Glass from the skylight roof of Frankfurt station is all over the floor. We take quaint trolley to Oberursel. Three days in solitary, (no big deal). Once each day someone I could not see threw two slices of black bread, glued together with margarine?) on the cell floor. I did not leave a tip when I left after terrible room service! The concierge mumbled something about war time help as I left. We go to Wetzlar in passenger cars, in only one overnight? I am not sure, it is somewhat a blank spot. We were at Wetzlar five days, I THINK we had a mass shower, another partial blank spot. I do know we had plenty of Red Cross food, and coincidentally?, allowed to write home.

I write to my wife, telling her about the great food.

The next trip is a P.O.W. train of passenger cars to St. Wendel. We will be at the grand opening of a new enlisted air crew P.O.W. camp. This would be the LAST fun trip. In a two day trip down the west bank of the Rhine, the German Sgt. in charge points out all the castles and other points of interest. The Sgt. said he was a tour guide before the war. He gave us the spiel: "und ofer here we haf der Germainnia statue", the statue is high over the Rhine in Rudesheim on the east bank. (In 1989, my wife and I had lunch at Rudesheim.) We traded Red Cross food for beer with the German Sgt. This was great! Fine summer days, German beer, a guided tour of the Rhine, and, we were still on flying pay till the war was over! I never occurred to me that our fighters might meet this train. We were at St. Wendel for a few weeks. One day when some new P.O.W.s were brought in I recognized one of our 385th photographers. I think his name was Weeks. He had ditched int eh North Sea in "Homesick Angel". (There were no showers at St. Wendel) . When the Germans lost Paris the honeymoon trips were over. We took a box car train four nights to Pomerania. The box cars in Europe are half the size of ours, and with 50-55 men IT IS cozy. The latrine was a five gallon pail. I was able to get to one of the small barb wire windows in the corners of the car. I looked out the window most of each day. I would slump down in the corner to rest, or sleep. It was a good spot as there was not room for all to lay down. One day as our train rounded a bend I saw flat cars, with field guns on them on the end of our train. I started to worry about our fighters. Our fighters would have shot up our train, with, or without the flat cars. When we arrived at the station near S talag Luft 4, we walked up

the road with the guards, and their dogs. The dogs WERE FRISKY, and held with seeing eye harnesses.

Luft-6 - in East Prussia had been evacuated and moved to Luft-4. Their guards were Kriegsmarine. They had come from East Prussia by boat, and it was NOT the Love Boat! The P.O.W.s from Luft-6 had been run up the road, prodded with bayonets, and bitten by dogs. Our group from St. Wendel were the first P.O.W.s not run up the road. One P. O. W. at Luft-4 was shot by a tower guard for going out a window in the day time. The one light bulb in each room went out at 9:00 P.M.. The doors were barred, and windows shuttered at dusk. We were not required to walk the perimeter, but walking 20 miles per day would put you in shape! I have a blank spot on haircuts, and inspections. MUST have had a haircut? Instpection? There was a Christmas dance. The guys with crepe paper in their belts were girls (didn't see anyone my type). We were allowed out till midnight, but some guy had some raisin jack and asked the Commandant, or some other German officer, if he would like to jitterbug. The party was over (There were no showers at Luft-4).

Jan. 45 I was in the camp hospital with an arm infection. The doctor was a shot down American flight surgeon. Capt. Caplin. He said the camp was going to be evacuated. He could get me on a train out, or I could stay and take my chances with the Russians. I took the train, a lucky choice. Most of the camp walked to Czechoslovakia.

Same accomodations, 8 nights overcrowded box cars, 5-gallon latrine not emptied often, (can you blame them?) One night as our pail runneth over I get the G.I.s and vomiting. I was not the most popular guy around the pail that night, although there was one guy holding a wax paper candle for me who could not stop laughing. Getting there was not half the fun. We arrive at Luft-1 Air Officers camp at Barth. The camp was so full the Germans had annexed some of their former barracks to the camp, with a fence and tower. There was a gate to a main compound, and, FLUSH TOILETS (!) in our barracks! There were then about 12,000 P. O.W.s in the camp. Now here is the BIG deal. SHOWERS EVERY 3 WEEKS! The P.O.W. American officers helped us so very much, bringing us hot water to shave, coffee and food, we were a MESS! The food ran out the last two months of the war and we had one thick slice of bread per man per day. When the Germans pulled out three days ahead of the Russians, they gave EACH P.O.W. SIX Red Cross parcels!! The Hartford Courant had an article about Luft-1 stating that there were NO ENLISTED P.O.W.s at Luft-1. The story was by the daughter of a B-24 pilot P.O. W. at Luft-1 (now deceased). It appears all compounds were not aware we were there.

FOOTNOTES

1. Luft-1 had some inmates of note:

RED MORGAN - Medal of Honor. Shot down with three members of 385th on his plane. Why were they there? Saw Morgan peeling potatoes.

COL. HUBERT ZEMKE - P-51-479th group leader. Put on boxing match with an English paratroop Major. Germans filmed the event, and our smiling faces.

COL. ROSS GREENING - Was Capt. Greening crew #11-April 18,, 1942, 30-seconds over Tokyo mission. After the Germans left I had to report to Col. Greening after an altercation over possession of a Luger. The Col. said we were a disgrace as Sgts, in the Air Force. He was right.

COL. HENRY SPICER C.O. P-51-357th Group. Was in solitary before we got to Luft-1. Stayed there till end, was sentenced to be shot. Germans at Luft-1 never invoked sentence. After the war while waiting for discharge, I was the Librarian at the P-37 base at Riverhead L.I. It was the first time I had my wife and car with me in the service. When my wife got the morning sickness I took her back to Connecticut. Every Friday afternoon I drove home to Connecticut.

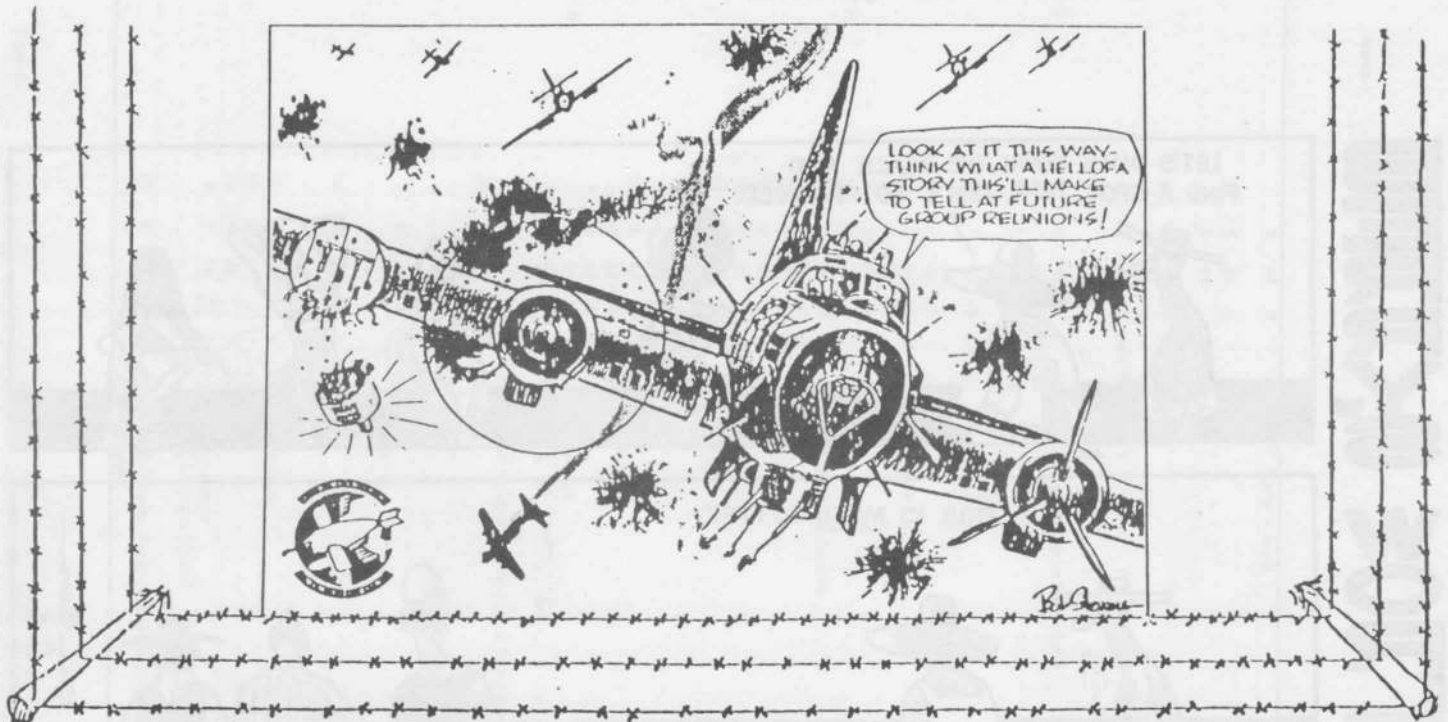
There were three other P.O.W.s from Luft-4 at the Riverhead base. Two in the office, one steam cleaning garbage cans in

back of the mess hall. That guy would steam clean my W. W. tires when I washed my car at the mess hall. Now THOSE were CLEAN W.W.s! One night we drove to the Casa-Basa. We were at the bar and there were four Air Force officers to my left. I think it was a Capt. next to me. We were talking, and he told me that the last officer down the bar was Col. Spicer! The Capt. told Col. Spicer that we were P.O.W..S. The Col asked me what compound I had been in at Luft-1. Col. Spicer then bought the drinks. Col. Spicer was on the cover of Life a few years later. He was a P-80 Shooting Star Group C.O. in (I think) Germany.

I could have made this much shorter by just saying, I didn't have a lot of showers in Germany.

Col. Reichardt did not mention any changes? At Luft-3 when the camp came under new management after the "GREAT ESCAPE" OF March 1944, and 50-P.O.W.s were shot. True, we were not in Concentration camps, or Jap. camps, but everyone's camp experience is different.

Buell Martin
3-Pickett Lane
Unionville, Conn
06085-1412



Fly the Friendly Skies

Why Do We Come?

This is an article from B-17 Flying Fortress Association Newsletter, Spring 1996 (edited)

The original of this article first appeared in 1983 in a newsletter *Vapor Trails Talk* of the 97th BGA and was written by Ped Magness (D) and Don Hayes.. They entitled it *THE REUNION*.

Reunions, why do we come? Why do we enjoy them so much? I'm sure we have all asked ourselves these questions, as well as our wives. Even after reading this, wives may not understand. This is one veterans reasons and I feel sure all who have been to a reunion can relate to this. Also, it may help some wives to understand.

What is it that binds combat veterans together? It isn't friendship, we all have friends. You go to a company picnic or a convention and you will not feel the same emotions in the air as you do when you attend a veterans reunion. It is something beyond regular friendship. It is knowing that you and they have *been to hell and back*. It is a deep rooted emotion that binds you together. It is the knowledge that when things got tough, you and your buddies stuck it out and lived to tell about it. You can attend high school reunions, college reunions.

and company conventions; the whole civilian works, but there isn't that *banding of brothers feeling* that you feel when combat buddies get together and talk about **those close shaves**.

You and your buddies may have a little less hair on top and maybe a few more inches around the waist, but deep within all of us is the same comrade-

ship that we had during our tours of combat flying. Whether it is ten years or fifty, when combat buddies meet it seems like yesterday. All of those war memories begin to reassemble in your mind.... memories that you thought had been pushed back into the recesses of your memory bank. What ever happened to-----? And remember when....?

You try not to let on that these old veterans mean a lot to you, but by the time Auld Lang Syne is played and the flags furled up and the station wagon is packed, there is a lump in your throat and a tear in your eye as you part company with the men who once lived and fought beside you.

BERRY
SLOW
DRAW



Jim Berry
B-2
© 1987 by NEA, Inc.

RAF pilot reunited with his Spitfire

WHEN fighter pilot Len Thorne finally walked away from his Spitfire on a windswept wartime airfield he thought it was goodbye forever.

Hero Len, who had shot down two enemy planes, had a life in Civvy Street to carve out and never expected to see MH415 again.

But now, 54 years later, after an amazing series of coincidences, the wartime pilot has been reunited with his plane.

His daughter discovered that the Spitfire was the prized exhibit of a Texas millionaire collector.

Yesterday Len, 77, told how he was overcome with emotion after traveling more than 3,000 miles to settle in to the pilot's seat once more.

"It took me straight back to the wartime years," he said. "You think of the comrades you served with and the good friends you lost.

"All the memories came back. I've always believed that if I was put into a working Spitfire again I could still take off and land, and now I still feel the same way."

Len, a widower, joined the RAF in 1940 as a sergeant pilot with 602 Squadron and by the end of the war had become a Flight Lieutenant.

Last year he heard a rumour that one of the scores of different aircraft he flew during that time had survived and was in private hands somewhere in America.

His daughter Penny has lived in America for the last 20 years and he mentioned it to her then forgot about the matter.

But she managed to trace the Spitfire to the private airfield of Wilson Edwards where she lives in Texas.

Len last saw the plane at RAF Wittering in Cambridgeshire, now a

BY PHILIP DERBYSHIRE

base for Harriers. It arrived in America via a roundabout route after being sold by the RAF to the Dutch airforce, who traded it on to Belgium where a private owner bought it and shipped it across the Atlantic.

Mr Edwards added the Spitfire Mark IX, now worth more than £500,000, to his collection of more than 30 wartime aircraft several years ago.

He was delighted to hear about Len and insisted he fly out to visit his old machine once more.

Len arrived at the airfield 300 miles from Dallas last December hardly daring to believe his luck.

"We could see the hangars from miles away because the countryside was so flat," he said.

"When we got there Wilson kept us dangling, showing me his other aircraft, and the suspense was building up," said Len, retired from a career in industry and now living in Cookhill, Worcestershire.

"Then we walked into the hangar, and there it was.

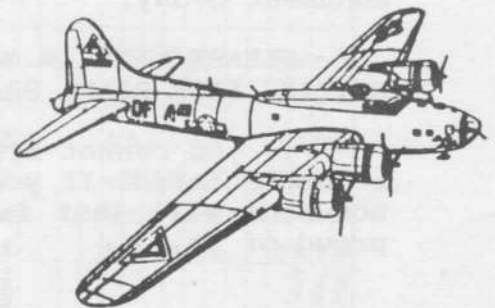
"The first thing I checked was the registration. I had to be certain it was the right Spitfire, and it was.

"I ran my hands over the metal. To be honest, I could hardly believe it was there.

"Wilson asked me if I wanted to sit in it and went to get a ladder to help me. But I managed to clamber on to the wing and once I was that far decided I may as well get in the cockpit.

"It was much easier 54 years ago I can tell you!

"My hands just fell straight on to the controls. It was quite a moment, and more than worth the journey. The experience was priceless."



URGENT NOTICE

The preliminary design and cost figures were received from the Depue Monument Company on February 4 and 6, 1999, respectively. As expected, the design will require some modifications but altogether is impressive; and, as expected, the cost figures exceed our budget. What was unexpected was the amount of the cost overrun.

We had budgeted \$15,000 for our monument. DePue's cost came in at \$21,380.62, so we are over budget by \$6,380.62, which includes a one-time \$1000 maintenance charge (of which we had not been advised) and a \$1,153.62 sales tax charge (of which we should have been aware). Our treasurer, Verne Philips, advises that we have slightly over \$16,000 in our monument fund which leaves a shortfall of over \$5000.

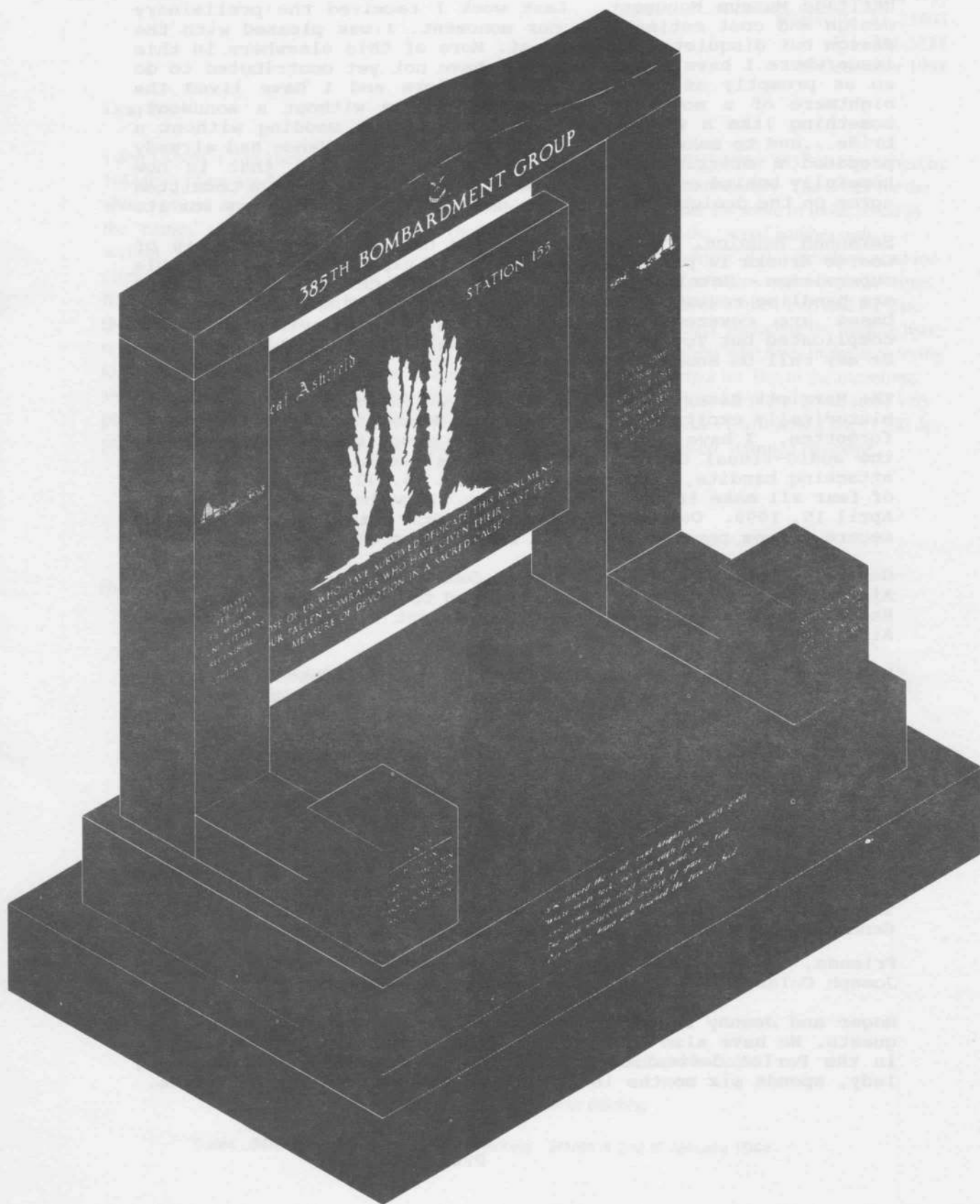
As previously stated the monument design is quite impressive. It should not be cheapened. Hopefully, pictures of the preliminary design will appear elsewhere in this issue of the Hardlife Herald.

This urgent notice is directed to our fellow Association members who have not as yet contributed to the Monument Fund through oversight or procrastination. We are now approaching our monument D-day.

PLEASE MAIL IN YOUR \$50 DONATIONS TO ROBERT A. VALLIERE, 18 WHITING FARM ROAD, BRADFORD, CT 06405-3223

If you cannot afford \$50, send in whatever you can. It will be appreciated. If you can afford more, we will be grateful. The monument will last for a long time. We'd like our progeny to be proud of it.

Michael R. Gallagher
President



PRESIDENT' REPORT

Heritage Museum Monument. Last week I received the preliminary design and cost estimate on our monument. I was pleased with the design but disquieted by the cost. More of this elsewhere in this issue where I have asked those who have not yet contributed to do so as promptly as possible. Bob Valliere and I have lived the nightmare of a monument dedication service without a monument, something like a wake without a cadaver or a wedding without a bride...and to make matters worse. Rev. James H. Vance had already prepared a stirring dedication service. But all that is now hopefully behind us. We need now only have the Executive Committee agree on the design and raise the money still needed to pay for it.

Savannah Reunion. The reunion meeting under the chairmanship of George Hruska is proceeding as one would expect under his capable supervision. Hotel arrangements have been made. Sam and Mary Lyke are handling registration and Tom Newton is making certain all the bases are covered. Hospitality room details are incredibly complicated but Tom has assumed responsibility for this function. He may call on some of you for help.

The Marriott Riverfront hotel is lovely. The city of Savannah is historically exciting and the Heritage Museum will not be quickly forgotten. I have yet to see a dry eye among the crowds departing the audio-visual depiction of an actual bombing mission. Flack, attacking bandits, the sounds of war at 30,000 feet and the smell of fear all make it a virtual reality. Remember, April 11 through April 15, 1999. Our best reunion ever. Don't miss it by failing to secure a room reservation while rooms are still available.

General Victor E. Renuart, Wing Commander, 347th Wing, Moody Airforce Base, Valdosta, GA, has agreed to be our banquet speaker. He will bring us up to date on the current readiness of the U.S. Airforce.

Monument Site. Notwithstanding our efforts undertaken over a year ago, the exact site for our monument in the Memorial Garden is still unsettled. Gen. Buck Shuler has been elevated to Chairman of the Board, lives elsewhere and visits the museum a couple times a week. Barry Buxton, PhD, is now president and executive director of the museum. He advises that a moratorium has been placed on sites until order can be reestablished. He has agreed to give us preferential treatment, but this is a far cry from the strong commitment we had from Gen. Shuler.

Miscellany. Plaques of appreciation have been sent to Luxembourg officials responsible for the Perle' 385th monument and museum. These include Roger Feller (presentation will be made at reunion); General Victor E. Renuart; Constant Goergen, president of US

Friends, Luxembourg; Ferdinand Unsen, Mayor of Rambrouch; and Joseph Colas, President of the Organizing Committee.

Roger and Jeanny Feller have been invited to our reunion as our guests. We have also invited Col. John Parker who was very active in the Perle' dedication. Col. Parker, married to a Luxembourg lady, spends six months in Luxembourg and six months in Florida.

Michael R. Gallagher
President



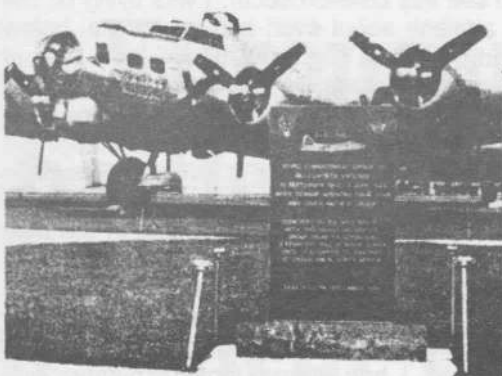
New Mexico Chapter of the 8th Air Force Historical Society 1998 Board Members

Front Row-L to R: Larry Stebleton-276 Bomb Gp; Colonel Gary Dills-377th Air Base Wing Commander; Hal Goetsch-385th BG-551st Sq President;
 Back Row LtoR: Billy Richardson-91 st BG; Bob Vickers-392nd BG; Ed Kastenak-493rd BG; Carl Albright-446th BG; Myron Sanchez-385th BG-549th Sq.

EDITOR'S NOTE: Anyone close to Shreveport should see this museum.

SHREVEPORT BOSSIER

• convErmon and TOURIST BUREAU •



8th AIR FORCE MUSEUM

Take an exciting journey through the past and discover the dynamic history of Strategic Bombardment at the home of the 2nd Bomb Wing and the "Mighty 8th" Air Force.

The 8th Air Force Museum is not only a memorial to our successes in battle, but a recognition of the many years spent training to deter war. The peacetime history of Barksdale AFB is as significant as those years at war.

With more than 12,000 square feet of display space inside and nine acres of land outside, the museum features authentic uniforms, dioramas and aircraft dating back to the first world war, all to preserve the rich aviation heritage of our nation.

The museum features galleries filled with memorabilia from BAFB of the 1930's, the 8th Air Force and the oldest aerial bombardment unit, the 2nd Bomb Wing. Dioramas, aviation art and a sculpture gallery depict Air Force life from barracks to battlefield. The museum also features a 30 seat theater built as a replica WWII briefing room that shows Air Force films daily.

Seventeen aircraft are on display, including the P-51 Mustang, the B-17 Flying Fortress, the F-84F Thunderstreak, the B-47 Stratojet, KC-97 Stratofreighter, B-52D Stratofortress and the B-29 Superfortress.

Parking and admission are free Group tours are welcomed. For more information call the 8th Air Force Museum at 318-456-3067 or 318-456-3065.

LETTERS TO THE EDITOR

Dear Ed:

Thank you Ed for the glowing review you gave to my new book LETTERS TO HARDLIFE. I knew you'd like it. And I hope you appreciate being a first read among the elite of the 385th BGMA of my relating the story of big John Richey's champion B-17 Flying Fortress, the OHIO AIR FORCE.

It is a coincidence I know, but please take note that the above date October 10, 1998 is exactly fifty-five years after the October 10, 1943 date the Richey crew gunned down a record twelve Nazi fighters over Munster, Germany, a record that will stand forever, methink.

And hear this: the same day of October 10, 1998 is exactly fifty-four years after the very day of October 10, 1944 I married my girl Ann from Ohio, how about that? But that's not what the book is about, just a pretty plus, and Ann was never in the Ohio airforce.

My story is all about how to fly a B-17 while being shot at. Shot at and missed. Shot at and hit. By bullet, by shell, by scrap yard junk. No matter. May be only one has your number. Which?

I must dare anyone any where to dispute the claim (mine) that the Mighty Eighth's machine gunners, natty Polar bears all, were unmatched in any man's world. Every pilot's delight was a fast gun at every window, none would ask for anything more.

And when God made the combat bomber pilot for the forties wartime, a very special mold was cast. And when its time was past, that mold no doubt was cast to somewhere far away, never to be seen again. Pilots like them don't come this way no more. I say it's true!

Plans at the moment are to go to market on the internet. But until that happens, I'll honor all sales for only twenty bucks postpaid. (\$16.00 for the book and \$4.00 S&H: \$20.00).

Send check or money order to TOM HELMAN, 718 Sherman St, Medford, OR 97504.

Next stop? Savannah!

Tom Helman

EDITOR'S NOTE: Interesting info from the Mighty 8AF Heritage Museum that we'll be visiting at the Savannah Reunion.

Dear Mr. Gallagher:

On behalf of the Board of Directors, the Mighty Eighth Air Force Foundation, staff and volunteers, thank you for your recent contribution of \$5,000.00 to our chapel fund. Your commitment to our success is greatly appreciated. This contribution will be recognized on our Sustaining Donor Wall in the General Louis E. Lyle Rotunda.

We are entering our third year of operation with exciting projects and programs on the horizon. Our attendance is growing... in 1998 we are averaging 8,092 visitors per month. Our museum membership totals over 3,100 with an additional cadre of 3,300 Friends of the Museum.

Our operating revenues come from many areas. Our canteen, gift shop sales, and admission sales along with our membership are the most visible components. We also seek support from local and national corporations, foundations and our annual campaign to members and friends of the museum. Our annual operating expenses are budgeted at \$1,200,000 for 1998.

Sincerely,
Barry M. Buxton, Ph.D.
Executive Director
PO Box 1992
Savannah, Georgia 31402-1992

Dear Ed:

This letter may be redundant after the accurate description in the last Hardlife Herald, by Bob Silver, of the collision in formation between Richey and Crimmins. I do have a little added spin, however, since I think I was in a somewhat better "best seat" to see this collision occur. I was flying on the right wing of an airplane about even and, of course, below the airplane ahead, which we might call number one. Both of these airplanes were, of course, in view beside and slightly above my position. The ship behind number one came drifting rather aggressively over ship number one, overlapping it about one-half and very close above it. Number one ship abruptly nosed down, which had the effect of driving his rudder into the bomb bay of ship number two, and in the next second number one was vertical in front of number two, which hit it at about the radio compartment. Number two broke in two at that point. My last vision was that of number one's front half upside-down over number two, then, of course, they vanished. I had always thought number one was broken free, in half, but I am sure that Bob Silver saw the rest of this and they remained entangled. One can certainly understand the pain of the relatives and friends of these two fine crews, and I hope clarification of the mechanism of the event by these two reports is at least some help.

Louis P. Kivi

Dear Ed,

Yesterday I received the SAC Museum Gift Shop Catalog and for those who do not receive this publication I wanted to pass along a small item that I think they might be interested in.

On page 13, Item A, is rubber stamps. B-17, \$7.50 (0814) size is given as 2-3 inches.

Send your order to: SAC Museum Store, P.O. Box 70, South Bend, NE 68058 and make your check payable to : SAC Museum. The postage is \$3.00 and insurance if you want it is \$.75. Packages are sent via USPS and allow 12-16 days for delivery.

The do advertise different colored ink pads, however looking at the price I do believe that a local office supply store would be more economical.

For those who stayed in the USAF and flew other birds the following stamps are also offered: B-24, B-29, B-36, B-47, B-52, B-58, SR-71, XF-85, SAC Crest, Tital II missile and Atlas missile, all at the same price.

Wishing you and yours a Very Merry Christmas and Happy New Year and for that matter all of the 385th, "The Group That Set the Standard for the Air Force of Today."

Sincerely,

Allen P. Holtman, MSgt, USAF Ret
Ass Mbr 385th BGMA
705 Mendocina Ct #12
Florissant, MO 63031-6093

Hello Ed,

I enjoyed your telephone conversation (9-4-98) . As promised the latest copy of "And No Purple Heart", as sent to my published is now in your hands.

Your comments of enjoying the book warms my heart. That is the nicest thing to happen to me lately. And for you to say you would care to read it again, well, that's just great. To repeat myself, yes, I had to mess with a few facts and it will probably be classed as a novel because of that. I guess it's like be 5% pregnant.

The facts are there for people to read and decide where the 5% is located. As I said, once the officer approached me I was dead, either way. The location of the brothel slipped a little so it is hidden. Conversations, dubbed-in. I greased one or two other things for reader's comfort. The missions,

The story is to enjoy, and understand, that which I reveal of one American Air Corps ballturret gunner's attempt to serve his country and the events while doing so!

The first order of business for the publisher will be to make a front cover design, from my lead, while others start work on the subject matter, formatting it to a book design. I'm told the complete process will require some 6 months. You may already know, they are building a national D-Day memorial in Bedford County, just a few miles from where I live. The people in charge of the memorial have been in contact with me and a local TV station had me and the group on a 1-1/2 hour show. Scheduled for a forum in October at a local college. Why do I tell you this? My book will be ready just prior to the dedication of the memorial! Timing!! I don't care if I do or don't make money on the book, I want a million people to read it. So far the people having read the rough-write say something similar to your comments. Some have a difficult time believing it a true story! I believe there are some sour grapes out there but they are necessary. Controversy can only help with interest in the book.

There is no question my military life was quite different from most men's while traveling a similar path. I made the most of every minute not knowing when the next would be the last. Right or wrong, that's what happened. I don't have a problem with it! I made peace with my God!

I will appreciate any help you give, the "Herald", anytime, anyway, anyhow. THANKS!

I'm interested in what you may want printed on the "Fly" of the book.

Take care, Frank R. Mays
136 Tanglewood Drive
Madison Heights, VA 24572

Dear Mr. Stern,

In a very recent trip to England my wife's uncle and mom recounted to me a story of a B-17 that crashed very close to their home (Hurren Tailor Shop) in Easton, Suffolk. I have since found out that it crashed on Nov. 11, 1944 and belonged to the 385th Bomb Group. From the stories they related to me they indicated that one crew member's parachute was entangled with the aircraft and was killed in the crash. My wife's uncle and mother who now live in Ipswich, England still have very vivid memories of the incident. Any idea where I could find more information regarding the B-17 or crew members. If anyone would like to get in touch with my wife's uncle or mom, I would gladly provide them with the applicable addresses.

I am an Air Force (E-9) retiree (1957-1982) and have long been interested in the 8th Air Force.

Letters come occasionally from out of the "Blue" from grateful people that I never knew. Their backgrounds, gender and ages all vary. Yet, their purpose is common — expressing appreciation for the sacrifices made for their good lives today. They are not critics in a professional literary sense, but their genuine gratitude is most rewarding.

Wrong Stuff - Great Stuff

Mr. Smith:

I read your book in preparation for a trip to England this past summer. I had read quite a number of books on 8th AF bomb groups, but yours really communicated, at a visceral level, something of what it must have felt like to have been involved in such a momentous undertaking - the strategic bombing of Germany.

I have been in several B-17s (on the ground) and I can't imagine being stuffed in flight gear, in a very cramped space, at 26,000 ft over enemy territory, for extended periods - with a lot of people trying to kill you. Let alone having to get up and do it again and again. As a kid growing up after the war, you guys were my heroes...as a 48 year old man, you still are.

In August, I took my wife and 7 year old son to England for a couple weeks and visited the old bomber bases of the 8th. We were able to make it to all of the 3rd Air Div bases and two of the 1st AD (Grafton, Underwood and Ridgewell). Great Ashfield was the last airfield we visited. It was quite a moving experience.

I was wondering though, never having read it, just how the individual planes taxied for take off. I assume that each of the squadrons taxied from their hardstands as a group. But was there an order or was it whoever was ready first? Also, was the main runway always used for take off?

Well thanks for a wonderful book...and thank you for the sacrifice that you made back in those cold skies over Europe, not really that long ago. My son will remember that his freedom was bought by others.

Kind regards

Fred Williams
Cincinnati, OH

TO: FRED WILLIAMS, CINCINNATI

I DIDN'T INHALE.

I DON'T KNOW.

I CAN'T REMEMBER.

(BE THANKFUL THAT I DON'T HOLD A POSITION OF IMPORTANCE)

So I called around the U.S. searching for an answer to the question you asked in your letter, but found no other B-17 pilot who could remember. Therefore, I called Ed Stern, Editor of our 385th Bomb Group Newsletter, and he said he would publish your letter and my response in the "Hardlife Herald", inviting an answer to your question.

So, herewith, your letter and this response, to share with others who deserve and will appreciate your gratitude.

Truman Smith

Dear Ed,

Read the insert regarding the Savannah reunion in 1999 and especially Bob Vallierre's letter about placing a group monument at the 8AF museum there. I've been to the museum several times in connection with the Wall of Valor project and Bob is right about the Memorial Gardens beginning to look a bit like a cemetery. I agree with him that the Airman statue is the way to go. Most present monuments resemble tombstones. I feel an Airman statue would help the overall appearance of the Gardens. But not a four-foot statue. The B-17 inside the museum is a model about 12-foot wingspan. That's enough shrinkage. What will men from Mars think?

I suggest a life-size, two-faced statue with one side contoured in the shape of a flier in goggles and helmet with no rank visible and the other side a ground-crew with upturned cap and we were Best location would be across from the Wall of section where we have the 175 names of the 385th. The flier side should be facing the museum's rear doors with the ground guy behind him, a sort of symbolic representation as they did a great job backing us up.

This would be the most artistic monument and could gain us favorable cooperation from the museum regarding location. We might do even better with a pedestal inscription like this:

WINGMATES FOREVER

The officers and men of the 385th Bomb Group salute
The officers and men of all other Eighth Air Force
Bomber and fighter groups who flew into enemy skies
with us

The flier side could be looking skyward and giving a sharp hand salute while the mechanic side (would be his left arm) could be raised shading his eyes with one hand as if peering up and searching the sky for returning planes.

That would be a monument people would remember

Ed Johnson

Dear Ed:

It seems incredible, but next April it will be twenty years since our historic (to us) visit to America, and the honour of being at the top table, and asked to address the Reunion at Kansas City. Unfortunately, three of our hosts are no longer with us, John Ford, who organized our journey, Charles Smith who met us at Atlanta, and Earl Cole who showed us the wonders of Kentucky. All of them devoted to the 385th and experts in the art of American hospitality. Fortunately Betty Ford, Peggy Smith and Ruth Cole are still with us. We were fortunate to be able to be at All Saints, Great Ashfield, for the Memorial Day Service to John Ford, and share in the sorrow of Betty Ford and their daughters Mary and Dee. We also saw them fly off over the airfield to scatter his ashes.

We have now both topped 90, but, thankfully, are still mobile and able to enjoy life with only comparative upsets. We are still able to use our car, and to enjoy runs in our very interesting and beautiful countryside.

John and Ruth Pettenger were able to call on us on their way to the last Reunion at Great Ashfield. We all had lunch at The Bell at Skenfrith, an ancient inn overlooking the bridge over the River Monnow and the ancient Norman castle and mill beside the river. The mill still has a water wheel which is used sometimes to grind wholemeal flour.

When we returned from America I wrote a journal based on daily notes I took on our many journeys. I sent a copy to all who had entertained us, and kept several for people here and to lend round the village in Great Ashfield. I wonder whether there is an archive of 385th history, and if a copy would be of interest. It runs to some 40 odd pages of typing, not very well duplicated, but quite readable. If you would like me to, I will sent a copy to you.

With our very best wishes,

John and Lucy Ellis
13 Dixton Close
Monmouth
NP5 3HE England

Dear Ed Stern

Several days ago I received five copies of the 385th Museum at Perle. I have read one, and what should I do with the remaining four?

The late Emory N. Ford and I had two great trips with you to England. My second husband, enjoyed the newsletters till his death January 6, 1997. Emory died January 6, 1981. Lost two great soldiers. Richard was stationed in England and enjoyed reading the newsletters. But then, with the expense of printing of mailing, I had written to be taken off the mailing list. I met Emory after the war, and were married June 1959. Therefore I didn't know many of his friends.

I moved back to Delaware last of July. Have an apartment and very content.

Best to everyone - you have been in my prayers.

Sincerely,

Charlotte Ford Harrington

Dear Ed & those who sent me information on their B-17 Name and mission dates.

Although I have not yet received the loading lists, I still hope to get them. When (& if) I do, I feel sure we can identify the serial number of those B-17s whose name only is known, IF I have the mission it flew on, and a crew member who flew on that mission. (The loading lists give the crew members and the B-17 they flew on by serial number.)

Any data is very helpful. For instance, Daniel Geyer sent Ed the name of :LenoraLinda with only the last three digits of -842. (I already had the other two names identified that he sent in.) But I sorted my list of ALL of the 385th B-17s by their last three digits, and as it happens, there was only one ending in -842, therefore, we can now pin Lenora Linda down as B-17G-BO, 43-37842, assigned to the 385th on 1 July 44, and returned to the States in June 45. Sold for scrap at Kingman AFB.

There are many more 385th B-17s with names than are listed on the front page. There is simply not room. I have 304 named B-17s in the 385th on my list, most identified by serial no., but those listed in my earlier letter are ONLY those whose serial number is unknown.

Yours,

Bill Varnedoe
5000 Ketova Way
Huntsville, AL 35803

Dear Ed,

I was in the 385th Bomb Group in Great Ashfield, England and 549th Sqd. I was there when the war was over in 1945. I was Engr and top turret gunner at that time.

I found out that a good friend of mine had a brother in the 388thBG 560th Bomb Squad that was killed in action after a bombing mission to Emden, Germany, December 11, 1943. The B-17 #42-31020 was hit by flak or German fighters on the return trip and crashed into the North Sea. I told him I would write to you and see if any information can be obtained on this B-17 and crew.

I love to read the "Hardlife Herald" and look forward to each newsletter. You're doing a fine job. Thanks!!

Hoping to hear from you by letter or in the newsletter

Thanks a million

Harry Shovan
2728 Grassmere St
Shreveport, LA 71108-4318

Dear Ed,

Hi, I don't know if you remember me, but we were with you on the trip to England with our Dad, Willard Hagman.

Anyway, we went with Dad to Luxembourg in June with the others, I read all their articles in the last Hardlife. I am enclosing the article from our local paper that we put in after we got back. Would it be possible to put this article in the next Hardlife? I should have sent it sooner, but us kids thought Dad had already done it! (Now we would like to surprise him by putting it in.) I am also sending the actual pictures, in case they are easier to put in, than from the article. (If possible, I would like the pictures back.)

One more thing, is if possible to get 4 extra copies of the last Hardlife? We kids, would like the Hardlife to put in our scrapbooks! If there is any cost, I want to pay for them.

Thank you very much, I hope you can put the article in, we had a very memorable time with our Dad over there, it's probably the last time all of us will be ever able to do it again.

Sincerely,

Debbie Janzen
RR 4, Box 6
Aitkin, MN 56431-9804



The Hagman group at the Monument



Military Parade



Roger & Willard



Church in Cologne



A visit to European battlegrounds of World War II

WED., JULY 29, 1998 — Aitkin Independent Age

By WILLARD HAGMAN

On Nov. 11, 1996, I received a letter from Roger Feller, who lives in Luxembourg. He had found my name and address in the 385th Bomb Group's newsletter.

He stated in the letter that two of our bombers had a mid-air collision and crashed near the town of Perle in Luxembourg on July 12, 1944. They were on a bombing mission to Munich. Two of the crew members were able to bail out, one was captured by the Germans and the other escaped. The Germans, which occupied the area at that time, buried the other 18 members.

When the Germans had been driven from the area, the people in the town of Perle had a memorial service in the local church. There were 18 crosses with the names of each flier on a cross and a helmet on each cross. The U.S. Government then moved the 18 bodies to a military cemetery in Belgium. Most of the bodies were returned to the states after the war.

Roger had been researching for a long time to find out the names of the fliers and what group they came from because the people of Luxembourg wanted to erect a monument in their honor and have another memorial service in the same church. Roger mentioned in this letter that they were to have this service on June 21, 1998 and would like to have some of the 385th Bomb Group members attend. I wrote back to him that I would attend, because I have wanted to visit that area ever since the war. Roger also attended our 1997 Bomb Group reunion in Tucson last fall to encourage members to attend the Luxembourg event this past June.

Vehicle parade

On June 8, myself, my three daughters, son and daughter-in-law flew to Frankfurt and rented a car to drive to Luxembourg. There were six other members from our group who attended. Also a brother and two sisters of one of the fliers killed in the collision. On June 20 we were treated to a parade of World War II Jeeps, six by sixes, weapons carriers, smaller trucks and even an army tank. All of us, including local people, caught a ride in any vehicle we chose.

Lance, my son, and I rode in a Jeep that was owned by a German who had driven it from his home in western Germany just to be part of the event. The girls rode in another Jeep.

This whole caravan of some 50 vehicles drove up to the area north of Perle where the bombers had crashed. Wreaths were laid at the site of each crash by the local church people and a word of prayer was given by the priest. The reason for so many World

War II vehicles is that they were left in the area after the war rather than take them back to the U.S.

When we returned to Perle, all the vehicles gathered in an encampment, which looked just like it might have looked over 50 years ago.

The townspeople even had enough food for the group. Everyone paid for their food except us from the 385th.

The group of vehicles stayed in Perle for two more days. They also have retrieved many parts and pieces of the downed planes and they are on display in two rooms of an old school building with a sign on the outside, "38th Bomb Group Museum."

Memorial service

On Sun., June 21, the memorial service was held in the same church as it was in 1944. There were 18 crosses in front of the altar again. The church was full and we from the 385th were seated in the front.

The priest read the names of each of the deceased fliers and as he did, a young person from the church placed a ribbon with the name of the flier on each cross. I believe the people of Luxembourg are even more thankful of what the Americans did, not only the fliers, but the ground forces that actually liberated them.

Some of the ground forces have returned to visit memorials that have been placed for some of their men who died in Luxembourg.

We drove up in the Ardennes Forest to place a wreath on a monument for soldiers who died liberating the small country and attended another in a farm yard, where Germans and Americans fought over a house. The Germans surrendered because they thought there were more Americans there than actually were. The lady of the family was a child when the fighting was going on and she was in the house at the time. She did not speak English, but she smiled a lot. The neighbors put on a luncheon in the machine shed and I was impressed by the cleanliness of everything.

Military cemetery

With regret, we left Perle and drove to southern Luxembourg to visit The American Military Cemetery where General George Patton is buried. He died on Dec. 21, 1945, as the result of an auto accident. He commanded the Third Army during World War II.

Then we headed for Bastogne, which was where General McDaulfe was encircled during the Battle of the Bulge. The Germans asked him to surrender and he answered, "Nuts!" For those of you who may remember or have read about the first German offensive, which was named The Battle of the Bulge, it was started by Adolph Hitler when the weather was so bad that none of the planes of the 8th or 9th Air Force could help the ground forces.

The battle started on Dec. 16 and our planes couldn't get up until Christmas Eve. We bombed troop emplacements behind the lines with fragmentation and gas and rubber bombs.

On our way back to England that

day, we were low enough to see the artillery firing and the snow on the ground in the area of the Ardennes. I was sure glad that I wasn't down there with the ground troops.

Our next stop was the American Cemetery at Margraten, Holland, which is just west of Aachen, Germany. The air crew with whom I flew my last 14 missions had a mid-air collision over the North Sea the day after I finished my 35 missions. Of course, there were no survivors and all 18 were lost. Their names are on the Wall of the Missing at Margraten Cemetery. I have wanted to visit this place and I finally made it. The tail gunner from our original crew was on one of the planes that fateful day.

Next we traveled to Cologne, Germany, mainly to see the church which I had seen many times from the air when we were close enough and there was no cloud cover. It was even larger than I would have imagined. It had received some damage during the war, but is fully restored now.

The Rhine

Our last stop was Remagen, Germany, where the Americans first crossed the Rhine River. The Ludendorf Bridge was supposed to

have been blown up by the Germans when the American Forces got close enough to possibly capture it, but the story as told now from people involved at the time was that they had the wrong explosives and some of the detonating wires were broken so the Americans started crossing and some of the Germans escaped through the tunnel on the opposite side.

There is a small museum in the tower on the west bank of the Rhine. When the bridge collapsed, 18 American soldiers lost their lives.

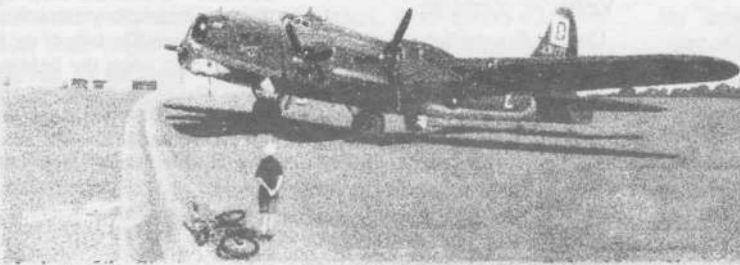
It was especially interesting for me because we flew over the bridge returning from a mission on March 14

after the bridge had collapsed, but the Americans had a pontoon bridge built by that time. There were barrage balloons over the bridge then to keep enemy fighters from coming in low to blow up the pontoon bridge.

This, according to history, was the first time an army had crossed the Rhine into Germany since Napoleon in 1805. As noted in the book about the bridge, six Germans were court-martialed for not destroying the bridge and in orders from Hitler, they were taken in the woods and shot.

We spent eight memorable days and I managed to keep up with the kids.

In Awe of the Giant



It's the day before the big warbird show. 24 hours to go, but already the planes are arriving. He'd known as he'd heard the drone of mighty engines passing over town, that this was the biggest one yet! Soon, a high-speed bike ride carried him to the airport where the B 17's engines had silenced, her Hight crew disembarked. Now, consumed with wonder, he stands...

In Awe of the Giant

Original Painting: 21' X 36 Acrylic on Canvas.

About the Artist:

Richard Louis Newman's illustrations have appeared in DAREDEVILS magazine, and AIRBEAT, the Journal of Airborne Law Enforcement. In October of '96, his first print, HOT OFF THE DECK, was featured in the Aviation Art Section of AIR CLASSICS. In January '98 Richard signed a deal with ESTN, authorizing the company to release several of his paintings on prepaid collector phone cards.

Richard is also the author of two mass-market paperback novels, SIEGE OF ORBITOR & ON WINGS OF EVIL. Aside from his painting and writing interests, he is a student pilot and former parachutist.

For more information on the aviation paintings of Richard Louis Newman, please contact the artist's representative, Althea Sheffield, C/O The Aviation Art of Richard Louis Newman, 411 Shamrock Road, Brandon, FL 33511, or E-mail the artist directly at: rlncwmari@galc.net

W W. Varnedoe, Jr
 5000 Ketova Way
 Huntsville, AL 35803
 (256)881-3288
 26 December 1998

Dear Ed,

I don't know if you knew what you were asking for, but here's a list of all of the 385th B-1 7s. sorted by NAME. There are 313 names, the rest on that list are known by serial number only. The codes for the abbreviations used in the list is also attached. Of course, the serial number for some of those listed in the "names" section is blank, not known. Their number must be among the "serial number only" section. My project is to make as many as possible. From time to time, some of our members send me clues and every so often I do make progress. That's why the list is dated; it keeps improving with time. If I ever get the mission crew loading lists, then those who sent me the name of their Fort and the date they flew in it on a mission, that should lock theirs down. The mission data, including the loading lists, is in the National Archives in College Park, MD. I have one of our members who lives in the area trying to do some research and getting these loading lists. If he can, this will help a lot. But in the meantime, any little clue helps. I do have a fair collection of pictures of these B-1 7s, some pretty good, some very poor quality, most are of nose art, others of parked or living, some of wreck. I will send a copy (300 dpi printout) of any one picture to anyone if they'll just send me a self addressed, stamped envelope..

Bill

Codes used

Locations:

A Atlantic Ocean
 B Belgium
 C English Channel
 D Denmark
 E England
 F France
 G Germany
 H Holland *YngpireKna^AK*
 M -Mediterranean-Sea
 N North Sea
 SN Sweden
 SZ Switzerland

Photo Type

F Flying
 S Standing
 W Wreck or crash
 N Nose art

Fate

CL Crash landing
 CR Crash
 DT Ditch
 FL Flack
 FR Fighter
 GA Ground accident
 MAC Mid air collision
 MIA Missing in action
 RT Returned to US (If no date then Jun 45)
 SAL Salvaged
 TR Transferred
 WW War weary, unfit for combat
 ZI Zone of interior (Stayed in the US)
 RN Renamed (Serial No. same)

Photo Quality

E Excellent
 G Good
 C Copy from Newspaper or book
 P Poor
 M Model or painting

DATES

Dates use European system Day/Month/Year 2/1/44 is 2nd of January 1944

Name-1

Version of 15 December 1998							Assd		End		Comments & Notes	
Serial No 3 digit	Name	TL	Sqdr	Pho	Pilot (Crew)	Fate	Day	Mo	Year	Day		Mo
	Achtung											
	Aimless Wanderer											
	Aimless Wonder											
	Ain't Misbehavin'											
	Albatross											
42- 31237	237 Alexander's Ragtime Band	0	551	WG	Novotay	CR E SAL	26	10	43	2	5	44
43- 38210	210 Angel's Sister	V	549	NG	Ritchie	MAC W-' 338639 CR C	4	8	44	4	4	45
43- 38035	35 Anxious Angel					TR 91 BG	13	7	44	14	7	44
44- 6136	136 Archer's Stork Club	E	550	NC		RT	30	5	44		6	45
42- 37952	952 Babe	S	551			RT	12	3	44		6	45
	Back to the Sack											fly 4 June 44
43- 38259	259 Badger Beauty	S	549	FG	Stevenson	MIA CR	5	8	44	2	12	44
42- 32078	78 Barbara-B	C	550	NC		RT	6	3	44		6	45
	Barbara Lee											
	Batchelor's Delight											
	Beautiful Gal											
	Beba (Bring 'Em Back Alive)											
	Beelzebub											
42- 30094	94 Belle of the Blue	G	548	NE		FR DT SAL	26	6	43	6	9	45
	Ben-J											
42- 3316	316 Betty Boom (2nd)	F	550	NE	Storr	MAC W/230257 DT C	26	6	43	28	7	43
43- 37893	893 Betty Jo	S	551	NC		RT	28	6	44		6	45
42- 31638	638 Big Gas Bird	L	548	NG	Newman	FR CR G	30	12	43	12	9	44
42- 3316	316 Big Stinky (1st)	F	550	NE	Storr	MAC W/230257 DT C	26	6	43	28	7	43
42- 30279	279 Black Jacker	K	549	FG	Daniel	FRCRG	14	6	43	26	7	43
	Blitz Buggy											
42- 37977 "	977 Blue Champagne		549	NE	Bailey	FL CR G	1	12	43	8	4	44
43- 38720	720 Bunney					TR 92 BG	1	10	44	11	10	44
	Butter Fingers											
	Buzzy											
	Calamity Jane											
	Ceiling Zero											
	Cella-Fain					CR					6	44
42- 3347	347 Charlene	C	550			CR E SAL		6	43	14	10	43
42- 3447	447 Charlene the Barna Queen		550			SAL		8	43	14	10	43
	Charlie											
	Charlotte Ann											
	Choo-Choo											
	Cinderella		548	NC								B-17G/bare
	City of Lakes											
42- 30662	662 Clarissa Jean	K	550		Terrace	FR CR G		8	43	24	2	44
	Crash Wagon		551									Crash Wagon II is ? and Crash Wagon III is 231762
	Crash Wagon II		551									Crash Wagon is 9 and Crash Wagon III is 231762
42- 31762	762 Crash Wagon III		551		Jackson	FL CR F	17	1	44	12	6	44
42- 102606	606 Curley's Kids	K	550	SM	McDonald	MAC W 231917 CR B	20	4	44	12	7	44
42- 58' >	879 Daisy June II	J	548		Hoffman	FL CR G			43	7	5	44
42- 31117	117 Daisy Mae	G	551			SAL	9	11	43	0	7	46
	Damyank											
	Darlin											
	Dear Mom											
	Defuzer											
42- 97593	593 Dimples Darling	H		SG		Pathfinder w/ 94BG used in 385BG		3	44		6	45
42- 5112	112 Dixie Flyer					ZI	17	2	43	16	8	43
												Did not go overseas

Name-1

42- 30264	264	Dorsal Queen (1 st)	S	551	NE	Yanello	CLE SAL	17	6	43	30	10	43	Other Dorsal Queen is 230822
42- 30822	822	Dorsal Queen (2nd)	R	551	NE	Gray	FLCR G	8	9	43	25	2	44	Other Dorsal Queen is 230264
42- 97079	79	Dozy Doats	B	548	NE	Isaacson	SAL	3	3	44	6	10	44	After SAL. 1/2 of 297940
42- 30836	836	Dragon Lady	V	551	NE	Herron	DT C	12	9	43	13	2	44	
		Easy												
		Echo												
42- 3290	290	El Lobo (1st)	R	551	NE	Frank	RN	17	6	43	26	9	43	
42- 30090	90	El P'sstofo					TR 100 BG	2	6	43	9	6	43	
42- 30249	249	El Sabo	X	551		Fryer	CR F	26	6	43	30	12	43	
42- 37959	959	Eskey		550	NG	Stubler	I FR CR G	5	12	43	23	3	44	
42- 3335	335	Pickle Finger of 7	Y	549	NE		SAL	14	6	43	29	5	45	
42- 3397	397	Fighting Cock	H	551	NE	Kleuser	FR DTA	15	7	43	5	12	43	
		Finishing Touch												
		Flak Shak		548			CR							
		Flub												
		Flying Joker												
42- 30822	822	Foolish Virgin (1 stj)	R	551	NE		RN	8	9	43	25	2	44	Foolish Virgin art painted out, renamed Dorsal Queen
		For Whom the Bombs Fall												
		Francis					RT					6	45	
		Fulton's Folly												
		Furlough Myrtle			NC									B-17F
		Garey B												
		Gelding												
		Gen'l Billy Mitchell												
		Gizmo			NG									B-17G/OD
42- 38049	49	Golden Goose, The	K	551	NE		RT	16	2	44		6	45	
42- 31203	203	Gremlin Avenger		548		Kennan	DTC	29	11	43	28	2	44	
42- 30204	204	Gremlin Buggy	H	548		Yoder	FR CRG		6	43	29	11	43	Gremlin Buggy II is 297603
42- 97603	603	Gremlin Buggy II	K	548	WE	Richards	SZ 27	12	3	44	27	5	44	Gremlin Buggy is 230204
42- 30179	179	Grim Reaper (2nd)	C	550		Gurgel	CRG	16	6	43	28	7	44	
42- 3097	97	Ground Hog	Z	549	NC	Eckhardt	FR CR G		6	43	30	12	43	
43- 39088	78	Gypsy Princess	K	550	NE		RT	17	12	44		6	45	
44- 6944	944	Hairs Breadth	E	551		Bloom	FLCR G	22	1	44	18	3	45	
42- 38199	199	Hairs Breath	P	548		Masterson	CR	8	2	44	4	8	44	
42- 97940	940	Half & Half	C	548	NC	Hinson	SAL then CR E	7	6	44	13	9	44	SAL then 1/2 of 297079 added to make this A/C
		Happy Daze												
43- 38464	464	Hare's Breadth	N	549	NC		RT	11	9	44		6	45	
42- 97280	280	Haybag Annie	0	550	NE		^CLE SAL	6	5	44	19	6	45	CL on way to U.S.
		Heaven Sent												
44- 6008	8	Heavenly Body	N	548		Lamont	FL DTC	7	5	44	26	9	44	
		Hell on High												
42- 3060	60	Hell's Belle	V	548			TR 91 BG	26	6	43	26	6	43	TR before combat
43- 37803	803	Hell's Belles	R	548	NE		RT	20	6	44		6	45	
42- 5911	911	Hesitatin' Hussey			NE		SAL	16	6	43	3	9	43	
42- 38121	121	Hit Parade	E	551		Kemmann	FLCRF	28	1	44	28	2	44	Hit Parade, Jr, is 238031
42- 38031	31	Hit Parade, Jr.	M	549	NE		RT	16	12	43		6	45	Hit Parade is 230121 fly 22 June 44
42- 107135	135	Homesick Angel	N	549	NE	Rosener	FL CRN	24	4	44	15	8	44	
43- 37857	857	Honey-Chile		548	NG	McEarlane	FLCR G	1	7	44	24	1	45	Fly June 44 Named by Gunn crew
42- 31335	335	Honky Tonk Sal	X	548	NG		SAL	19	11	43	15	3	44	
		Hootin Nanny												
43- 38361	361	Hot Chocolate	Z	549	NG		RT	13	8	44		6	45	
42- 30354	354	Hustlin' Hussey	X	549	NE	Palmer	FR CR B	1	7	43	29	1	44	
		Impatient Virgin												
		In Like Flynn		549		Fauber	RT					6	45	Flew toward end
		In the Mood												

February 1999

ja»a|SM3N VI|UOB M1S8C

22a6ed

		Is This S Trip Realy Necessary?				NC		B-17G/bare						
44-	8366	366 Island Queen J for Jenny Jeanie Beanie Jeanne Rickey	G	548		RT		18	10	44	6	45		
42-	97507	507 Jerry Boy 31 Joker	T	548 549		SAL RE		24	1	44	6	6	44	
42-	5886	886 Jolly Roger, The Junior Just Enough	D	548	Sommers	FR CR H		24	6	43	17	8	43	
42-	102481	481 Kentucky Winner	p	550	NE	Cocke	FL CR G	20	4	44	18	3	45	
42-	97220	220 Kickapoo Joy Juice Kitty's Revenge Lady Ann	B			TR 452 BG		15	3	44	16	3	44	Did not fly with the 385th
43-	38417	417 Lady B Good	J	551	Walls	CLF RT		30	9	44	28	3	45	But RT 6-45
42-	5902	902 Lady Liz	H	550	Bostick	CLE SAL		30	6	43	29	11	43	
43-	37528	528 Lady Luck Lady Lyle Lady Ruth Lady Susie	B	549	SP	Noe	CR E SAL	23	5	44	6	8	44	
42-	30257	257 Lady Susie II Laiden Maiden Lallah V	J	550	NE	Robbins	MAC W/230285 DT N	17	6	43	28	7	43	Lady Susie II is 230257
43-	37665	665 Lassie Come Home		551			TR 351 BG	1	6	44	10	6	44	
42-	3547	547 Latest Rumor	Q	549	NE	Vandiver	SAL	25	8	43	4	11	44	
42-	97668	668 Leading Lady	U	550	FG									Assignmt in doubt
42-	97979	979 Leading Lady	U	551	NC	Vaadi	FR CR G	8	7	44	2	3	45	
43-	37842	842 Lenora Linda Letty Jane	O	549			RT	1	7	44		6	45	
42-	30096	96 Liberty Belle	J	549	NE	Smith	DT N	26	6	43	30	11	43	
42-	32008	8 Li'l Audrey Li'l Lamsey Divey	T	551			RT	21	2	44		6	45	
43-	38612	612 Li'l Lu Little General		549	NG	Hufford	CL E	19	9	44	6	12	44	
42-	38160	160 Lonesome Polecat	J	550	WP	Meyer	SZ DT SZ(Lake)	6	0	44	16	3	44	
42-	31354	354 Lounge Lizard Lucky Star Lucky Strike Lucky Turner					TR 452 BG	5	1	44	6	1	44	
42-	30187	187 Lulu Belle Lurline	K	551	NG	Piper	FR DT A	16	6	43	24	8	43	
44-	8428	428 Mac's Hack	N	550	FG		RT	29	9	44		6	45	
43-	37786	786 Madam Shoo Shoo	Z	551	NE		RT	16	6	44		6	45	
43-	38736	736 Maiden America Maiden USA Mairzy Doats	P	548	NE		RT	1	10	44		6	45	
42-	30717	717 Man O' War Man O' War II	D	543 548		Dawurske	MAC W/ 239860 CR G	25	8	43	13	11	43	
42-	3285	258 Mary Eden		550			TR 388 BG	20	6	43	20	6	43	ME II is 230601 .ME III is 230816/ TR before combat
42-	30601	601 Mary Ellen II		550	NF	Schley	CL E SAL	21	7	43	16	8	43	ME is 23285. ME III is 230816
42-	30816	816 Mary Ellen III	J	550		Poor	FR CR H	25	8	43	11	12	43	ME is 23285. ME II is 230601
42-	3292	292 Mary Pat	O	551	NE		RT	20	6	43	25	11	44	Mary Pat=Wife of Ruel Weikert. Pilot
42-	3356	356 Mayfly	u	548	FP		RT	9	7	43	3	7	44	
42-	31833	833 Mickey II (Mickie II) Micky	R	548	NE		RT	19	2	44		6	45	

Name-1

43- 37754	754 Micky II	R	548	Benner	CL F	7	6	44	8	7	44	But RT Name in doubt
	Miss Alamo City											
44- 6100	100 Miss D-Day		548	NE Rifas	MIA	27	5	44	9	1	45	
43- 38118	118 Miss Fortune	K	549	NE	RT	2	8	44		6	45	
	Miss Nonalee		548									
42- 30336	336 Miss Nonalee II	E	548	Bell	FR CL D 9 Oct 43	27	6	43	9	10	43	
42- 30197	197 Mission Belle	M	550	NE Prangle	SN	14	6	43	11	4	44	
42-102679	679 Mississippi Miss	M	548	NE	CL RT	3	5	44	28	8	44	
	Moonglow		551									
	Moon's Morons											
42- 38035	35 Mr Lucky	B	550	NE Armbruster	MAC W/338273CR B	16	12	43	1	3	45	Jones (tg) rode tail down from 12 K ft
42- 5985	985 Mr Smith	R	549	NE Montgomery	MIA	20	7	43	20	6	44	
42- 30179	179 Murder. Inc (1st)	C	550			16	6	43	28	7	44	
	My Gal Sal											
42- 3355	355 Nan B	E	550	NE	SAL	18	7	43	29	5	45	
	Night Mare											
42- 38195	195 None	R	549	McLaughlin	SZ	8	2	44	16	3	44	
42- 38196	196 None	K	550	sc Jorgenson	SZ	9	2	44	13	8	44	fly 22 June 44
42- 38200	200 None	R	551	Cornwell	FR CR G	27	2	44	22	4	44	
44- 6112	112 None	H	550	Robbins	SZ	27	5	44	16	7	44	
42- 39952	952 None		551	Morse	MAC W/239938 DT N	27	11	43	3	2	44	
42-107031	31 None	N	550	SG T umer	SZ	12	3	44	13	7	44	RT 22-8-45 fly 18 June 44
44- 8762	762 None	Q	549	Driscoll	CL SAL	5	1	45	14	2	45	
42- 5896	896 None			Gilder	CR A	18	5	43	28	6	43	On way overseas
42- 30186	186 None		549		SAL	17	6	43	2	5	45	
42- 30254	254 None			Powle	CR A	16	6	43	21	6	43	On way overseas
42- 30598	598 None		549	Stone	DTC	16	7	43	15	8	43	
44- 6562	562 None	B	550	wc Quick	CLE SAL	20	9	44	30	10	44	
42- 98010	10 None?	Q	551	Taylor	FR CR G	4	8	44	6	10	44	
42- 98016	16 None?	C	549	Funk	FR CR G	2	8	44	6	10	44	
43- 37548	548 None?	F	549	Kaplan	FRCRG	28	6	44	6	10	44	
43- 38217	217 None?	P	549	Tuley	CR G	2	8	44	6	10	44	
43- 38430	430 None?	N	548	Andreas	FR CR G	8	9	44	6	10	44	
42- 31917	917 Off Spring	S	551	NE White	MAC W/2102606 CR B	2	2	44	12	7	44	fly 18 June 44
42- 30737	737 Ohio Air Force	S	549	NE Krause	FR CRF	3	9	43	16	3	44	
	Old Shillelagh II. The		551									
	Old War Horse		549	NG Lamping	WW					10	44	The "Old" is higher, off the picture Flying 6/44 B-17G/OD
43- 38625	625 Ole Doodle Bug	X	551	NC	RT	29	9	44		6	45	
	Oswald the Volunteer											
	Over the Hump											
	Passionate Witch, The			NG	RT					6	45	B-17F
42- 30651	651 Pat Pending	W	551	FG	CLE SAL	3	9	43	J.1	12	43	
	Patch, The			- j								
	Perry's Pirates											
42- 30251	251 Picadilly Queen	L	549	NE Notestein	MAC W/G	14	6	43	29	1	44	
	Piscosa											
	Pistol Totin Babe											
42- 32059	59 Poltergeist		500		FR DTC	12	3	44	27	8	44	Name uncertain
42- 30263	263 Portia's Revenge	N	551	FC	CR E SAL	19	6	43	2	11	43	
43- 39123	123 Possible Straight	X	550	FG	RT	19	12	44		6	45	
42- 31928	928 Powerful Katrina	L	551	NE	SAL	6	2	44	22	5	44	Bombed in hanger
	Powerful Katrina II		551									Powerful Katrina is 231928
	Powers Girl											
42- 5892	892 Pregnant Portia	L	551	NE Keely	FR DTM	18	6	43	17	8	43	Named by Yanello. Portia's Revenge=230263
	Princess Vai		550	SG								B-17G/bare

6661 Ajenqaj

ja»Q|SM9N V|V|09 MIS8S

tz sBed

42- 30292	292 Pulsatin' Polly	O	551		TR 390 BG	12	7	43	13	7	43	
42- 31922	922 Purple Shaft, The	R	550		RT	15	2	44		6	45 fly 3 June 44	
42- 97790	790 Ragged but Right	S	549 NE		SAL	22	4	44	12	8	44	
42- 31395	395 Raggedy Ann	W	549 NE		SAL	1	1	44	5	6	45 j fly 22 June 44	
42- 30294	294 Raunchy Wolf	G	551 NE		SAL			43	29	7	43 Other Raunchy Wolf is 23290	
42- 3290	290 Raunchy Wolf (2nd Ready Maid)	R	551 NE	Keely	MAC CL E	17	6	43	26	9	43	
42- 31480	480 Reich's Ruin								44		Serial No. uncertain	
42- 107035	35 Reluctant Lady Remember Us Righteous Wrath	L	548 549	Lundsburg	FLCR G	6	5	44	26	9	44	
43- 37919	919 Rid Tinto	K	549 FG		MIA	2	7	44	25	11	44	
42- 97275 "	275 Roger the Dodger		549 NP	Leverett	FRCRG	4	5	44	6	10	44	
42- 5897	897 Round Trip Jack	A	550 NE		GA SAL	16	6	43		9	44 Blew up on hardstand	
42- 30285	285 Roundtrip Ticket		549	Noel	MAC W/230275 DT N	1	10	43	28	7	43 RT II is 230412, RTIII is 230827 // Assgnd date in error	
42- 30412	422 Roundtrip Ticket II		549 NE		SAL	8	7	43	31	1	44 RT is 230285, RT III is 230827	
42- 30827	827 Roundtrip Ticket III	O	549 NE		WW then TR 17 Airborne Div	25	8	43		8	44 RT is 230285. RT II is 230412	
44- 6483	483 Ruby's Raiders	G	550 NE		RT	8	9	44		6	45	
42- 31378	378 Rum Dum	M	550 NE	Muchow	FL CL G SAL	1	12	43	26	2	45	
42- 5914	914 Sack Time	Q	549 NE	Reichardt	FR CR G	17	6	43	17	8	43	
42- 31677	677 Satan's Mate	Q	549 NE	Fleisher	SAL	17	1	44	19	2	45 A/C that made a loop	
43- 38804	804 Screamin' Eagle Second Front	A	548 NC		RT	16	10	44		6	45	
42- 3551	551 Shack Bunny	Q	551 NE	F owles	FR CR G	10	9	43	13	12	43 Other Shack Bunnies = 25913 & 230819	
42- 30819	819 Shack Bunny	U	551 NG		SAL	25	8	43	29	5	45	
42- 5913	913 Shack Bunny	Q	551 NE	Fryer	CR F	20	6	43	20	10	43 Other Shack Bunmes= 230819 & 213551	
43- 38544	544 Shack N Lady	T	548		RT	13	9	44		6	45 Name &/or Serial No in doubt See 338553	
43- 38553	553 Shack N Lady Shy Dotty Sioux Princess Skirtin Trouble	T	548		RT	20	9	44		6	45 Name &/or Serial No in doubt See 338544	
				NG							B-17G/bare	
42- 39912	912 Sky Chief	V	548 NE	Courcel	CLE SAL	23	11	43	16	7	44	
42- 102551	551 Sky Goddess	F	550 NC	Mellors	CLF SAL	20	4	44	25	11	44	
42- 3338	338 Sleepy Time Gal				TR 94 BG	29	6	43		7	43	
42- 37963	963 Sleepy Time Gal	O	549 WG	Peace	MACW/231370 CL E SAL	24	11	43	21	2	44	
42-102636	636 Sleepytime Gal	J	550 NC		RT	22	4	44		6	45	
42- 3388	388 Sleepytime Girl	F	550 NE	Nesen	FRDTC			43	24	4	44	
42- 102431	431 Slick Chick	Y	550 WG	Jacobsen	CL E SAL	23	4	44	21	1	45	
42- 30168	168 Slo-Jo	T	550 NE	Jennings	FR DT N	26	6	43	11	12	43	
42- 30278	278 Sly Fox	G	550 NE		TR 100 BG	20	6	43			43 Sly Fox II is 231866	
42- 31866	866 Sly Fox II		550 NC	Downs	CL SZ	15	2	44	13	4	44 Sly Fox is 230278	
42- 5895	895 Souse Family Souse Family II Souse Family III Souse Family IV Southern Belle	B	548 548 548 548	Harris	FR DT N	16	6	43	26	7	43	Souse Family is 25895 & SF III. SF IV are ? Souse Family is 25895 & SF II, SF IV are ? Souse Family is 25895 & SF II, SF III are ?
42- 30091	91 Spare Parts Spirit of Chicago	O	549 NE					6	43	21	4	44
42- 39901	901 Star Dust		NE		F CR G				29	4	44 J 1. Hastings. Jr =B of the crew B-17G/OD	
42- 3544	544 Stars and Stripes	B	551 NG		CL E SAL	24	11	43	15	2	44	
42- 31349	544 Stars and Stripes		550 NE	Badwell	CR E SAL		9	43	7	7	44 Stars & Stripes. 2nd Edition is 42-31349	
42- 31349	349 Stars and Stripes "2nd Edition"		550 NF.	Mcliveen	FR CR G	28	11	43	24	2	44 Stars and Stripes is 23544	
42- 107109	109 Stork Club	P	550	Seehoff	CR E	27	3	44	12	5	44	
42- 39918	918 Stormy Angel Sugar-Jo Sunday Punch		550 NE 550 NG	Schock	FLCR F	18	11	43	2	6	44	Flying 9/10/44 B-17G/bare

42- 3294	294 Suzanne Sweet 17	G	550	Maryonovitch	DT Portugal	16	6	43	5	12	43		
42- 102684	684 Sweet Chariot	J	550	NC Black	RT	4	5	44	20	6	45		
42- 37966	966 Swinging Door	G	550	WC Cagnarelh	CL	18	11	43	8	7	44	fly 18 June 44	
42- 39966	966 Swinging Door	G	550		SAL				10	7	44	Name Ser No & assgnmt in doubt	
42- 3502	502 Swinging Door ?	L	550	WC	CR E			9	43	2	2	44	Name uncertain
43- 37895	895 Take it Easy				TR 39G BG	2	7	44	3	7	44		
43- 38851	851 Target for Tonight		549	NE	RT	19	10	44		6	45	Nose art panel is in the CAF museum in TX Painted by Eddie Saville	
43- 38060	60 Texas Bluebonnet		548	Courcelle	FR CR G	2	8	44	6	10	44		
42- 30270	270 The Old Shillelagh		551	Grodi	DT N	19	6	43	29	7	43	The Old Shillelagh II is 230364	
42- 30364	364 The Old Shillelagh II		551	Grodi	FR CR F	26	6	43	24	8	43	The Old Shillelagh is 230270	
42- 30795	795 The Wild Hare This Is It	J	548	McGowan	CR G	2	9	43	11	11	43		
42- 5912	912 Thunder Bird Thoroughbred	D	550	NE	DTC							B-17F	
	Tung Hoi				TR 94 BG	16	6	43	9	5	44		
	Unfinished Business			NG								B-17G bare	
42- 32059	59 Vagabond		550		FR DT C	12	3	44	27	8	44	Name uncertain	
42- 97559	559 Vapor Trails		549	Barney	CR G	5	3	44	29	4	44		
42- 107054	54 Vat 69		549	NP	RT	24	4	44		6	45		
42- 30275	275 Vibrant Virgin. The Virgie. Queen of Hearts Virginian	P	548	NE Jensen	FLCR G	17	6	43	8	10	43		
	Wandering Duchess			NE Heintz	RT							Flew 6/44-6/45 B-17G/bare-lead plane	
42- 39860	860 War Cry	A	548	NG McCall	MAC W/230717 DT N	23	10	43	13	11	43	War Cry II is 239773	
42- 39773	773 War Cry II	M	548	McDivitt	FLCR G	10	10	43	22	4	44	War Cry is 23860	
42- 102465	465 Wee Willie Wilber Weider's Wildcast	Y	549	Jens	FR CR G	20	4	44	6	10	44		
42- 31778	778 Wells Cargo	A	548	NP	RT	2	2	44		6	45		
44- 6159	159 West Virginian White Heat		549	Noiseau	FR C G	11	6	44	6	10	44		
42- 37874	874 Who Dat Ding Bat Wildcat, The		548	Swope	CR H	2	11	43	29	11	43		
42- 3422	422 Winnie the Pooh Worry Bird	Y	551	NE Davis	FR CR G	24	7	43	25	2	44		
42- 30250	250 Yank Zoot	F	548	NG Lacasse	GA SAL	17	6	43	3	1	44		
42- 3308	308	M	548	Dawurske	DTC	26	6	43	4	10	43		
42- 3336	336		549		SAL	26	6	43	28	7	44		
42- 3337	337	C	548	Mullins	CR G	12	7	43	11	4	44		
42- 3488	488	L	548	Pollock	CR H	25	8	43	11	12	43		
42- 3535	535				TR 96 BG	9	9	43	9	9	43		
42- 3539	539	P	549	Whitlow	FR CR H	3	9	43	10	10	43		
42- 3548	548			Davis	FLCRG	25	8	43	23	3	44		
42- 6155	155	P	549	Pettenger	FRCRG	15	9	43	10	10	43		
42- 30171	171	A	548	Duncan	SAL	26	6	43	2	11	43		
42- 30281	281		548	Duncan	FR DT N	16	6	43	26	7	43		
42- 30970	970	P	549		TR RAF	26	10	43	21	1	44		
42- 31102	102		550	Salyard	FLCRG	26	10	43	23	3	44		
42- 31105	105	D	548		SAL	26	10	43	18	4	44		
42- 31133	133	Q	551	Garza	FR CR G	2	11	43	29	4	44		
42- 31168	168											serial No uncertain fly 4 June 44	
42- 31171	171	P	551		CL E SAL	21	10	43	17	7	44	fly 2 June 44	
42- 31174	174		551	Hart	FR CR G	5	12	43	29	4	44		

97 96ed

J9HajSM9N VI/199 M198E6661 Ajenjqsj

6661 Ajenqaj

JauajSM9N VIAIDS MIS8E

93 aBeD

Name-1

42-31181	181			- 549.	i Lojinger	I MAC W/ 22266 (Another Group)	2	11	43	4	1	44	
42-31295	295			A 548	Horstman	Cr H'	18	11	43	4	NU	44	
42-31355	355			N 548	McAdams	FRCRF	21	11	43	4		44	
42-31370	370			O' 550	Hutchison	MAC W/237963 CL E SAL	24	11	43	21		44	
42-31380	380			M8.	Pabich	CLF	21	11	43	8		44	
42-31490	490				totter					44	21	44	
42-31554	554			Q 551		CR E	30	12	43			44	*strfSTNo. uncertain
42-31598	598			V 551	Newcomer	FL CR F	18	1	44	2	8	44	fly 25 June 44
42-31742	742			548^	King	FL CRH	17	1	44	24	5	44	
42-31746	746			P		fcj E SAL	17	1	44	24	2	44	
42-31751	751			549	Clark	JFLCRF	23	1	44	28	2	44	
42-31764	764			R 549 SG	Naylor	CL E SAL	22	4	44	10	11	44	
42-31773	773			M 548r	Johnston	: FR CR G	25	2	44	29	4	44	
42-31786	786			L 548	Drobysh	J CRG^	2	2	44			44	
42-31787	787			N 548	Worster	MACW/GCRG	4	2	44			44	
42-31864	864			Z 549	Harrington	FLCR G	12	2	44			44	
42-32003	3					TR 388 BG		3	44		3	44	
42-38135	135			549	Lohmeyer	SN	9	2	44	21	6	44	
42-39908	908			550	Fulton	FRCR H	30	11	43	23	3	44	
42-39925	925			550		MIA	19	11	43	4	3	44	
42-39938	938			548	Heuser	MAC W/ 239952	21	11	43	3	2	44	
42-39951	951			M 551		DTC	27	11	43	23	5	44	
42-39959	959					TR 652 BS SAL	9	12	43	22	6	45	
42-40004	4			548	Ruby	CR E SAL	9	12	43	20	2	44	
42-40046	46			551	Bean	CR G	4	12	43	4	1	44	
42-97078	78			550	Henry	FR CR G	7	3	44	29	4	44	
42-97207	207			P 549	Rosener	CL E	16	3	44	12	5	44	
42- 97211	211			H 548	Henderson	FL CR G	16	3	44	11	7	44	fly 25 June 44
42- 97226	226			X 551	Huntingdon	FR CR G	11	3	44	29	4	44	
42- 97296	296			Y 551		TR 447 BG	29	4	44	30	4	44	
42- 97307	307					FR CR G SAL	4	5	44	2	3	45	
42- 97506	506			550	Bostwick	FR CR G	25	12	43	29	1	44	
42- 97530	530			548		RT	25	1	44		6	45	
42- 97776	776			548 eo		TR 94 BG	28	6	44	29	6	44	
42- 97818	818				Nieman	GA SAL	10	5	44	15	6	44	Caught fire while taxiing
42- 97847	847			549	Hunter	FLCRG	22	4	44	28	5	44	
42- 102486	486			548		SAL	22	4	44	18	1	45	
42- 102614	614			X 551 FG		RT		8	44		6	45	flew 115 missions
42- 107010	10					TR 390 BG	3	3	44	8	3	44	
42- 107037	37					TR 452 BG	13	3	44	14	3	44	
42- 107045	45			D 550	Sexton	FRCRG	3	3	44	29	4	44	
42- 107226	226					GA	22	4	44	30	7	44	
42- 107232	232			N		SAL	8	5	44	16	6	44	
43- 37663	663			551	Benefield	FLCR G	7	6	44	29	7	44	
43- 37687	687			H		TR 96 BG	11	7	44	12	7	44	
43- 37860	860			549	Selmeier	FLCRG	4	7	44	5	10	44	
43- 37871	871			551	Krahn	FR CR G	2	7	44	2	3	45	
43- 37888	888			551	Keeler	FI CrG	1	7	44	2	11	44	
43- 37903	903					TR 379 BG	29	6	44	8	7	44	
43- 38143	143			P 549		RT	17	7	44		6	45	
43- 38148	148			W 549	Tripp	FRCRG	3	8	44	2	3	45	
43- 38156	156			551	Bristol	FLCR G	18	7	44	9	8	44	
43- 38233	233			549	Vogt	FRCR B	5	8	44	24	12	44	
43- 38270	270			550	Webb & Foss	MAC W/ 338566	5	8	44	21	11	44	
43- 38273	273			S 550	Rusecky	VAC W/ 238035 CR B	13	8	44	1	3	45	

SERIAL

Name-1

43- 38320	320	L	549	Hibbert	CLF SAL	11	8	44	12	12	44	
43- 38336	336	V	551	Walls	CL SAL	11	8	44	25	5	45	
43- 38443	443	F	551		RT	11	9	44		6	45	
43- 38548	548				TR 384 BG	18	9	44	27	9	44	
43- 38566	566	T	550	Cobb	MAC W 338270	25	9	44	21	11	44	
43- 38597	597	X	549		RT	20	9	44		6	45	
43- 38639	639	E	548	Cummins	MACW 338210	1	10	44	4	4	45	
43- 38666	666				TR 351 BG	25	9	44	6	10	44	
43- 38667	667	S	550		TR 95 BG	1	10	44	1	10	44	
43- 38700	700		549		RT	28	9	44		6	45	
43- 38717	717	G	551		RT	28	9	44		6	45	
43- 38743	743	C	550 FC		RT	1	10	44		6	45	
43- 38785	785				RT	18	10	44		6	45	no combat
43- 38798	798				TR 94 BG	13	10	44	14	10	44	
43- 38859	859				RT	14	10	44		6	45	
43- 38873	873				TR 388 BG	25	10	44	26	10	44	
43- 38980	980	G	550		RT		11	44		6	45	
43- 39056	56	V			SAL	3	12	44	6	9	45	
43- 39112	112		548			18	12	44				Stayed in Europe after war
43- 39117	117	K	548 FP		RT	22	12	44		6	45	
43- 39181	181				RT	22	1	45	22	2	46	
43- 39199	199	Y	549	Lowry	CR G	30	1	45	19	3	45	
43- 39259	259				RT	14	2	45		6	45	
44- 6108	108				TR 351 BG	27	5	44	2	6	44	
44- 6521	521	I			RT	20	9	44		6	45	
44- 6527	527	I	549	Williams	FI CR G	17	9	44	9	4	45	
44- 6569	569	G	548		RT	10	11	44		6	45	
44- 8008	8	O			TR 384 BG	10	7	44	13	8	44	
44- 8077	77	F	551		RT	8	3	44	1	10	45	
44- 8080	80				SAL	4	8	44	30	11	44	
44- 8143	143	V	551	Batty	FR CR G	19	8	44	6	10	44	
44- 8345	345	V	550		TR 94 BG	16	10	44	18	10	44	
44- 8361	361	H	551		TR 15 AF	17	10	44				
44- 8368	368	U	549 FG		TR 457 BG	14	10	44	19	11	44	
44- 8415	415	F	548		TR 447 BG	28	9	44	30	9	44	
44- 8417	417	D	550	Tipton	FR C G	28	9	44	2	3	45	
44- 8487	487	J	548		TR 15 AF	11	11	44				
44- 8603	603	U	551		TR 388 BG	26	11	44	28	11	44	
44- 8744	744	L	550	Bunch	MAC W.' G A/C CR G	5	1	45	7	4	45	
44- 8763	763	W	551		RT	22	1	45		6	45	
44- 8949	949				RT	21	3	45	6	45	Last A/C assigned to 385 BG	

385

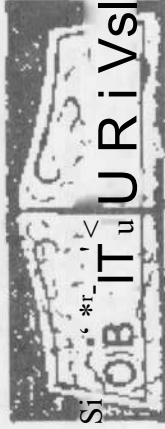
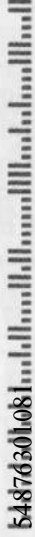
TH BGMA

ED STERN

Po Box 9466

FARGO, ND 58106-9466

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



Joseph Gorrone

Leonard C. Swedlund

C.E. "Bill" Hosford

Orville Brown

1996

November 1998

November 1998

June 1998

Clarence Hesford

SUN VALLEY — A memorial service for Clarence Hoslbrd, 77, who died Nov. 22, 1998, at his residence, is scheduled for 1 p.m. today at Reno Memorial Cremation and Burial Society.

A native of Booneville, Mo., he was born Dec. 22, 1920, to John Lee and Juanita (Crab) H&sford and had lived in Sun Valley for the past 17 years, coming from Oklahoma.

Hosford worked as a heavy equipment operator for a construction company and served 13 years in the Air Force.

A son, Steven A. preceded him in death.

Surviving are wife, Phyllis of Sun Valley; sons, Robert L. and William E., both of Reno; daughters, Saundra Brooks of Lawton, Okla., and Susan A. Gearhart of Chicago, Ill.; nine grandchildren and 15 great-grandchildren.

BROWN, ORVILLE R., age 84, of Pelham, died Friday, June 26, 1998. He was a deacon in the First Baptist Church, Hoover. He served in the Air Force in World War II and the Korean War and was retired from Hayes International. Mr. Brown is survived by his wife of 52 years, Eloise Brown. Chapel service will be held at Jefferson Memorial on Monday at 2:00 P.M. Dr. George Jackson, officiating. Visitation will be held at Jefferson Memorial Funeral Home on Monday from 1:00 P.M. until 2:00 P.M. Burial in Jefferson Memorial Gardens-South. In lieu of flowers, the family requests memorials be made to the First Baptist Church of Hoover Building Fund. Jefferson Memorial Funeral Home-Hoover is directing.

Swedlund



Leonard C. age 83, of Shakopee. Preceded in death by daughter, Ronaele

Stewart. Survived by wife, Joan; children, Barbara Davis, Jack, Mark & wife Valerie; brother, Jack & wife Marlene; step-children, Tamara Lewis, Cheryl Guiden & husband Timothy, Russell Lewis & wife Sandra; 18 grandchildren; 14 great-grandchildren; and nephew, Jeff. Leonard started Eklund & Swedlund Homes in 1946 serving the western suburbs. Cpt. US Army Air Corps WWII. Memorial service Friday, Nov. 13, 1998 at 1 PM, Huber Funeral Home Chapel, 16394 Glory Lane, Eden Prairie (% mi S. of Hwy 5 on City Rd. 4). Visitation 1 hour prior to service only. Interment Lakewood Cemetery, Mpls.

Huber Funeral Homes
Eden Prairie Chapel
949-4976

Joseph Gorrone

GRANBURY — Joseph Gorrone, 80, a retired self-employed photography studio owner and operator, died Tuesday at a Granbury hospital.

Graveside service: 10:30 a.m. Thursday in Holly Hills Memorial Park. Visitation: 5 to 8 tonight.

Joseph Gorrone was born Nov. 7, 1915, in New York City. Mr. Gorrone retired to Granbury in 1992 from Houston, where he owned and operated a photography studio for many years. He came to Houston from California, where he worked in land developing, photography and as a pilot. During World War II, Joe served with the 385th Bomber Group. He was awarded the Purple Heart and Air Medal. He was shot down over France. Joe served in enemy territory for six months with the aid of the French resistance.