



HARD LIFE

HERALD



**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. XVIII 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 2001

PRESIDENT
 Tom Newton
 PO Box 34
 Dallas, OR 97338-0034
 503-623-3935

1ST VICE PRESIDENT
 Leo LaCasse
 4911 Hunting Hills Ct
 Roanoke, VA 24014-4965

2ND VICE PRESIDENT
 William W. Varnedoe, Jr.
 5000 Ketova Way SE
 Huntsville, AL 35803-3702

3RD VICE PRESIDENT
 Maurice Nysether
 424 Cario St.
 San Marcos, CA 92069-2331

Darla Newton
 PO Box 34
 Dallas, OR 97338-0034

SECRETARY
 Jerome Mudge
 850 Alder St
 Edmonds, WA 98020-3301

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

**ALBUQUERQUE REUNION
APRIL 3-8, 2001**

**LAST CALL!!!
THE DEADLINE FOR THE
REUNION RESERVATIONS IS
MARCH 15TH.
FINAL COMMITMENTS FOR
HOTEL AND TOUR EVENTS
MUST BE MADE.**

**DON'T DELAY. SEND YOUR
RESERVATIONS TODAY!**

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

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

8th AF HISTORICAL UNIT CONTACT
 Jerry Donnelly
 10770 SW 46th
 Miami, FL 33165
 305-221-3592

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

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

Chaplain Sez President's Report

Hi Ed,

I did not know your e-mail address so I just mailed you a letter via US Mail with my new address, phone number and e-mail. Now that I have your e-mail address I will not have to waste 34 cents.

Thanks for the note and I will do as my army boss says. Ha! It was a small heart attack and yesterday I almost felt like my old (old) self. I will repeat my address just in case something happens to my US mail.

Rev. James H. Vance
10901 176th Circle NE, Apt 3524
Redmond, WA 98052-7248
425-558-0961 e-mail - GJVance1

As soon as I find my Group stuff in one of these many boxes I will send you my HLH article. Would you mind getting my articles via e-mail or would it be better to send them US mail? I think eventually (spelling and all) I will get the hang of this dumb computer. It is sure tough when a machine is smarter than I am. The only one that must be smarter than the computer is Bill Gates. I know I will never reach that level even to criticize. But thanks again Ed, for the note and thoughts. But I am interested as to how you found out since my letter, I know had not reached you.

We are in a Retirement Center that really has the practice of Longterm care and we are in here for our life. All these wealthy old people, and every one here is old!!!, have made us feel real welcome. Food is great, we have a swimming pool, exercise room, putting green, lawn bowling, etc. so the Lord has been good to us. We sold our house in five days in December and with everything else that has happened to us it still worked out. In December Geri's brother died plus 5 other friends and I had two of the funeral services. I am still the "Minister of Visitation" at the church we attend and Geri is in charge of the coffee hour following the Sunday service besides I am the Head usher. I guess we will keep busy as soon as the Doctor says I can resume doing what I want.

That does it for now but since I have your e-mail -
more later Sincerely - Jim Vance

Editor Sez

I'm getting old, forgetful, and should retire. We'll have to elect, appoint or draft a replacement editor at Albuquerque.

Not a big job — just gather info, send it to our very capable publisher, proof-read the result, and sit back and enjoy.

Be ready to volunteer!!!

Ed Stern

AREN'T WE A MOST BLESSED GROUP OF PEOPLE??

When you read that so many of the WW II veterans have died it certainly makes one appreciate all the wonderful times we have had since those trying days so many years ago. The 385th BGMA helps perpetuate the bond and camaraderie that was formed during our days at Great Ashfield. When we get together in Albuquerque we will again celebrate all those early days and other special times in our lives.

The old saying "the more the merrier" is what we hope for this April 3 through the 8th. This area of the USA has a much different landscape that a lot of us are used to experiencing. I come from a state that is known for rain, so we will enjoy the dry part of our country. Also, the native culture will be interesting to see.

Hal Geotsch has things very well planned and organized for the wonderful reunion. The registrations are coming in and we ask you to get yours in as soon as possible. The hotel registrations must be made before March 12, 2001, to take advantage of the group rate. Hotel deposits are refundable if canceled 24 hours in advance.

At the men's business meeting we will have election of officers for 2001-2003. Nominations should be submitted to Mike Gallagher, chairman of the nominating committee. We will also be deciding where the next reunion is to be held. If you have a location that would be suitable and willing to be a host at the next reunion, contact Leo LaCasse, chairman 2003 reunion.

Tom Newton

MEETING NOTICE!!!!

The next biennial reunion business meeting of the 385th Bombardment Group Memorial Association will be held April 7, 2001, from 7:00 to 10:00 AM at the Doubletree Hotel, 201 Marquette Ave NW, Albuquerque, NM. Election of officers for the next biennial will be held. Nominations for officers may be submitted to Mike Gallagher, chairman of the nominating committee, or from the floor during the election of officers. Transaction of other business may take place concurrently with the biennial reunion business meeting.

Members of this Association, current in their dues and in active status as provided in the By-laws, may vote at any meeting either in person or by written proxy. Proxies shall be filed with the Secretary of the Association before or at the time of the official meeting.

BULLETIN BOARD

DUES NOTICE

To keep the 385th expenses to a minimum, it has been the Group's policy not to send out dues statements. We request the members look at their Hardlife Herald address label to determine if their dues are due. When you examine your address label you will find a letter R and two numbers that indicate the year your dues are paid through. If you have a 99, 98, 97, 96, etc your dues are past due. Life members have a LM999 after their name. Due to our current financial position it was voted at our last reunion to increase our dues to \$20.00 per year and to request the life members to donate another \$100.00 or if they prefer make annual donations of \$20.00. We do appreciate and wish to thank the members that are current.

Send you e-mails

It's been suggested that we start a page with member's e-mail addresses. Please send yours and we'll have it in the next issue.

TIDBITS

1. Who was M/Sgt John McKay, Jr., USAF (listed as an Honorary member.
2. Lamar Peebles recommends "The Mighty 8th in WWII" by BG J. Kemp McLaughlin as a great book about the 92nd Bomb Group.

Dear Mr. Hruska,

Since now more ten yeas, with a friend of mine, we collected all informations about WWII aviation in north of France.

We lived near the coast, in front of the English coast (Dover, Hawkinge) and near our homes there are a lot of WWII targets (V.1 sites, V.2 sites like Mimoyecques, wizernes, Eperlecques) and we try to locate all aircrafts crashed in our area. With my job now (Gendarme in French police), I live in Brittany but have all my family in Saint Omer. My friend (customs officer) lives at Boulogne sur Mer.

I found your address on Heavybomber web-site.

On February, 28th, 1944, 2 B.17 of 385th Group collided over Boulogne/Mer, 42-31751 Lt. Clark (549th Squadron) and 42-38121, Lt. Kemman (551st Squadron).

The crew of the first aircraft was killed, two crew members in the second.

We are very interesting to have contact with the crew or to know the story of us. We want to know their way in this mission and their capture or escape. These informations will took place in our next book on WWII aviation in north of France. If a picture exist of crews or planes, could you send us a reproduction?

Sincerely yours,

Monsieur Laurent d'HONDT
Brigade de Gendarmerie
2, place de la Liberation
Bat E, n 04
56000 VANNES
France
Tel: 02.97.54.33.72
E-mail: isdhondt@wanadoo.fr

EDITOR'S NOTE: Anyone who can give information requested in the last paragraph, please do so.

Dear Sir,

I am at present the Local History Recorder for the parish of Finningham, which is quite close to Great Ashfield.

In times past there has been a popular story passed down by word fo mouth in the village about one of the bomber crews of the 385th Bombardment Group based at Great Ashfield aerodrome during world War 2. I do not know the essence of the story but (well, only shreds of it!) but I do know that the crew of the 'Vibrant Virgin' were regular visitors to our village pub, the White Horse, during the war years.

I would like to appeal for further information through your magazine, the Hardlife Herald. If anyone can help me build up a picture of life in the village at this time and how the 385th were involved, please do not hesitate to contact me.

I await any replies with anticipation.

Yours sincerely,
Bruce J Martin (Dr)
3 Gislingham Road
Finningham, Stowmarket
Suffolk
England IP14 4HZ
E-mail - bruce@bmartin73.freemove.co.uk

**This is from a retired commercial pilot.
Sent in by Bob Silver**

Hi folks, Hope you enjoy these as much as I did.

Bob

RULES OF THE AIR

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgement comes from experience. Unfortunately, the experience usually comes from bad judgement.

21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There's always something you've missed.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to appeal.
24. The three most useless things to a pilot are the altitude above, runway behind you, and a tenth of a second ago.

Tom:

Amazing how many good ideas were put forth. Unfortunately, I wasn't able to contribute any of them; (atrophying brain cells and all that) Be that as it may, I believe the idea of the photo album is one of the best. Photos have the virtue of being of lasting importance, appeal to men and women alike, and these at least are readily available. As Mike points out we should give Leo the opportunity to assess what he is getting in to.

Regards,
Maurie Nysether

385th Executive Committee:
Gentlemen:

The replies I have received in regard to giving the above named 385th European friends a gift at the Albuquerque reunion have been favorable. We have received several suggestions.

1. Leo LaCasse was our groups photographer on the June 2000 European trip. If my memory is correct, Leo took over 40 rolls of pictures.. Leo is willing to prepare for each couple of our foreign friends a small album of the activities shot in their area. The album would be about 50 or so pictures placed in an album with proper inscriptions on the cover with their name. I think this would make a nice gift that would be meaningful to our European friends. We would reimburse Leo for his costs.
2. Several members suggested giving them a print of the Schweinfurt Raid. We do have a number of these available and they are paid for. If our friends do not already have a copy, it would make a fine gift.
3. Another suggestion was a book written by 385th members, such as Fear, Faith, Courage by Willard Richards, Letters to Hardlife by Tom Helman, Wrong Stuff by Truman Smith and more recently a book by Steve Inglis about his father's experiences with the 385th. Steve is young and is dedicated to the 385th. He was on the June European Reunion trip with his mother, (if book is available.)
4. George Hruska has suggested a B-17 clock. Which would be very nice? If it is electric we have a problem, 110 vs 220. Battery powered may be OK

May you have a joyous holiday.

Tom Newton

Ed:

This was in our Indianapolis Star "Let It Out" column—might give a chuckle if you put in the Hardlife Herald----

The reason Americans feel they don't need exercise is because they get enough jumping to conclusions, flying off the handle, beating around the bush, running down the boss, going around in circles, dragging their feet, dodging responsibility, passing the buck, climbing the corporate ladder, wading through paperwork, pulling strings, throwing their weight around, stretching the truth, bending the rules and, in general, pushing their luck

Wayne & Carol Detwiler
548th
cabcdet@infocom.com

EDITOR'S NOTE: Another few words of wisdom from Truman Smith

Credit for the following goes to Tery Dechong, an Oklahoma attorney. I feel that not only at this time of the year should we consider the following but throughout the year. This is a great "perspective" and eye-opener!

If we shrink the earth's population to a village of precisely 100 people, with all the existing human ratios remaining the same, it would look something like the following. There would be:

57 Asians
21 Europeans
14 from the Western Hemisphere, both north and south
8 Africans

52 would be female
48 would be male
70 would be non-white
30 would be white

70 would be non-Christian
30 would be Christian

89 would be heterosexual
11 would be homosexual

6 people would possess 59% of the entire world's wealth and all 6 would be from the United States

80 would live in substandard housing
70 would be unable to read
50 would suffer from malnutrition
1 would be near death; 1 would be near birth
1 (yes, only 1) would have a college education
1 would own a computer

When one considers our world from such a compressed perspective, the need for both acceptance, understanding

and education becomes glaringly apparent.

The following is also something to ponder...

If you woke up this morning with more health than illness... you are more blessed than the million who will not survive this week.

If you have never experienced the danger of battle, the loneliness of imprisonment, the agony of torture, or the pangs of starvation...you are ahead of 500 million people in the world.

If you can attend a church meeting without fear of harassment, arrest, torture, or death...you are more blessed than three billion people in the world.

If you have food in the refrigerator, clothes on your back, a roof overhead and a place to sleep...you are richer than 75% of this world.

If you have money in the bank, in your wallet, and spare change in a dish someplace...you are among the top 8% of the world's wealthy.

If your parents are still alive and still married...you are very rare, even in the United States and Canada.

If you hold up your head with a smile on your face and are truly thankful...you are blessed because the majority can, but most do not.

If you can hold someone's hand, hug them, or even touch them on the shoulder...you are blessed because you can offer healing touch.

If you can read this message, you just received a double blessing in that someone was thinking of you, and furthermore, you are more blessed than over two billion people in that world that cannot read at all.

OBITUARIES - NOT A PLEASANT THOUGHT BUT, JUST LIKE THE BOY SCOUT MOTTO, IT PAYS TO "BE PREPARED"

Some that we read are well written, offering a true picture of a man's background, while others give very skimpy information. Why not sit down and write your own - the way you want to be remembered. Save your family the chore of composing your obit at a time when they are under great pressures and cannot think clearly. You surely want to give your name, age, something of your military background, organizations that you are affiliated with, and a complete rundown on members of your family. How about including a suggestion as to where to make contributions in your memory - a favorite charity or even the Heritage Museum.

Our departure from this world is inevitable and can happen at any time. Preparation is so important and anything done now to spare the family later is indeed a blessing that will truly be appreciated by our loved ones. Please give this some thought!

SUNDAY, JANUARY 11, 1998



BILL CAMPBELL

Crying best left to those who earn it

Women in combat was at the heart of a story we carried Monday about the Navy lowering standards so that Lt. Kara Hultgreen could smash herself and her F-14 into pieces on the deck of her aircraft carrier.

Now comes a letter from a retired pilot to a young woman who's turned her adultery into celebrity, fame and cash.

Its author, Oklahoma's retired Lt. Col. Truman Smith, is "overwhelmed" at the response his note is getting on the Internet. Here's an edited version:

"Dear Kelly Flinn:

"I watched your performance on ABC's '20-20' because we have something in common. I too was a bomber pilot: B-17s in Europe when I was 20 years old.

"I hope it would serve for you to see yourself as others saw you: Tears flowing, chin quivering, and full of self-pity; everyone at fault except you.

"Oh, I've seen bomber pilots cry before, Kelly. However, it was not out of self-pity, but justifiable emotions for others who had given their lives. So let me try to put it in perspective.

"Think of 2,000 bombers. An aluminum overcast from horizon to horizon; 20,000 airmen on just one day's operation.

"Well, Kelly, in less than 36 months, over 8,000 of those bombers never came back. More than 70,000 American flyers left England and never returned.

"You are 26 years old and whimpering that, for the first time, you 'don't have a dream.'

"Check it out, Kelly.

"Our group commander, Col. Vandevanter, the 'Old Man,' was 26 years old. I saw him with tears in his eyes. He was assessing our losses. I was eating my first food in 20 hours, and watched him looking at the X's on the board that marked those men who were missing.

"Out of the 30 ships that left that day, only six of us came back to our base in formation.

"We cannot know his thoughts. However, I think you would agree that Col. Van's dreams were also shattered.

"Sure, 60 men, some wounded, made it back together. But what about the other 240? What about the thousands who had gone before and the thousands to follow? How long before it would be your turn? How many more missions could you make?

"Nobody was even shooting at you, Kelly. Lives were not lost. So what were you sobbing about?

"Wanting to be loved is certainly no crime. The infraction was in breaking rules, lying, insubordination and disobeying orders.

"Can you honestly believe this kind of a person should be entrusted with a bomber, the lives of a crew and atomic weapons?

"You can (and probably will) blame it on my machismo and ego, but if you were a 'hunter' I wouldn't want to go into the same woods with you. I can't even imagine you being on my crew in World War II.

"How can you be trusted with an aircraft and personnel of the United States Air Force when you can't even control your emotions and personal equipment?

"So we see, Kelly, that you are right. It really is not your fault that you got caught up in this affair. But we should all be grateful that you have proved without a doubt — at a great cost in emotions and millions of dollars from taxpayers — that the experiment is a failure:

"You can't make a 'hunter' out of a 'gatherer.'

"Therefore, I sincerely hope and trust that you can make the transition back to being a good 'gatherer,' as nature intended."

Bill Campbell is a columnist for the Daily News. You may reach him at 864-0446 or via e-mail at: WPC@FCIFWBFL.USA.COM





H.R.H. PRINCE BERNHARD
OF THE NETHERLANDS
HONORARY PRESIDENT

INTERNATIONAL MANNA/CHOWHOUND BROTHERHOOD



JUNE 2000



BOB COOPERMAN, CHAIRMAN U.S.A.
17 ALDEN AVE., SYOSSET, NY 11791

CLYDE COLE, DIRECTOR
BOBVALLIERE, DIRECTOR

REESE MARTIN, DIRECTOR
IN MEMORIAM

CELEBRATION 2000 REPORT

The group of Americans arrived at Schipol Airport (one of the drop zones in 1945) on Thursday 27 April. There they were met by members of the National Reserve Corps of the Royal Netherlands Army led by Ruud Gratama. These men and one woman were by our side doing all kinds of service throughout our stay. They were our friends and companions who remain in our memories with deep affection and appreciation. The activities did not actually begin until the evening of Friday 28 April with a dinner sponsored by the City of Rotterdam with its Burgomaster The Honorable Ivo Opstelten as our host. The following morning, Saturday 29 April (the Queen's Birthday celebration day) we were bussed to the city of Vlaardingen where we were entertained, dined for lunch and drinks by our host the Burgomaster The Honorable Mr. Stam. Then a "fly Past" by the U.S. Air Force with cargo planes which dropped specially baked loaves of bread at the designated drop zone where thousands of people had gathered. A parade followed in which the "food droppers" of 1945 were loaded onto WWII vehicles and driven to the Delta Hotel for drinks and snacks. Finally we boarded the dinner vessel "Marco Polo" where we were treated to dinner and viewing the evenings fire works. The vessel brought us back to Rotterdam where we were lodged at the Novotel Brainpark. All slept well after a hectic, memorable and tiring day.

But that was only the beginning, for on Sunday 30 April, we were invited to the Bethel Church (in Hebrew Beth El translates to The House Of God) in the village of Barendrecht. There the entire huge church was filled to overflowing with hundreds and hundreds of the good people of Barendrecht. The service, performed by The Reverend Jan Wilschut and The Reverend Donald Harper (RAF), involved the portion of the bible dealing with the deliverance of manna to the Israelites in the desert. To say that this was an impressive display of the Dutch and English languages is an understatement. How do you follow this? How about a trip to a race track? We were bussed to the Duindicht Race Course at Wassenaar (this too was a drop zone in 1945). There we were greeted by Mr. Milders, the director of the track, who hosted our lunch. We enjoyed the races--many lost some guilders, others won some. But most impressively, wreaths were laid at the monument to the food drops at the infield of the track. The American Ambassador, the Polish Ambassador with two of the Polish food droppers, Ted Leaviss of the Manna Association and Bob Cooperman of The IM/CB each laid wreaths. That evening our dear friends of The Food and Freedom Foundation (the Dutch committee) hosted dinner at the Novotel. But before dinner the hotel management served cocktails and snacks in honor of the Queen's birthday.

On Monday 1 May we again boarded the busses early in the AM and off we went to Panorama Tulipland. There luncheon was served under the sponsorship of the Netherlands Agriculture and Bread Bureau. Representing those organizations were Mr. Van Amsterdam, Mr. Kenicles and Mr. Harksen. We returned to the Novotel by a scenic route through the tulip fields and the North Sea coast. That evening the group was invited to a formal dinner at the Headquarters of The Royal Netherlands Air Force in The Hague. There we were wined and dined by our host Maj. Gen. Goderie. We were treated by our hosts of the RNLAf as VIP's and the evening was very special.

34th B.G. 95th B.G. 96th B.G. 100th B.G. 385th B.G. 388th B.G. 390th B.G.

452nd B.G. 490th B.G. 493rd B.G. 3rd SCOUT

-2-

On Tuesday 2 May we departed the Novotel for our visit to a very special place—Valkenburg. The entire village has always turned out for our visit and this time was no different. We were greeted as old friends by the villagers and the Burgomaster The Honorable Mrs. Hommes. During our stay, there were drinks and snacks and a major surprise. By an act of Parliament, a proclamation signed by Her Royal Majesty Queen Beatrix and registered in the Town Hall of Valkenburg, we were made citizens of Valkenburg and thus citizens of The Netherlands. Needless to say, all who were so honored realized how very, very unusual such an occurrence must be. (As for myself, I have never before held dual citizenship. However, if I ever had to choose a country to which I owed allegiance other than the U.S.A., then that country would have to be The Netherlands. There my heart resides.) Later we were invited to The Naval Air Station at Valkenburg, after which we were treated to an air show. That evening again we were invited to dinner by our dear friends of The Food and Freedom foundation and again the food, drink and fun flowed without a stop.

All that occurred prior to Wednesday 3 May was extremely impressive. But to my mind the most memorable of all days was that morning. We arrived at Soestdijk Palace, the residence of our ^resident, His Royal Highness Prince Bernhard. There, a military style parade took place in ■hich, I have been told, we marched and passed in review as if we were the young men of 55 years ago. (May I add, that each of the men who marched, showed their pride in having done their duty 55 years before and pride in what they did that morning of the 3rd of May 2000. Dutch National Television has had that march on television many, many times.) A gift to His Highness from The Chowhound Brotherhood was presented by Jack Fernhout of the 95th B.G., Harold Province of the 34th B.G., Doug Eden of the 100th B.G. and myself representing the 388th B.G. Prince Bernhard spoke in a most friendly manner commenting on Doug's most impressive display of his well deserved medals. Jack spoke of his ancestry in Holland to which his highness was most interested. Following this, a few were invited for drinks and a chat within the palace. I told His Highness of our being made citizens of Vlakenburg and therefore his loyal subjects. He seemed quite pleased.

From the palace the group was bussed to the city of Utrecht. (This was the drop zone from which the 95th lost a plane and many of the crew. It was the last B-17 lost during WWII.) Luncheon was served and "thank you" was delivered by Bill Cook and Noreen Nagel recalling memories of their brothers who died while delivering food to that drop zone. The evening of that day saw us entertained and dined hosted by The Van Hecke Catering Services who outdid themselves by supplying not only a great meal in a lovely setting, but also having a band and singer play all evening.

The following morning, Thursday 4 May, was a time for liesure as the group was on its own. That afternoon began three separate activities. This day is known as National Memorial Day. It is a day to remember all who died during those terrible years of WWII. It is marked with solemn ceremonies throughout the land. The British contingent (Manna) were to remain in Rotterdam where ceremonies took place to remember the war dead and the dead of the Holocaust. The American group split into two divisions. Half went to Zoetermeer and the other half travelled to Dronten. In zoetermeer Clyde Cole of the 96th B.G. and Bob Silver of the 385th B.G. laid a wreath at the grave of an 8th Air Force airman who had been shot down after a raid on a German target but had bailed out over Holland. He was rescued by Dutch underground members. He volunteered to remain as an underground member. The group was discovered by German troops and he was killed. His grave is tended by local townspeople who have never forgotten.

The group which travelled north to Dronten went to a town which did not exist during WWII. It was drained from The IJsselmeer (The Zuider Zee) after the war. During the draining period, an engine and propeller from a Lancaster Bomber was discovered as the water receded. The propeller now sits in a place of honor in the town square as a monument to the dark days of 1939-1945. Each year, on National Memorial Day, the entire population assembles in the square where wreaths, flowers and small crosses are laid by both dignitaries, townsfolk and children which mommemorates those who died for freedom. Arnold Rifkin of the 490th B.G. and I laid the wreath for the Chowhound Brotherhood at the propeller.

On Friday 5 May, the final day of the celebrations, the group was bussed to the fishing village of Goedereede where Burgomaster The Honorable Mr. Sinke and the Town Council greeted us with coffee, tea and cakes. Then a luncheon was provided in a lovely restaurant. Following this, we met and were surrounded by hundreds of townspeople in the old section of the town. It was a glorious day. The sun shone down on the throng as songs were sung in our honor. We left there with smiles and warm feelings and were taken aboard fishing vessels for a trip on the Haringvliet Estuary. That evening a special farewell dinner was given sponsored by The Novotel Organization. Many speeches were given. Toasts were made. Tears were shed. And we bid a sad goodbye to all our friends--new and old.

I know I speak for all the attendees of Celebration 2000 when I say that thanks are not enough. But thanks are all that words can convey and those thanks come from the hearts of each and everyone of us for your kindness, thoughtfulness and most of all your friendship. These thanks go to the motor cycle police, the bus owners and drivers, the Van Hecke Caterers, the Spido Boat Co., The Delta Hotel, The people of Duindicht Race Course, The Royal Netherlands Air Force, The Reservists, The Village, Town and City people and local governmental officials, and most of all to the Food and Freedom Foundation. Arie and Nell de Jong, Frans and Maud Cayaux, Hans and Marjoan Onderwater, Pe't and Janni Brouwer, Ruud and Thea Gratama, Peter and Clari Groenveld, Ivo and Hester de Jong, Fons and Clare Stomp and Jan de Wijs your dedication and hard work made those days as memories that will live with us for all the rest of our days.

NEWS—NEWS—NEWS

A week after the group returned from the celebrations, His Highness Prince Bernhard was stricken with a neurological incident. I am very happy to say that, as of this writing, there seems to be no residual problems. He is alert, walking and able to read his daily newspaper.

During the celebrations, framed copies of the proclamation donated to the 8th Air Force Museum in Pooler Georgia, were given to each principality, organization and entity which invited The Chowhound Brotherhood. Thus Fifteen of these were distributed. In addition, each member who attended recieved their own copy. These are on heavy paper suitable for framing. They show a B-17 dropping food, a legend describing the food drops and is signed by HRH Prince Berhard and the members of The Food and Freedom Foundation. Surrounding all this are the "logos" of each bomb group of the 3rd Air Division which participated. I have eight copies remaining. I propose that THE FIRST EIGHT MEMBER OF CHOWHOUND, who have NOT received one of these, who write to me will receive a copy. I ONLY HAVE EIGHT AND NO MORE CAN BE MADE. So, please write quickly if you want one.

At our meeting on 28 April, I made the announcement that Shirley and I will be moving into smaller quarters. I may not have the the facilities or the space to carry on this work. I will try to do so, if you wish. However, if after moving I find that it is not possible to carry on, then I feel that I will be forced to resign at that point. Should that occur, then someone must be standing by to take over. On the next page is a questionnaire that I would like you to answer. You need not sign it nor indicate who you are, if you don't want to. I will not be offended by any decision you make.

Also, at the same meeting, the question was raised as to where do we go from here. It has been proposed by the Dutch Committee that they are considering sending newsletters twice a year. In this way we would keep in touch with our friends in Holland. It was also suggested by Joyce Gilligan that we might meet in smaller groups during the forthcoming years. She is even willing to take on the role of arranging such meetings. What do you think?

-4-

Many letters are sent to our members. The following two are typical and I include them here so that you may realize the deep feeling that the Dutch people have for the men of Manna and Chowhound. I have copied and typed them exactly as written.

Dear Mr. Whitlock

My name is Leny Passchier and I live in Noordwijk, the Netherlands. I am 70 years old. One of my wishes before the year 2000 is to thank the allied soldiers personally for their sacrifices in the Second World War to give us our freedom. In a woman's magazine my wish was published and the reactions were overwhelming: letters from enthusiastic people, who gave me addresses all over the world.

And here I am, with a little present for you, to express my deepest respect to you. Words fail me when I think of the horrible things you experienced during the war, all the suffering and self-sacrifice.

Thank you for the greatest present you have given us: our freedom. In Holland we'll never forget what you and your friends did for us. Thank you again and your family.

My best wishes and kind regards, (signature)

Mrs. L.H. Passchier-Ammeraal
Freesialaan 24
2201 EJ NOORDWIJK Z.H.
The Netherlands

29 April 2000

(Given to Irving Hornung)

From Piet and Riad Toct, Vlaardingen, Rotterdamsweg 162 Thanks for the Manna given 30 April 1945 Thank you liberators for the peace in the Netherlands 1945.

A letter from thankfulness to you, the men from operatie Manna and the allies.

55 years ago on Sunday 30 or 29 April, I'm 7 years old, who used to live in The Hague, with my parents. Whe came from Scheveningen an den Sea coast, but the germans say, you family and other families you must move, for the Atlantic Wall! So whe came in a old house in the city the Hague. It was a terrible time, I was a young child but I was fearful.

I had one brother and tree sisters, I was the youngest, my brother and one sister brought my mother to a farmer 1943 to end 1944. Whe for no food, almost nothing, my mother say mayby the Tommies come to us for freedom! (allies)

Than! 29 April, on Sunday, the food came to us from heaven! You save us lives.

Thank, thank you and your friends!!

(The English written above is not important. Just think of what This person is conveying to you. Whatever we have done in our lives, nothing we have been involved in can match these sentiments.)

CHRONICLES OF WAR

OPERATION ARGUMENT

By the end of 1943, the United States and Britain had spent nearly six months pursuing a "combined bomber offensive" against Germany. According to a directive issued by the Combined Chiefs of Staff, this strategic bombing campaign aimed to achieve "the progressive destruction and dislocation of the German military, industrial and economic systems, and the undermining of the morale of the German people to a point where their capacity for armed resistance is fatally weakened."

Since the campaign's commencement during the summer, the Allied air forces had made constant strikes against German targets, the U.S. attempting precision daylight raids, and the British concentrating on nighttime "area" attacks.

The Allies were generally optimistic about the effectiveness of these raids, but German fighters often made the attacks costly. Furthermore, planners recognized that despite the destruction of enemy planes in the air and occasional attacks against aircraft plants, German fighter strength was actually increasing and, worse, the Allies had yet to gain air superiority over anything but the fringes of German-held territory.

This would have to change, not only because it would enable a more effective bombing campaign, but because it would be vital to the success of the Allied invasion of France only months away.

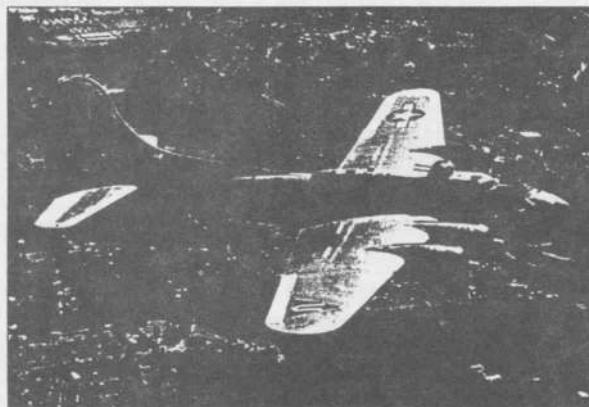
Thus, in early February 1944, the Combined Chiefs ordered the Allied bomber commands to achieve the "depletion of the German air force... by all means available." The first attempt to carry out this new order was *Operation Argument*, also known as "Big Week."

The focus of Big Week was a massive

six-day assault against the German aircraft industry. In theory, the raids would strike a fatal blow at enemy aircraft production. More importantly, they would provoke the Luftwaffe into mounting a maximum defensive effort, drawing its planes into the air to be destroyed by the numerically superior Allies.

As before, the RAF would strike at night, while the American 8th Air Force, based in England, and the 15th Air Force, based in Italy, would perform daylight attacks.

The first action of Big Week was by the RAF on the night of February 20,



The famed B-17^ (photo courtesy of The Boeing Company)

1944 when 800 bombers attacked I aircraft production facilities at Leipzig. The next day, more than 1,000 American B-17 and B-24 bombers, reportedly the largest group ever assembled, made their way toward targets in Germany and Poland, escorted by 700 fighters. The Luftwaffe responded in force to the attack, but because of the protective screen of fighters, managed to shoot down only 21 bombers.

Poor weather greatly impeded operations on February 22, but the raids were more effective over the next few days. By the time Big Week ended on February 26, the Allies had successfully

attacked dozens of major targets throughout German territory.

As damage assessments began trickling in, the Allies believed that they had effectively wiped out 75 percent of the enemy's aircraft industry. Dropping 19,000 tons of bombs during 3,300 sorties, they destroyed 700 Bf 109 Messerschmitt fighters that were either combat-ready or nearly so, along with hundreds of other fighters. Pilots and gunners claimed more than 600 enemy fighters were destroyed in aerial combat. By comparison, the Allies lost but 226 bombers and 28 fighters. A high price, but seemingly well worth it.

In truth, Germany's aircraft production had been damaged, but not as badly as the Allies first believed. Production figures dropped to 50 percent of expected totals during March, but by April, industry was producing almost as many fighters as before. This was mainly the result of the production dispersal program Germany began after air raids during the summer of 1943.

Despite its limited effect on aircraft manufacturing, Big Week did indeed have an impact on the overall goal of gaining air superiority over the Luftwaffe. The German fighter squadrons had suffered enormous losses, and while the downed aircraft were ultimately replaced, the lost pilots were another matter. The Luftwaffe was just not able to train replacements quickly enough.

The losses inflicted by Big Week were not crippling, but definitely tipped the scales of air superiority toward the Allies. Over the next few months, the Germans would lose thousands of additional planes through combat and accidents. By May, the Allies had effectively won control of the air.

Exploits of Local WWII Hero To Be Recalled at Memorial

On June 26, 1942, a new B-17 Flying Fortress named "My Gal Sal" ran into bad weather while seeking a refueling base in Greenland.

The bomber was en route to England to fight against Nazi Germany but it lost its way and was in danger of running out of gas and crashing.

The pilot decided to ditch the plane on the Greenland ice cap and that was done with such skill that the 13 crew members and passengers escaped unharmed.

The first thing they did was sing "My Gal Sal," which they did at the end of every flight in honor of the pilot's girlfriend.

Among the crewmen was 25-year-old Thomas Laskowski of Scranton, chief radio operator and gunner, who was to play a key roll in the rescue of the survivors, and who later went on to become a decorated hero of the air war against Germany.

All that drama occurred 58 years ago but it is back in the news because that B-17 has been recovered from its frosty grave and will eventually become the focal point of what will be called "The Ultimate Sacrifice Memorial" to be constructed by businessman Bob Ready at Blue Ash, a suburb of Cincinnati, Ohio.

Mr. Ready, whose firm services private and commercial airplanes at the Blue Ash Airport, said the \$3 million memorial is being built in honor of the Americans who fought the European air war in World War II.

There were 12,731 B-17s built by Boeing Corp. during the war. My Gal Sal was one of the 512 E-models built in 1941 and it is the only survivor of that group. Thus, it is one of the rarest of about 40 B-17s that still exist.

When "My Gal Sal" crash-landed on its belly, its propellers



JOSEPH X. FLANNERY

sank into the ice. That prevented the crew from restarting engines to generate electricity needed to use the radio.

The craft had a tool kit. The propeller on the No. 4 engine was the least damaged so it was decided to use a hack-saw to cut off its the tips. It took a day and a half but it was finally accomplished. Then the pilot — with the small amount of gas that was left — started that engine and let it idle enough to generate electricity for the radio.

That is where Mr. Laskowski came in. Being the chief radio operator, he oversaw the broadcasting of distress signals and their location.

On the second day, the pilot of a Navy plane picked up the signals and eventually spotted the plane and survivors. He dropped canned rations, sleeping bags, a stove with fuel and some whiskey.

The pilot of the wrecked plane radioed back: "Drop us a couple of blondes and leave us alone."

Today helicopters would rescue the survivors. But in those days, an airplane was needed. It was summer and the surface was dotted by glacial rivers, pools of slush and open crevasses. So a plane with wheels could not land.

Navy rescuers found a shallow glacial lake 15 miles from the survivors. A seaplane landed and the men aboard walked through sleet to reach the survivors. Everyone then walked back to the lake and the seaplane, in two trips, took them to a nearby base.

Shortly after the rescue, the ice beneath the lake split and the body of water disappeared. If that had happened sooner, the rescue might never have occurred.

The abandoned B-17 remained on the glacier for 53 years before it was recovered by a professional salvager. It was dismantled and carried by helicopter, section by section, and loaded aboard a ship. The person who financed that enterprise had intended to rebuild the airplane but never got around to it. When Mr. Ready heard of its existence, he bought it and is now financing its restoration.

Mr. Ready does not intend to restore the B-17 to fly again. Rather, he intends to make it look exactly as it looked the day it crash-landed on the glacier — a nearly new and shiny craft mounted on its belly atop a huge sheet of ice-like plastic.

Among other exhibits will be an honor roll of Army Air Force members who died in the war, metal silhouettes representing each of the 4,790 B-17s lost in the war, flags of America's allies, a wartime radio room, a pilots' lounge and other attractions.

Mr. Laskowski grew up in Scranton and went to Technical High School. Unable to get a job, he joined the Army at 17. After America entered World War II, he went on to England and became a highly decorated gunner.

Among his claims to fame was that he was among the few gunners who wore glasses. But it didn't bother him. He shot down many German planes and earned the Distinguished Flying Cross, the Air Medal with multiple clusters and the Purple Heart for wounds suffered in action.

After the war, he settled in Binghamton, got married, became the father of two children and died there at 77 on Nov. 30, 1994.

rake On Distinctly Hostile Attitude



ED STEIN
ROCKY MOUNTAIN NEWS



SCOn STANTIS

BIRMINGHAM NEWS

9180M*! JI TRW ploW gnurG .8
:afiw .9016\$
-rf torn bn 67^ a' 1763 snnEsaofl .6
.79
iT19 Y701J61 9i.Si7791 lsOiqv? SftT d
9JVoIq
31108 Tcfuqoq A. □

H7791
.911
in EV
79rf
Suiod

etood
i a/A
.90nsbfU\$ 1610976*1.6
.big Y1197H.d

X9 370G
oi lobnc

29 mils'

1016*
UG 176 10



EDITOR'S NOTE: Fun reading from the Fargo Forum

A10 T....us.u>_... 27. 2000

LIFESTYLE

The FOHUM

Super Bowl tests stomach, quiz tests age

Coming up Sunday is the Super Bowl, the annual over-hyped event which, according to a note sent in by **Vada Higbee**, Seattle, set records for snacking last year.

That was when Americans ate 13 million pounds of guacamole, 8.5 million pounds of tortilla chips and 10.6 million pounds of Velveeta cheese, all of which were weekend records.

lying in with this is this fact: Sale of antacids increase 20 percent on Super Bowl weekend.

And did you know that Super Bowl weekend is one of the slowest weekends of the year for weddings?

Which must mean that more people this weekend would rather shout "Touchdown!" than. "I do."



BOB
LIND
The Forum

NEIGHBORS

Gauging your age test

Are you old enough to remember when there wasn't a Super Bowl? In fact, are you "old?"

Here's a quiz to help determine your age bracket. It was dreamed up by a Fargo woman who wants to remain anonymous, T&ke her test to determine your relative age. Answers are at the end of the column.

1. Running boards are:

a. Boards placed over puddles in the street during a marathon.
b. Toys manufactured for a brief time between scooters and skate boards.
c. Boards under car doors extending from the front fender to the back fender.

2. Spooning refers to:

a. Feeding a baby.
b. Making out.
c. A popular playground game.

3. A radio signal was sometimes called:

a. Ether waves.
b. AC DC.
c. The Magic Sound.

4. A rumble seat was:

a. A recliner with a vibrator.
b. A seat located on top of an automobile trunk.
c. Spectator seating for watching gang warfare in cities.

c. Spectator seating for watching gang warfare in cities.

5. A rubberneck was:

a. A cowboy with rubbery sun-burned skin on his neck.
b. The first dolls made with rubber necks.
c. Someone who listened in on others' phone conversations.

6. Kickerinos were:

a. Football punters of Italian descent.
b. A popular dance line at Radio City Music Hall.
c. Women's plush-lined winter boots with crepe soles.

7. In the 1950s, PG referred to:

a. Parental guidance.
b. Pretty girl.
c. Pregnancy.

8. During World War II, "Rosie Riveter" was:

a. Roseanne Barr's grandmother.
b. The typical female factory employee.
c. A popular song.

9. In the advertising slogan, "Which twin has the Toni?," Toni was:

a. A home permanent.

b. An annual award given to top stage performers.
c. A doll.

10. Most early cars were painted:

a. With a paint brush.
b. Only after they got rusty.
c. Black.

11. Pie plant is:

a. Rhubarb.
b. The factory where Mrs. Smith's pies are made.
c. An electronic bugging device placed in a pie.

12. Pedal pushers were:

a. Those who sold bicycle pedals illegally.
b. Capri-style pants that ended just below the knee.
c. Mechanical device to assist the handicapped in riding bikes.

13. Complete the radio advertising jingle, "Brylcream ..."

a. "Whips up light and fluffy."
b. "A little dab'll do ya."
c. "Girls will scream, 'He's a dream!'"

14. Edsel was:

a. President Truman's secretary of state.
b. A Depression era artist.
c. A car manufactured in the '50s.

15. Chum Gum:

a. Cost five cents for five sticks.
b. Referred to gum shared with a friend.
c. Was a term for gum disease.

16. A car hop was:

a. A set of customized shock absorbers.
b. A drive-in restaurant waitress.
c. A rabbit hit by a car when it hopped onto the road.

17. If you had dropsy, you would:

a. Retain fluid due to heart disease.
b. Have trouble hanging onto things.
c. Have a runny nose.

18. A two-holer was:

a. A short golf course.
b. An outhouse built for two.
c. An efficient tool for planting potatoes.

19. "Mum's the word" was:

a. An advertising slogan for a deodorant.
b. A common rule in school classrooms.
c. The title of a poem about motherhood.

20. Penmanship was:

a. A Korean War battleship.
b. A school subject.

c. Pig pen construction learned at trade school.

21. The most serious cases of polio were treated in:

a. Hot Springs, S.D.
b. Rural Mexican clinics.
c. Iron lungs.

22. If you had a party line, you:

a. Didn't have any trouble making conversation at parties.
b. Shared a phone line with several other families.
c. Voted either straight Republican or straight Democrat.

Answers

1-c; 2 b; 3-a; 4 b; 5-c; 6 c; 7-c; 8 b; 9 a; 10-c; 11 a; 12 b; 13-b; 14 c; 15 a; 16-b; 17 a; 18 b; 19 a; 20-b; 21-c; 22-b.

Scoring

If you had 0-5 correct, you're still wet behind the ears.
6-11; You're a genuine baby boomer.

12-17: Let's just say you're "mature."

18-22: Any way you slice it, you're old.

If you have something of interest for this column, mail it to Neighbors, The Forum, Box 2020, Fargo N.D. 58107; or fax it to Neighbors, 241-5487; or e-mail it to rfl@forum-comm.com.



**ALBUQUERQUE, NEW MEXICO
THE
"LAND OF ENCHANTMENT"**



Sandia Peak Tram: The longest tramway in North American whisks visitors to the top of 10,378-foot High Sandia Peak.



Albuquerque's Old Town Plaza: The serene village which has been the focal point of community life since 1706.



Balloons: Colorful hot air balloons dot Albuquerque's clear blue skies throughout the year and have been a great source of identity and attraction for our city. Albuquerque's climate and terrain make it ideal for this colorful sport. Every October, Albuquerque is the site of the International Balloon Fiesta.

DOUBLETREE HOTEL ALBUQUERQUE

201 Marquette NW
Albuquerque, NM 87102
Phone: (505) 247-3344 Fax: (505) 247-7025

Welcome to the 385th Bomb Group Memorial April 3 - April 8, 2001

Please fill in the requested information and send to the address listed above.

Name: _____ Names of additional guests staying in room: _____

Street Address: _____

City: _____

State: Zip Code: _____

Daytime Phone: _____

Arrival Day and Date: _____

Departure Day and Date: _____

Please check the type of accommodations desired. **All accommodations are not guaranteed and are subject to availability at check in.** Confirmation will be sent after receipt of reservation.

- one person; one bed \$87.00 plus current tax (10.8125%)
- two persons; one bed \$87.00 plus current tax (10.8125%)
- two persons; two beds \$87.00 plus current tax (10.8125%)
- smoking non-smoking

Reservations must be received by March 12, 2001. After this date rooms will be based on the hotel's prevailing rate and availability.

We are providing one complimentary parking pass per room per night to be received at check - in.

Reservations must be accompanied by a guarantee for the first night's lodging via check or Credit Card.

American Express Diners Club Visa Mastercard Carte Blanche Discover

Card Number Expiration Date: _____

Card Signature: _____

Check Enclosed Amount: _____
Deposits are refundable if canceled 24 hours in advance

Please call in any special requests to (505) 247-3344.

Checkin Time is 3PM. Accommodations prior to that time will be handled on a space available basis.
Luggage storage is available.

Checkout Time is 12PM. Luggage storage is available.

We at the DoubleTree Hotel welcome you and look forward to having you with us!

WORLD WAR 11 ARMY AIR FORCES MEMORIAL PLAQUE

WWII Army Air Forces Memorial**P-51 "MUSTANG" FIGHTER**

"WE FLEW AGAINST OUR NATION S ENEMIES"
 "W E BEAT THEM ALL"

GROUPS MEMORIAL INC. OF THE ARMY AIR FORCES

P-51 MUSTANG PILOTS ASSN. - P-38 NATIONAL ASSN.
 P-47 THUNDERBOLT PILOTS ASSN.
 P-40 W ARHAWK PILOTS ASSN.
 305TH 398TH 100TH 91ST BG ASSNS. B-17
 2ND AIR DIVISION - B-24 GROUPS MEMORIAL INC.
 20TH AF 468TH BG B-29

SCULPTOR: ROBERT HENDERSON

DEDICATED: 2000

Bronze Monument Specifications

Scale: 3/10th scale

Wingspan: 11'

Weight: 950 lbs.

Polished Granite Base Weight: 4000 lbs.

Overall Height: 11'

Patina: Silver Nitrate/Incralac

Length: 9'/?

Maintenance: NONE



LETTERS TO THE EDITOR

Dear Ed,

Just how dangerous was it to fly 25 or more combat missions in the 8th Air Force. More than 24,000 8th Air Force Airmen lost their lives flying combat over Europe in the 8th in World War II.

Thousands of the 24,000 lost their lives before this first crew, "The Memphis Belle", completed their 25 missions in May 1943. Later when fighter escort was common it still was so dangerous that more than 50% of the crews were shot down before they completed their tour of duty.

Bill Poorbaugh
Tail Gunner, 548th Squadron, 385th Bomb Group

EDITOR'S NOTE: According to my statistics, the 385th flew 296 missions, had 1950 men complete their missions. We lost over 1400 in combat or crashes, we lost 129 planes in combat and 40 more by other causes.



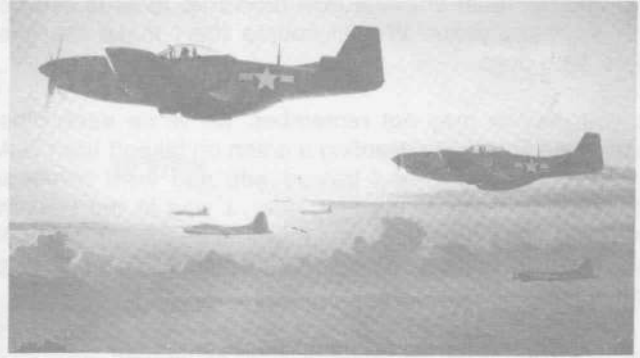
Dear Ed,

I could not help getting these cards. I know that everyone involved in the 8th AF Generation can "connect" with the symbolism of the picture!

I keep intending to write up my own memories of combat with the 385th. With 60 years of living around the world! And you will get the first copy!!

Keep up the good work and we will see you in Albuquerque!!

Regards,
Ted Findeiss



Dear Ed,

I've been intending to send these 2 items to you.

I checked with Air Combat Command HQ who queried Sen. Jumper. Supposedly he is not related to our Col. Jumper as far as I could get.

The other was published in our paper a couple of years ago. The reporter is a retired AF Public Affairs Officer.

Keep up the tremendous job you do on the newsletter. You always were our efficient polite gentleman.

Occasionally I go to Eglin's Museum and walk around the B-17 there. Once they opened it up for me to go inside, I even sat in my old pilot's position..

Regards,
Jay Dunlap

Dear Ed:

I recently was going through boxes of war memorabilia and found this report that I made out on aircraft 42-30094 for Capt. Kratzer, the engineering officer of the 548th. I don't know if many people realize how much maintenance it took to keep these planes flying. 094 was one of the lucky planes that we took with us when we went over and made it through the war and being retired only when the new models arrived. The quality of the crew also helped bring these planes through. Recently I tracked Capt. Kratzer through people finder on the computer and came up with his address and telephone number. I had not seen him since we left England and often wondered what happened to him. He lived in Loveland, Ohio, his wife answered my call and told me that he died five years ago. Keep up the good work Ed, you make a lot of people happy with Hardlife Herald.

Sincerely,
Forbes Tenbrook, 548th

EDITOR'S NOTE: We remember Capt. Kratzer real well. A great guy.

Dear Mr. McLachlan:

Just another letter showing how mixed up records can get over so many years. We, of course don't make the mistakes, time does.

As you may or may not remember, we wrote each other quite some time ago regarding a crash on takeoff from G.A. It was part of the crew I trained with and went overseas with. As I told you in my first letter, I was in the hospital when the crew flew their first mission. The next day they were killed on takeoff. (All but the tail gunner, Burwell Hamilton of Miami, Florida.

Our crew had a partial breakup, the Bombardier Navigator had left. And as far as I know the plane was "Pistol Packing Mama." However you stated that it was listed as "Stars & Stripes." Now 5 years later I was going thru all my old HLH and ran across an article in the December 1994 of yours about a crash on February 24, 1944 of the "Stars & Stripes" near Rostock. Unless there was two ships named the same, something is wrong. The odd thing is the navigator is listed as Lt. Dickson, KIA. He was the original navigator on our crew. Later, Mr. Stetson, the bombardier had a letter in the HLH that the plane crashed in the North Sea. Lt. Dickson's body floated ashore two days later and he was buried there. This according to the War Department.

I'm sure I told you that I got on a wonderful crew with Lt. Corcoran as pilot and an all-around swell bunch of guys. We flew "Mr. Lucky" and she was just that. Six to Berlin and only 1 abort..

Stayed in England about 8 months longer at the 486th. A 24 outfit changed to 17s. Ran the gunnery program, took a crew down to that crash strip down on the SE coast (article in the HLH about it.) Cut the nose of a B-17, took it back to base, mounted it on a stand, placed a auto 12 gauge S gun in the place of a 50 Cal and placed a trap house in front of it. Had to have a man stand next to gun to load it and as a result, I'm now stone deaf in one ear. Small price to pay for coming off so easy!

The older I get, the worse I write.

Yours,
Arnold M. Miller

P.S. You came up to my room at the Tucson Reunion and we talked quite a bit. Had a scrapbook, all my missions from the S & S. Also, a billfold thrown out over Holland that was returned to me after the War.

P.S. Hope this address is correct. Know I saw one remark that you had moved.

Again,
Arnold Miller
713 Fawn Trail SE

Albuquerque, NM 87123-3541

EDITOR'S NOTE: We remember Capt. Kratzer real well. A great guy.

EDITOR'S NOTE: As reported in an earlier HH, Andy Rooney flew a mission on Stars & Stripes II.

Dear Arnold,

Many thanks for your letter of September last year and apologies for taking so long to answer but I've been forced, "off-air" by demands from the day job for some time and only now can squeeze in some 385th activity. I've taken a week's vacation to catch up on some of my mail - there are over 200 letters to answer.

I know what you mean about getting mixed up. Memory plays tricks and official records contain errors so I work on the basis of doing the best I can and, if someone adds to the research by pointing out my errors, so much the better because we all gain the additional knowledge.

Checking back through my old HLH's, I see there was a letter from me in the December 1994 issue but I didn't say the aircraft was "Stars and Stripes" (42-3544), although that's the aircraft in the background picture showing McIlveen, Cigan and Williams. The aircraft lost on 24th February were 42-81349 (McIlveen) and 42-30662 (Terrace) - the latter ship was "Clarissa Jean". Incidentally, the unfortunate Terrace parachuted successfully but was shot when he landed.

There was a B-17G, "Stars and Stripes 2nd Edition" but I don't have a serial for this - let's hope someone out there can help.

I've kept all my HLH and they make fascinating reading because some of the stories run like threads through issues going back years and I've copied this to Ed Stern in case it prompts further dialogue.

Thanks again for writing and providing a bit more information about your crew - it really is appreciated.

Best wishes,

Ian McLachlan

Robert Martys
120 Brendon
Basildon
Essex SS15 5XN

Dear Bob,

Some time ago you wrote asking for information on the two 385th B-17s that collided near your home on 26th September, 1943.

My apologies for taking so long to respond and you may by now have gathered the information elsewhere but I've now delved into the records and I have and can offer the following.

The Group history records: "The target today was Reims-Champaign. Since all objectives were too overcast for effective bombing, none were dropped. On the return over England, two of our finest crews - those of Lt. John Keeley and Lt. Paul Yannello - collided while they were letting down from altitude. S/Sgt Adams of Lt. Yannello's crew, alone parachuted to safety. Lt. Sidney White, 551st Squadron Operations Officer, who was on this mission as assistant bombardier on the Yannello crew was among those who went down. Both Lts. Keeley and Yannello had completed 11 operational missions and they and their crews were considered among the most efficient and dependable in this group".

Pilot	Yanello, Paul M - 1/Lt
Co-Pilot	Wilson, Fred E Jr - 2/Lt
Nav.	Black, Guilford - 2/Lt
Bomb.	Wardie, Charles A - 2/Lt
TTG	McMillan, Walter F - T/Sgt
ROG	Gula, Stanley J - T/Sgt
BTG	Kern, Lawrence C - S/Sgt
WGR	McGinnis, Marion E - S/Sgt
WGL	Seitz, Edgar L - S/Sgt
Obs.	White, Sydney S - 1/Lt
Pilot	Keeley, John G Jr - 1/Lt
Co-Pilot	Coomes, Harry P - 1/Lt
Nav.	Moore, Arthur R - 1/Lt
Bomb.	Rouse, Theo R - 1/Lt
TTG	Pontius, Ledger - T/Sgt
ROG	Rochester, Samuel B - T/Sgt
BTG	Banner, Robert L - S/Sgt
TG	Osborne, Edward - S/Sgt
WGR	Binford, Douglas - S/Sgt
WGL	Shepherd, Raymond H - S/Sgt

Yanello's aircraft was 42-30264, "The Dorsal Queen" and Keeley was flying 42-3290, "Raunchy Wolf" (previously known as, "El Lobo"). The crash site location I have is Tillingham Hall Farm, Bulvan, Essex but whether this is for one or both machines, I can't say - do you have any further, local knowledge?

I've copied this letter to the 385th Newsletter, Hardlife Herald in the hope that it will prompt some recollections of the incident and, hopefully, some information about these brave young lads from some of those who faced danger with them but were more fortunate.

Best Wishes,

Ian McLachlan



Dave McKee
905 Grand Stran Trail
Garden City, SC 29576

Dear Dave,

I've read your letter in "Hardlife Herald" May issue and thought it might interest you to learn that the loss of your brother's aircraft is featured in my book, "Eighth Air Force Bomber Stories" but I regret that I was unable to find a picture of him before the book was published and would be grateful if you could help in this respect. Naturally, I will cover any costs incurred. It may be that I can incorporate the picture in a re-print or use it in a future magazine article. Bob Smith told me that your brother had a phobia about parachuting and would not abandon the aircraft even though it was obviously doomed. The intention of my research and writing is to ensure the courage of men like your brother isn't forgotten and I also give slide shows on the history of the 385th so, again, would welcome a photograph to incorporate into the story of, "Liberty Belle".

I hadn't realized until reading your letter that your brother was co-pilot on, "Fickle Finger of ?" and I have several pictures of this ship in my collection including one of a crew but there are no names associated with them. I can send you a copy if it's of interest.

I'd also appreciate any memories you'd like to share with me about your brother. The reason I ask is that I now have an extensive archive relating to the 385th and plan to leave it to a local museum or library so that succeeding generations will know more not only about Great Ashfield and its aircraft but, more importantly, about the men who flew them.

Best wishes,

Ian McLachlan



Mr. Robert W. Wilson
220 Wassenberg Dr
Van Wert, OH 45891-2358

Dear Bob,

It's some time since you wrote and my apologies for the delay answering but pressure of work forced a significant slow down in my 385th activities and I'm only now getting back into the swing.

I was delighted with the newspaper cuttings you sent regarding the belated award of your Purple Heart and the well-deserved ovation earned at the 1990 Eighth Air Force Reunion. With this in mind, I hope you can help with some additional information and copies of photographs. The reason I ask is that I'm planning another volume of, "Eighth Air Force Bomber Stories" and may well be able to use your story if, of course, this is acceptable to you. To do so, I'd like to get copies of the pictures accompanying the article plus any recollections you can offer of your time at Great Ashfield and the mission of October 9th, 1944, in particular. It mentioned that you received leg wounds and I recall you telling me that you, "felt around - no tendons torn" and said to yourself, "Hell, I can treat that" so you wouldn't miss any missions but I'd appreciate further gen to strengthen the story. I also note from our conversation at Tucson that you flew, "Rum Dum" later in her career and you observed how difficult she was to trim. You also flew, "Barbara B" (42-32078) and observed that she had only a poor-quality nose-art, do you have a photograph? I can't make out the serial on the B-17 in the newspaper article but it could be 42-32078. I also jotted down that you had a, "pick-up" crew for 7 missions then took over Platt's crew for 21 missions before he took them back again. Have I got this right? I'd welcome any crew pictures you have plus a portrait of yourself taken at the time.

Noting you were wounded on 9th October, 1944, I checked my files for October and the S-1 section reported, "The 385th....had its largest turnover in many months in combat personnel...There were several factors involved in this increase: a) A greater number of combat personnel completing operational tours. B) Largest number of MIA in a single month....Casualties were reported as 373 MIA Total, 110 of them during October; KIA 145 Total, 2 in October; POW 419, 5 in October; Interned 73, 0 in October; Returned 66, 24 in October; Injured 24, 0 in October; Wounded in Action totaled 85 to that time of the war with 2 reported for October (you'd have made it 31). Thirty-two replacement crews arrived at Great Ashfield that month, many to replace those lost on the disastrous raid of October 6th to Berlin - were you on that? I have quite a lot of data about that raid but, unfortunately, nothing on the one to Gustavsborg on the 9th so would welcome anything you can add and I've copies this to Hardlife Herald to see if others can recall the sortie to Gustavsborg - an "Aviation Industry" target.

I'm sorry to have rambled on but, like everything to do with the Group, I find that following up one line of query opens

another and so on.

I hope you can help with my research and look forward to hearing from you again.

Best wishes,

Ian McLachlan

P.S. Do you know why she was called "Barbara B"?

Dear Ed,

As you know, Bob Henderson has for several years been creating Bronze Replicas of World War II Aircraft for installation at the Air Force Academy, The Heritage, Washington, and now Hawaii.

The B-29 dedication at the Academy will take place September 8th, 2000.

I wonder if this information from the Hendersons may be of interest to you for inclusion in the "Hardlife Herald".

Establishing these permanent legacies NOW becomes more critical with each passing day as our numbers are dwindling rapidly.

Although you and I will outlive them all, for only the Good die young, we really should consider our less fortunate comrades.

Best regards,

Chuck Halper
20508 Harvest Ave
Lakewood, CA 90715

Subject: Contact sought with Arthur Ander

Jocelyn LeClercq

I have reviewed the 385th roster of members and I am sorry to report that we do not have an Arthur Anders listed. We did have a Mrs. Reuben Eckhardt listed. I contacted her and she said Reuben died 10 years ago today. I asked her if she knew Arthur Anders, she did not. The name sounded a little familiar, but could not say if Arthur Anders had been a crew member of Eckhardt or not. She did say Eckhardt had been shot down, I believe she did say Dec. of 1943 and was picked up by the resistance people. She did not seem to have much more information than that.

We do not have an Earl Frye in our roster of members, no help there. Since you got my address from Guy Ries in Luxembourg I assume you have the 385th web sight that Guy runs.

I will forward your letter to our newsletter editor and if space is available in a forth coming issue perhaps he could publish your letter. It is possible some member may have the information you are looking for.

It is nice to have a young aviation enthusiast and historian interested in WW II air war fare. Keep up the work. Perhaps you could send samples of your research work to Guy Ries or Roger Feller to be placed in the 385th museum in Luxembourg. I am sure they would appreciate having your work for display.

Tom Newton
President 385th BGMA

385th BG Association
Mr. Jerry Donnelley
10770 SW 46th St
Miami, Florida 33165

Dear Mr. Donelley:

To introduce myself: My name is Henry Kwik, I lived for many years in Leiden, now in an apartment along the River Rhine. Our house is about three miles from the airbase Valkenburg, one of the sites, where in May 1945 the Allies (RAF & USAAF) dropped food. Since 1945, when I was 16 years old, I started collecting everything in photographs and documents from WWII.

In 1963 I was one of the three founders of the "The Documentation Group 1939-1945". It now I think counts 1000 members. At the end of the sixties I left this group, because I was more interested in Air War than other subjects of WWII.

I already had met some documentalists who were also collecting and studying on Air War. So in 1975 (February) I was the founder on my own of the "The Air War Documentation Group 1939-45". And today, this Group has members all over the world: USA, Britain, Australia, Germany, Belgium etc.

Inside our group we produced books on subjects of Air War and from 1975 to last year I (and my wife Tiny) did the monthly Bulletin Air War (28 pages) plus I was Secretary also. But last year we decided to stop these activities (younger people took over) and I just stay on as Co-Editor.

Now Tiny and I have time to do other things and these are lost of it. One of the subjects for us with love is do many years research on "The Food Drops April/May 1945" over Western Holland. I have 14 Orders (Maps) within documents, photographs, etc on this subject....After much research in 1993 I at last found the addresses from three ex-crewmembers of now World famous 390 B-17, on May 1, 1945 dropping food above Valkenburg Air Base. I think you

Know this photograph...In the first week of May I invited those three (Pilot Steele etc) to Leiden and on May 5, 1995 they were seated in an original 1944 Jeep in the big Parade in our town. Thousands of people from Leiden waved in the streets to them...they were still there food droppers, their heroes. Now I have continue contact with my 390 BG friends!

Of course I know the 385 BG dropped also food and in my collection I have six photographs made at a food mission over Western Holland, made by a crew member of the 385th. I feel sorry I do not know his name...Because I am trying to get contacts with former 385th food droppers of your organization, I would like to know if you are Editor of a Magazine of your BG organization??? If so, maybe it is possible to have an announcement as "Mail Call" for ex-droppers to contact me. I already have three times at your former base in England (1988, 1990 and 1995) named Great Ashfield. I saw parts of the old airfield, made of course pictures.

That is all for now! Hope to hear from you soon..!

All the best,

Henry Kwik
A. Dubcekplaats 7
2332 HX Leiden
Holland



**WORLD WAR II PILOT,
BOB SILVER. SHOWN HERE
DELIVERING IMPORTANT
AIRMAIL TO HIS NEW FRIEND
IN THE NETHERLANDS.**
5/09/00

Mr. Henry Kwik

Dear Hanry Kwik

This letter is in response to your letter of 13 August to Jerry (he spells it "Gerry) Donnelly. He and I are good friends, both living not too far apart in Miami, and he gave me a copy of your letter because he knows of my interest in the Food Missions.

I was fortunate enough to be able to attend the commemorations of the Food Missions sponsored by the Food and Freedom Foundation in 1995 and again this year. I am sure that you must know of this Foundation but in case you don't the Secretary is Mr. Hans Onderwater. His address is " 26 Pinksterbloem, 2992 VP Barendrecht, Netherlands. Tel:

180-618-341.

Hans wrote a book entitled "Memories of a Miracle" about the Food Missions. While I believe it is now out of print, he might be able to arrange for you to borrow a copy. In both '95 and this year, we were hosted at Valkenburg and the Air Base for a truly marvelous day. The town made each of us Honorary Citizens of Valkenburg (an action that, I believe, had to be approved by the Queen) and presented us with special medallions. You can safely say the "Bob Silver clearly remembers Valkenburg!"

Neither Gerry nor I are Editor of the 385th Bomb Group newsletter, entitled "Hardlife Herald". That position is held by Mr. Ed Stern of PO Box 9466, Fargo, North Dakota, 58106-9466. Because of your interest in the 385th, I am enclosing a copy of the most recent issue. You would be most welcome to become a member. You would need to send \$20.00 annual dues to Mr. Verne Phillips, Treasurer; his address is on the cover of the HH. In respect to developing contacts with former crew members of ANY BOMB GROUP that was involved in the Food Missions, your best bet would be to write to Mr. Bob Cooperman, Chairman - ChowHound Brotherhood. His address is: 17 Alden Ave., Syosset, NY 11791, USA. I can, if necessary, supply you with quite a few names and addresses... but not all.

For the 385th, I know of only 5 who participated in the Food Missions. In addition to Gerry and I, they are: (1) Oscar Sinibaldi, 1000 Stevenson Lane, Towson, MD 21286, USA; (2) Bob Valiere, 18 Whiting Farm Rd, Branford, CT 06045-3223, USA; (3) Mr. Tom Newton, President of the 385th BG Association, PO Box 34, Dallas, OR 97338-0034.

Your interest in the 385th BG is greatly appreciated! In this regard, you should know that Perle, a very small town in Luxembourg, has created a Memorial and Museum in honor of the 385th. It is very easy to get to: 4 Km east of Martelange, Belgium which, in turn is about 20 Km south of Bastogne on the main highway. The director of the Museum is Mr. Roger Feller. He is a wonderful person and, like so many of you European folds, speaks a whole bunch of languages. Believe me when I say that if you tell Roger that I sent you, you will be treated like royalty. Roger's telephone number is: 352-649-465.

I find your interest in and involvement with records of the air war to be truly fascinating. On our visit this year, I met a young man with similar interests in the Food Missions. He wrote a book - and gave me the first copy! His name is Eric Heijink. Address: e. v/d Markstraat 25 7521 VN Enschede, The Netherlands.

Another item: Thanks originally to Hans Onderwater, I have an eighteen-minute video tape of the food missions...taken from the window of a B-17. I can supply you with a copy (on the PAL system) for my cost of \$20.00 if you wish.

I shall send copies of your letter and this one to all who are mentioned above. I am also enclosing a card that I had

Made up for our visit this year. These are supplied (at my cost) to the Americans in attendance to give out to people whom we met. They were very well received.

Finally, I shall comment upon your reference to "the World Famous B-17 of the 390th BG": I strongly suspect that it is the same aircraft pictured in the Stars and Stripes dated May 7, 1945. And, this leads me to say that I just made another decision regarding this letter. Because of your interest in the Food Missions, I have decided to send you a copy of "Links in a Chain". This is an item that I wrote upon our return from F & F's '95. There is a copy of the Stars & Stripes page in this item.

You will also notice that the Stars & Stripes misidentified the aircraft as being with the 385th. That probably occurred because the people with the 390th said, "Sure, you can show our airplane but please tell the world that it is from the 385th. (This part has been put in here for the benefit of Eldon Bevens who will receive a copy of all of this.) Eldon Bevens is the President of the 390th BG Assn. His address is: 561 SW Levens St, Dallas, OR 97338, USA. While working on this reply to you, I got in contact with him via e-mail and he tells me that the 390th made a trip to Holland this year. I sure hope that you knew about this!

Well, I do believe that I have now covered just about everything I can think of with respect to an answer for your letter. With every best wish,

Sincerely,

Bob Silver
4510 SW 62nd Ave
Miami, FL 33155-6052

No! There is one more thing: If in your collection of memorabilia you might happen to have an extra copy of the post-card that was made up showing an aircraft of the 385th BG on the Food Missions (checkerboard tail insignia) I would truly like to get one for Mr. Roger Feller in Perle. And, if you have two of these, I would also like to get one for the Mighty Eighth Air Force Museum in Savannah, GA.

A brief note here about the "artwork on this stationery: When I was in Aviation Cadet Training in the Army Air Corps in 1943-44, I often sent letters to my parent with these sketches on the envelopes. My parents saved all of my wartime mail and now I have these drawings on my computer to use once again. Frugal is as frugal does! (The sketches were not "original" - I copies them from a book of flying lessons that we used in the Cadet Program.

Dear Sir,

My name is Bennie Brongers. I am 41 years old and interested in the history of WW2. I own a small collection of several artifacts of WW II, like original pictures, Nazi passports (SS "Dachau" and "Wehrmacht"), Russian Medals (which I bought from Russian people in Poland), Helmets from several battlefields (Finland, Russia, Poland), original letters, a German 4 buckle parachute lock, which has belonged to a German Squadron Leader who was killed with his ME 109 five miles from my hometown and etc. By that occasion I became a known person, a handle which we found in a field on the 11th of December, 1943. A B-17 "Fortress" came down. I found out with help from a friend that this was the B-17 "Mary Ellen III", 385th BG, 551st BS, Serial number 42-30816. 2 killed (one drowned in the "Reitdiep Channel).

So my questions are: Is the bomber still alive? If he is, would you please be so kind as to give me his address so that I can send him a picture of the "cleaned" handle.

I also hope, that you can help me to a missing aircrew report and a witness statement and questionnaire.

I hope, I didn't ask too much and hope that you will be please so kind to help me if you can. I shall be most grateful.

Sincerely,

B Brongers
Eikenlaan 16
9471 R.R.
Zuidlaren (Dr)
The Netherlands, Europe

Dear Bennie,

Your letter of 10/08/00 to Gerry Donnelly was shared with my by Gerry. We live not too far from one another in Miami. We were both in the 385th Bomb Group. With his permission, I am writing in reply to your letter.

With regard to the "Mary Ellen III", we have in our 385th BG Association an absolutely amazing historian. If any one might have a record of this aircraft and its crew, it would be Mr. Bill Varnedoe. I have already e-mailed him to see what he can tell us. This letter is being started and I shall finish it when I hear from Bill.

Your interest in the 385th BG prompts me to let you know that in Perle, Luxembourg there is a Memorial and Museum dedicated to the 385th. Perle is very easy to get to - it is about 5 Km east of Martelange, Belgium and Martelange, in turn, is about 25 Km south of Bastogne - on the main highway. The man in charge of the museum is Mr. Roger Feller. He would be extremely pleased to show you the museum. His telephone number is 352-649-465.

Later: I now have a reply from Bill Varnedoe. Like I suspected, HE DID IT!!!! All of the information that you supplied was correct - date, Serial Number, Etc. The pilot (Poore) and the Bombardier (Nichols) are still living and are members of the 385th Bomb Group Assn. Their addresses are on the enclosed page from Bill. I shall send to each of them copies of our correspondence.

We truly appreciate your interest in the 385th and if I can help in any additional way, please do not hesitate to ask. With every best wish

Sincerely,

Bob silver
4510 SW 62nd Ave
Miami, FL 33155-6052

Mary Ellen III 42-30816, crashed in Holland on 11 December '43, 385th Mission No. 41 to Embden, Germany, with the Poore Crew.

Full crew was:

p Poore, F.V.
CP Ward, J.R.
N Stuckenbruck, L.C.
B Nicholls, W.A.
E. Woodall, A.M.
RO Balogh, P.L.
BG Morris, H.L.
TG Capillos, J.T.
LWG Kelly, W.A.
RWG O'Connell, J.D.

Forrest V. Poore
25585 Van Leuven-279
Loma Linela, CA 92354

William A. Nichols
743 Lake Ave
Woodbury Heights, NJ 08097-1514

Maybe these two can add more, after all, they rode it down, or jumped out!!

Bob Silver wrote:

Hi, Mr. Bill - Once again, I have an inquiry from Europe (Holland) about one of our aircraft and I thought to myself, "Whom should I ask?" and then I decided on you. I wonder why? A man writes that he found (I don't know how long ago) a handle (?) from a B-17 that he says was the "Mary Ellen III" of the 551st Squadron and that it went down on 11 December, 1943. He also gives the Serial number of 42-30816 and says that two crew members were killed. He is hoping that there is/are one or more surviving crew members. Can you help on any of this stuff? Actually, he wrote to Gerry Donnelly and Gerry gave me a copy of his letter. I shall, of course keep you copies on any correspondence with him. As always, thanks and Best Regards. Silver.

Dear Ed.

We had a great trip with the 385th Tour Group to England and Europe. The enclosure tells about several of our group who participated in the memorial service at All Saints Church on Sunday, June 18.

Hope you have space to publish this article in the next issue of Hardlife Herald. Thanks for your long and faithful service as editor and publisher. We appreciate your keeping us in touch with members and informed about the activities of the 385th BGMA.

Sincerely,

Art Driscoll
4500 Post Rd, H-75
Nashville TN 37205
Phone 615-352-3530
Fax 615-352-6995
E-mail-artdriscoll@hotmail.com

Dear Ed,

You might want to run this picture in conjunction with the Perle report in the newsletter.

They are Patrick and Toni Flanagan, the son and grandson of Patrick J. Flanagan of Captain White's crew killed over Perle on July 12, 1944. Picture taken on June 25, 2000.

Hope you folds are well

Sincerely
Jus Pitts



Hi Ed,

These are pictures from my husbands album - so few last names, but maybe someone will remember. Lloyd "Buster" Bahten was at Great Ashfield from August '44 to May '45.

I enjoy reading Hardlife Herald, you do a great job.

My email is deabah@cdepot.net

Thanks,

Dea Bahten



Crew of the "Hell 'n Haze"



Pop, Bahten, Cunningham, Tack, Abbie, Rubin, Slaton



Cunningham & Rubin



Lloyd "Buster Bahten, Berg, John Durand



Lloyd Bahten, John Kay, Engle



Lt. Naylor - Pilot of Hell 'n Haze. Killed in crash - Nov. '44.
Lloyd Bahten was last man to jump.

Dear Mr. Stern,

My name is Jim Hoffman and I live at 37 Elmwood Lane, Fair Haven, NJ. My mother's youngest brother was a member of the 385th Bomb Group and was KIA on October 6, 1944. At that time I was eight years old, however I remember when my mother and grandmother received the news of his death. Recently I have become very interested in my uncle's service. As a result of this interest, I have visited his grave at the United States Military Cemetery in Belgium, have been to the All Saints Church in Great Ashfield where the 385th is memorialized and have recently visited the little town of Retzow, Germany where my uncle and several other members of his crew were buried by the Germans.

Probably most interesting is my connecting with my uncle's navigator who survived the explosion of the airplane, became a POW, escaped, and was recaptured. He now lives near Buffalo and has been terrific in providing me with a crew photo and other information concerning the day my uncle was lost, etc.

The reason I am writing is to ask your suggestions on how I might locate other relatives of that crew who may have additional information that might further round out my search for information regarding my uncle's service.

I have the missing crew report from October 6 and it indicates that all aircraft of the 549th Squadron of the 385th were lost that day. According to the report the 385th "B" Group were flying High Group and were attacked my mass formations of ME-109s. Of the nine crew members on board, seven were killed. The pilot also survived the attack and he and the navigator met in the hospital some time later. My research leads me to believe the pilot died in 1973.

I have talked to the sister-in-law of one other crew member. I sent her crew photos and other information however she has not responded to my request for any items her family might have. Her brother-in-law is buried with my uncle at Neuville-en-Condroz.

Here are the names of the crew and their NOK and HOR as detailed in the MCR.

1. Navigator, 1st Lt. Metro Marchyn (I regularly talk to him.) He now lives in Williamsville, NY.
2. 1st Lt. Raymond C. Noiseau, Mrs. R.C. Noiseau, 2102 W 6th St. Duluth, MN. Wife. (Social Security Death Index shows a Raymond Noiseau, Duluth, MN died in 1973.)
3. 2nd Lt. William A. Waggoner, Mrs. Leona A. Waggoner, Mother, 1970 S 91st St, West Allis, Wisconsin.
4. 2nd Lt. William J. Feurstein, Mrs. Christina Feurstein, Mother, 2817 Marstse St., Philadelphia, PA.
5. T/Sgt Stanley D. Gue, (this is the crewman who is

Buried in Belgium with my uncle,) His brother and sister-in-law live in San Diego.

6. T/Sgt Norman S. Weiss, Mrs. Muriel Weise, Wife, 1879 Carlyn St, Philadelphia, PA.

7. S/Sgt Paul Provincial, Mrs. Louise T. Provincial, Wife, 7 Hillside Terrace, White Plains, NY.

8. S/Sgt Donald T. McGraw, Mrs. Anna W. McGraw, Mother, 309 Emily St. Cumberland, MN (Sgt McGraw is my uncle.)

9. S/Sgt James Burns Jr., Mrs. Maude Burns, Mother, Yatesboro, PA.

Thank you for any help you may be able to provide. Is it possible to list these men in the newsletter? I have put a similar message on the Heavy Bomber web site and have tried the same on the 385th "crew member contacts" web site but was not successful.

My e-mail address is jeh636@cs.com. My telephone number is (732) 741-6841.

With Best regards,

Jim Hoffman

Dear Ed,

This is a copy of a letter I sent in July which must have gone astray.

I'm still enjoying the "HARDLIFE HERALD". Keep up the good work!

There are three items on my mind:

1. I received a form letter from an AF T/Sgt. Richard Janicki, who proclaims undying admiration for the former 8th AAF and requests donations of any memorabilia, service patches, signed photos, etc. Have you information or recommendations his endeavor? Personally I'd rather send my mementos to an AF museum than a private collector.

2. The second item relates to the first. I have some remaining navigational equipment, instruction manuals, etc. which could be of interest to historians. Which AF museum might be interested in your opinion? The local one is only interested in WW II plane restoration.

3. A recent obituary in the Providence, RI paper referred to a Sgt. Jablecki who as the local USAAF recruiter was responsible for my induction in 1942, Perhaps some of the brethren from this area may remember this.

Please write me when you can. I hope this letter finds you in

Good shape.

As ever,

Michael G. Pierik
197 Old Mountain Tr
West Kingston, RI 02892-1032

Dear Mr. Stern and members of the 385th BGMA,

I very much appreciate our conversation the other day and felt encouraged that through the 385th BGMA, I might be able to contact my father's crew members. My father, Myron Kratz is now gone, but my mother and I are very interested in making this connection We are planning to come to the Albuquerque reunion in April, 2001 and will be most eager to meet up with his crew members and others with whom he served.

Myron Kratz was a pilot in the 550th Squadron, flying out of Great Ashfield from December 1943 through April 1944; "Pride of the Yankees" was one of the ships. From your membership list I have obtained addresses for three of his crew members: Frank Wasmer, Adam c. Koziol and Robert Morison, whom we are excitedly writing directly. I hope to reach the rest of the crew, but do not know their whereabouts. They are: Hagood Haynes, Hal Clark, James R. Bigham, Curtis McCafferty, Joseph Sylvester and Meredith Travis. I would be very happy to receive any news from them or about them. My address and phone number follow.

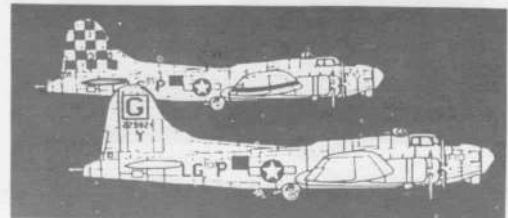
We have a collection of 254 letters which my father wrote to his parents during his five years of service. Though they offer a rich picture of some of his experiences, getting a chance to meet up in Albuquerque with some of the men with whom he shared these times would be most gratifying.

Sincerely,

Carol Kratz
355 S 21st St.
La Crosse, WI 54601
608-784-0573
Rivercityairlines@fflax.net

P.S. I am in the process of scanning a few photos for you to run if you would. They will follow in a few days.

Thank you.



Dear Ed,

In the recent issue of HH, there is a note on the Bulletin Board with regards to the plane hit by AA while dropping food in Holland.

May 2, 1945 I was the navigator on the Stork Club with a mission to drop food at Hilversum, one of the food drop zones designated by the Germans when they signed the temporary truce for this purpose. Many Dutch had already starved to death. As our plane approached the dropping area at approximately 200 feet altitude, one of the crew shouted over the interphone that he could see some German soldiers tracking with the AA gun. The next thing I knew was a bump as if something lifted the plane upwards. Despite the truce we had been fired at and hit. One of our gunners said we had taken hits in the port wing and our pilot, Lt. Swana alerted us that we might have to make a forced landing, since he had trouble holding altitude. The flak had damaged some parts of our plane. Parts of that flak had scattered around the plane but luckily no one was wounded, the main damage was a 30 inch hole in the wing."

When we arrived back at the base pictures were taken and the story told. Seems several planes had been fired on by rifle fire but we were told that the Stork Club was hit by 20mm and it was the last bomber hit by German flak. We were given credit for a mission because of this incident.

References are in books by Roger Freeman, Ian McLachlan and the Dutch author, Hans Onderwater.

All the best,

Bob Valliere, 550th

Subject: JESUS WROTE:

What a surprise and blessing I received today in a great review of "THE WRONG STUFF" on Amazon.com. It's by Jesus and he wrote: "Hi: My name is Jesus and I am a cadet at the US Air Force Academy. I am currently in my Third Class (sophomore) year at the academy, and my home of record is Hollywood, Florida."

THIS IS HIS REVIEW:

USAFA CADET LOVES THIS BOOK, November 29, 2000
Reviewer: Jesus Raimundi III from USAF ACADEMY, CO USA.

Truman Smith's book, *The Wrong Stuff*, is a stellar example of a combat veteran's account of wartime experience. I am currently a Third Class Cadet at the United States Air Force Academy, and recently finished this book as part of the required reading in History 202, the core Military History course. As a future Air Force Officer, and hopefully pilot, I was spellbound by Lieutenant Colonel (ret) Smith's account of his wartime aviation experiences. The genuine emotion

conveyed in his writing truly captured the essence of a young man coming of age in the armed forces.

Never have I seen such an accurate and intriguing description of life in wartime. I am grateful to the author and to his published for bringing this magnificent piece of literature, and history, into my hands. I am also delighted that USAFA has adopted this work as required reading, as it serves as an example to young men and women in service to their country.

Thank you Lt. Col. Smith, you truly have influenced my life with this book. May God bless you and all the men who have lived and died in service to our country.

□ □ □ □ *****

Today Amazon.com ranked "The Wrong Stuff" at 4,952 among their three million books. That puts it just .001% from number one. With the help of Jesus, I have faith that it shall soon be NUMBER ONE!

"TRUE"

MEMO FOR RECORD:

Bob Barney called my Sunday, 7/9/20, "Great Book". He was a pilot in the 549th Squadron of the 385th BG and was shot down 29 Apr. 44. He didn't know until he read "The Wrong Stuff" that we got in trouble when we got 40 miles off course. He was captured; POW; escaped twice, and was saved from the angry crowd by an old lady, whose son was a German POW in N.M.. Bob stayed in the AF, flying B-29s Weather and KC 97s; retired a Lt. Colonel in 1962; lives in San Diego; wrote a chronicle on his shoot-down and will send me a copy. He said that many of his friends and fans now know about "TWS" and will be buying copies. He received his copy from John Davis, whom I believe bought it expressly for Bob when the B-17 was here a week ago.

Bob Barney's e-mail is: bobbarney@juno.com.

Bob is associated with the San Diego Aerospace Museum. Ironically, I had just received a 1927 picture post card of the Ponca City airport for our Air Museum from Joan Pons Laisney, who is from Ponca City, who left to be a flight attendant and is now a corporate flight attendant. She and her husband crew the corporate jet (worldwide) and she is associated with the San Diego Aerospace Museum.

No big deal, but now on record.

Truman Smith

EDITOR'S NOTE: From Truman Smith

Dear Friends,

As the pendulum swings — as the pendulum do — it sometimes brings a surprise or two. At the end of last month I was pleasantly surprised to be a guest at the Air Force Academy where I spoke to the cadets about "The Wrong Stuff" and was given the "Guest Treatment", which I shall never forget. Who would've thought: Little 01' me at the Academy.

The day before departure I received a call from a Mike Gould, USAF Colonel, retired, who Captains a 747 to Korea every week. His copilot had loaned him "TWS", which he read and called me to express his appreciation, since his dad had been a bombardier in the 8th Air Force, but who never talked about it, even though Mike and his brother had become Air Force pilots. He thought that perhaps "TWS" might serve to get his dad to open up about the "Big War".

Where was he calling from? Colorado Springs. "I'll be there tomorrow", I told him. So lo and behold, Mike met me at the airport along with Captain Bauman and an escort of officers from the Academy. We all had lunch. I was a generation older, but there was no gap. We bonded as a band of brothers — including a Naval Officer. It was great.

I wondered if Mike could locate a friend of mine in Seoul. My dad, having been in War One and War Two had been recalled and sent to Korea as the Protocol Officer for 5th Air Force Headquarters. While there he managed to sponsor seven students with college scholarships in the U.S.. After his return to the States, as mayor of Ponca City, OK, he also served as Liaison Officer for the Air Force Academy.

Kitty Kim, one of the Korean students, came to live with my parents and got her B.A. at Oklahoma State University. She returned to Korea and became professor of Art at the University, as well as painting the mural in the Hilton Hotel — in exchange for shop space at the hotel, which she developed into a successful business, along with clothing design, manufacturing, and her paintings, published in books.

I personalized a copy of "TWS" for Mike to give to Kitty, should he locate her. I also personalized a copy for Mike's dad, Bob, which Mike hand carried to him in Chicago. The copy to Kitty made three round trips to Korea without success. However, he finally arranged to meet her when he returned on Thanksgiving; which I assume has finally happened.

The first mail after Thanksgiving delivered a letter from Bob Gould, Mike's dad, thanking me for "TWS". It blew me away. He wrote, and I quote: "My first mission was to Berlin and I could hardly wait to take on the Germans, but when the flak started I changed my mind...And when the fighters started up, I knew that I really didn't belong there - and would have left - but I was slowed by a slow aircraft"!!!!!! I knew the feeling of being held back by a "slow aircraft" and

immediately bonded, so I called him, speaking first with Virginia, his wife. I was surprised that she knew me. "Smitty's on the phone" she announced to him. He picked up and we picked up - over fifty years - and were back in the skies of Europe.

Bob said that "The Wrong Stuff" reminded him that the war experience was not all tragic and grim and he is determined to now record some of his experiences for posterity.

Well, Mike finally made it back from Korea once more and, as he'd told me that he sometimes gets messed up with the international dateline, arrived home in the middle of the night - one night EARLIER than he'd told his wife he'd be home. As a result, she shot him as a burglar! Yes, That's not true. But it is a possibility, if he doesn't remember the international dateline.

So it is that we have a Happy Interlude.

For me, I have a book signing on the 10th of December and they would like me to talk about what I had talked about at the Academy. However, I can't remember what I talked about. So it is very important that I soon receive a copy of the two video recordings made at the Academy of my presentations.

So be of good cheer and enjoy the blessings returned to you for your goodness to others.

Truman "Smitty" Smith

Dear Ed,

Ed, My WW II copilot, William F. Flagler died on November 15, 2000.

I called Bill to wish him a happy new year, but talked to his son-in-law who advised me of his death.

Bill and I and the crew of "Lady Liz" were one of the last three crews assigned to the 550th in Cutbank, Montana. Sam Dixon and, I think, Bill Storrs were the other two crews. Lyle "Skinny" Fryer was my flight leader.

There were actually nine crews who joined the 385th as the final set of crews to round out the 36 authorized in the group. Three crews were sent to each of the squadrons.

After I was moved into Operations, Bill joined Maryonovich's crew. They were shot down and ditched in the Bay of Biscay, picked up by Portuguese fishermen, they were subsequently spirited out of Portugal and back to England. Bill, later, volunteered to fly night snooper missions seeking out enemy radar sites and patterns.

He remained in the service and was involved in the Enewetok preparations for testing the big bombs. He flew CI24s

at that time and spent time in Japan as chief of personnel for the wing or group. Was promoted to full Colonel while in that job.

He retired to Vacaville, CA (near Travis AFB) about 1970, and remained there until his death last November. He had a colon cancer removed in late '98, and developed liver or kidney cancer in 2000. His son-in-law told me that Bill couldn't tolerate the chemotherapy and elected to stop it against the advice of doctors at Travis.

Bill's wife, Ruth, is in good health, but suffers from Alzheimer's disease and is in an assisted living situation.

Bill was a good officer, fine pilot and a good man. We miss him.

P.S. We are booked for the reunion at Albuquerque and look forward to seeing you and Jane there too.

Warren Cerrone

Dear Mr. Stern

A copy of Hardlife Times came today. Thought I should write again. Apparently the info didn't get to you.

My husband Thomas C. Tracy Jr., died in the emergency room of the Edinburg, TX hospital on January 11, 1999. He was 80 years old at the time. It was very unexpected. He felt fine all day (a Sunday) then about an hour after going to bed he asked me to take his blood pressure and it was low. I called 911. 3 1/2 hours later he was gone. Had no chest pain just nausea.

I wrote to Rev. Vance before the 1999 reunion so that his name could be added to the list of deceased.

Respectfully,

Mary Lou Tracy

Dear Sir,

I am sad to say Quentin Swartz passed away October 13, 2000.

He enjoyed the Omaha Reunion in 1995 with his crew

He looked forward to the Hardlife Herald.

Jean Swartz

SWARTZ



QUENTIN A. SWARTZ, loving husband of Jean (nee Sayre), married 55 years; loving father of Janet (Jim) Marietta, Donna (Don) Thompson and Sharon (Tom) Meyer; beloved grandfather of Mark (Tina) Marietta, Jillian, Joyce, Kimberly and Carrie Meyer, Drew (Marie) and Devin Dodson; great-grandfather of Kayle Dodson; beloved brother of Winola Maroon and two deceased sisters; uncle and great-uncle; beloved friend of George Sayre. U.S. Air Force WW II Veteran. Retired Real Estate Agent and Plumber. Avid gardener and grower of roses. Family suggests donations to Bethel Lutheran Church, 3852 Everett Rd., Bath* 44313 for a memorial garden. Friends may call at THE DONALD A. FAULHABER FUNERAL HOME, 7915 BROADVIEW RD. (AT SPRAGUE), where services will be held Tuesday, Oct. 17 at 2 p.m. Interment Brecksville Cemetery. VISITING HOURS MONDAY 7-9 P.M. AND TUESDAY 1-2 P.M. (440-526-7315).

Eugene Earl St. John

Eugene "Gene" St. John passed away May 13, 2000, at his home.

Mr. St. John was born in 1921 to Stewart and Helen St. John in Milwaukee and grew up in Janesville, Wis.

Gene was a World War II combat pilot and prisoner of war. Upon discharge from the Army Air Corps he had a fulfilling career as a railroad engineer with the Chicago Northwestern Railway Company. Upon retirement, Mr. and Mrs. St. John moved to the Niceville, Fla., area and have lived in Bluewater Bay,

Fla., for the last three years.

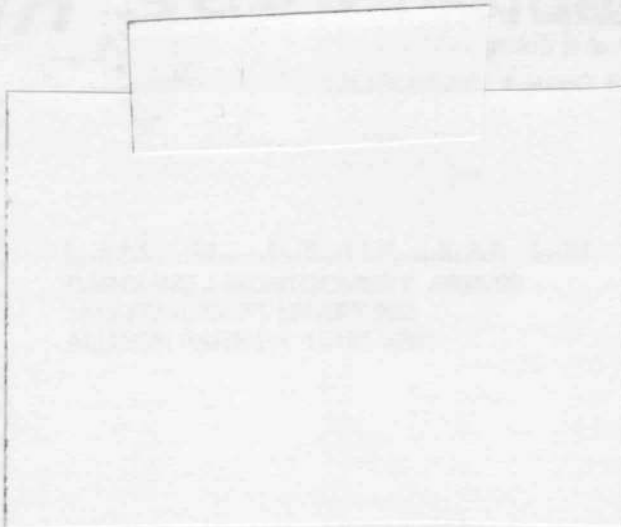
Mr. St. John is survived by his loving and faithful wife of 58 years, Eleanor; his brother, Robert St. John and wife Elsie of Janesville; sons, James and wife Linda of Bluewater Bay, and William and wife Claire of St. Charles, Ill.; four grandchildren, Jason, Christopher, Ashley and Michael; and sisters and brothers-in-law, nephews and nieces.

A memorial service is planned at a future date.

The family requests, in lieu of flowers, donations may be made to Hospice of Northwest Florida, 101 Hart St., Niceville, FL 32578.

The National Cremation Society is in charge of arrangements.

ED STERN
Po Box 9466
FARGO, ND 58106-9466



Dear Ed,

Enclosed is the obituary of Ken Walsh, an original member of the 548th

He was a waist gunner on crew 1. He got his commission through the ROTC after the war.

He was a fine guy

John Richardson

FRIDAY, JUNE 30 • 2000

Air Force Col. Ken Walsh, war veteran and teacher

By Joe Carlson
Star Tribune Staff Writer

Retired Air Force Col. Ken Walsh, a veteran of three wars and one of the oldest active teachers in Minnesota until his retirement in March, died of congestive heart failure Thursday in Bloomington. He was 77.

Born in St. Paul in 1922, Walsh followed in the footsteps of his father, an infantryman in World War I. He entered the Army Air Force at 21, serving as a machine gunner in B-17s for the 8th Air Force during World War II.

After the war, he earned a master's degree in social science from the University of Minnesota and became a teacher in Willmar, Minn.



Col Ken Walsh retired from the Air Force in 1979.

But it wasn't long before he was summoned back to the Air Force to fight in the Korean War. He decided to make the military his career, moving up the ranks and serving in Vietnam before retiring in 1979.

He began teaching again in Bloomington, joining Kennedy High School's Project Re-Entry, a program for students who don't fit into the traditional education system, in 1981.

Robert M. Shaw, Walsh's friend for more than 60 years, said his courage to continue difficult work after leaving the military earned him respect.

"He had served his country so well, and then he turned right around, and instead of going to Maui or somewhere, he got right back into a real tough line of work," Shaw said.

His teaching style was one of "tough love," Shaw said, which proved an effective means to reach out to his students, who called him "the Colonel."

Even though Walsh loved his students, he used a hard-edged approach to get their attention.

"He ran his class like a boot camp," Shaw wrote in a eulogy he prepared about Walsh.

But Walsh's daughter, Maureen Walsh-Henson of Mount Juliet, Tenn., knew another side of him.

"He liked to come across as a tough guy, but he was a teddy bear," she said. "Everybody loved the Colonel." She said that even students Walsh taught during the 1950s in Willmar have called on the phone for him recently.

Shaw said he ultimately will remember Walsh for his courageous service, both to the military and to his many students.

"What was the essential meaning of Kenny Walsh's life? I say it was courage — military courage, civil courage in the service of others."

Beside Walsh's daughter, survivors include his wife, Ann; a son, Jeffrey, of Apple Valley; a sister, Carol Murray, of Bloomington, and four grandchildren.



John Campanelli
Thomas C. Tracy
Wm Flagler
Charles E. McCarthy
Eugene St. John
Gordon F. Stead
Norman A. Franks
Donald Johnson
Daryl Bentley

2000
Jan 1999
Nov. 2000
March 1998
May 2000
Dec 2000
March 2000
Jan 2001
Apr 2000