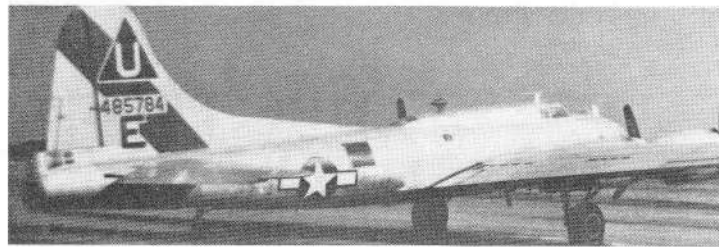


## COMBAT UNITS

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



## SUPPORT UNITS

424th AIR SVS. GP.  
877th CHEM. CO. (AO)  
DET. 155, 18th AWS

# *"The Mighty Eighth Reunion Group"*

## 385TH BOMBARDMENT GROUP REUNION ASSOCIATION

GREAT ASHFIELD - SUFFOLK, ENGLAND

STATION 155

## ASSOCIATION OFFICERS

### PRESIDENT

DR. VINCENT W. MASTERS  
Gilbert Health Center  
University of Georgia  
Athens, Georgia 30601  
(404) 546-1324

### VICE-PRESIDENT

FRANK P. MARANO  
63 Club Road  
Upper Montclair, New Jersey 07043  
(201) 746-6044

### ASSOCIATION SECRETARY & REGISTERED ADDRESS

JOHN C. FORD  
7204 Easy Street  
Camp Springs, Maryland 20031  
(301) 449-6382

### TREASURER

JOHN F. PETTENDER  
121 Home Park Road  
Venice, Florida 33595  
(813) 488-7569

### HONORARY MEMBERS

ELLIOTT VANDEVANTER, JR.  
GEORGE Y. JUMPER  
RUEL WEIKERT, Past Pres.  
FRANK B. WALLS, Past Pres.

### PAST HOSTS

FRANK B. WALLS  
JOHN K. HUGHES  
CHARLES EDELSTIEN  
JAMES L. COOPER  
RUDY J. CUNAT  
CHARLES C. SMITH

### 1977 HOST

ARKEY HUBER

# NEWSLETTER

Volume VI, No. 9 15 January 1977 Editor: John ord

## LAS VEGAS, NV, 22-24 APRIL 1977

That's right! From 22-24 April 1977, members of the 385th BGRA will get together in Las Vegas, NV, at the beautiful Aladdin Hotel, in the heart of the main strip across the street from the Dunes Hotel and Ceasars Palace. The hotel has been completely redesigned and rebuilt in the past few years and is second to none in its fine appointments. The sumptuous decorations in the rooms, befits the "Arabian Nights". Games of all descriptions and a beautiful olympic-sized pool are available for your enjoyment. Our Las Vegas Host, Arkey Huber, has come up with a planned travel package that is impossible to top. The Travel Agency brochure is inclosed with this newsletter and you will find it is a well planned ESCAPE. Everything is included in the fee, with the exception of Friday and Saturday's lunch and Saturday's breakfast. The Group's Registration fee is also in the package. The package also will provide members with the opportunity to book ITX or Group air fares to Las Vegas - thereby saving a considerable sum over regular airfares. Such bookings do require advance reservations under C.A.B. rules, so book early and save. The land and air packages can be charged to your major credit cards. Meeting rooms will be available for our unit displays and photographs. There will be movies of the trip to England and slide projectors will be available for those wishing to show their individual talents as photographers. Don't delay - sign up today! Go West, young man, where women are wheeler-dealers!

## GREETINGS

Season's Greetings are belatedly extended to all our members and families. This issue of NEWSLETTER was delayed for two very good reasons. First, it enabled our Las Vegas Host, Arkey Huber, to finalize plans for the Sixth Reunion of the Bomb Group. Second, it took some of the burden off the Postal Service bulk mailing system at a time it was most needed - During the Christmas Season and the United Parcel Service strike. Both results were achieved. Arkey Huber did a great job, as did the Postal Services, who worked long and hard to make Christmas a Merry Time for millions of Americans at home and overseas. Your Association Officers extend their wishes for a Happy New Year, and as Editor, I wish to thank everyone for the great number of greeting cards received from stateside and England.

## 1977 DUES

Membership fees of \$5.00 are now due and payable for the year of 1977. If you wish to make a donation (tax deductible) just increase the amount of your check and everything over \$5.00 will be credited as a contribution. Please make all checks payable to the 385th BGRA and mail them to our Treasurer, John F. Pettenger, at 121 Home Park Road, Venice, Florida, 33595. If your dues are paid as soon as possible, it will relieve the pressure on our Treasury. We closed out the year of 1976 with a balance of \$34.80 and an interest free loan of \$400.00 from your Editor. Our greatest problem, and it is not unique to organizations such as ours, is that only about 34% of our mailing list membership have paid their dues or made any contributions to the Association. In our first year as a Non-Profit Organization, we have certainly proved our ability to operate successfully in that sphere. WON'T YOU DO YOUR PART AND ANTE UP YOUR DUES FOR 1977? WE NEED YOU AND SEEK YOUR ALL OUT SUPPORT.....

## 100 MISSION B-17's.

Your Editor has been requested to seek all the information available to our members concerning B-17 aircraft of the 385th Bomb Group that successfully completed 100 or more missions during World War II. The information is desired in the following format: (1) The aircraft's name and serial number; (2) The squadron to which assigned and the crew chief's name; (3) Whether the aircraft ever aborted a mission in the 100 or more missions flown; (4) Name of the pilot flying the aircraft on its 100th mission; and (5) The outstanding experience that occurred during the aircraft's war time services. If possible, please gather as much information as possible and mail it to the Editor. The information is being used in a new book about "100 Mission B-17 Aircraft" that operated in the European Theatre of Operations. What other 385th aircraft belong with "Rum Dum", "Haybag Annie", and "Stork Club"? Get out the pen and paper, especially Sam Mooney, Forrest Keen, and Ed Hallisey. And while I possess good photographs of "Rum Dum", others are needed of "Haybag Annie" and "Stork Club".

## THE PREZ'S LADY.....

To the Ladies of the 385th BGRA:

Happy new Year 1977. More and more our joyful experiences become our fond memories. Our Reunion trip to Great Ashfield (and I say "our" as a true 385th'er) has kindled the flame of wartime episodes, passions and memorials. And is it my imagination, or are those adventuresome stories told me becoming more vivid...and exaggerated...with each telling? However, they all fascinate me, and I could listen forever.

I know you all join me in the tremendous pride and humility which was so heartfelt at the American Memorial Cemetery in Cambridge. How proud we are of our men! In return for such a marvelously memorable trip to England, and for sharing their Reunion with us, I would like to propose that we "aid and abet" our men at the Las Vegas Reunion.

As the Prez's Mrs., I am honored to chair the Auxiliary of the 385th Bombardment Group Reunion Association. However, as a novice 385thess -"Help!" Please be generous with your suggestions, talents and body and soul, as well. What would you like at the Las Vegas Reunion, and what are you willing to do to make the Reunion a success? We need organizers, receptionists, projectionists, typists, and smiling faces willing to help. There must be a few frustrated thespians among you.....how about some skits? Please volunteer.

Get in touch with me P.D.Q. at 389 Westview Drive, Athens, Georgia, 30601. The telephone number is (404) 546-1324. The women behind the men will make Vegas the greatest!

Sincerely yours,  
(Signed)  
Judy Masters

## GROUP HISTORY.

Reproduction of the 385th Bombardment Group (H) has been completed and the books will be mailed out within ten days to those who have paid the full price of \$20.00. Others wishing a copy may send \$20.00 per copy to John F. Pettenger, Treasurer, 385th BGRA.

EXTRACT

FROM

FOTE

NEWS



Friends of the Eighth Newsletter  
November 1976 Issue

### NEWS FOR U

The 385th BG Reunion Association paid their first visit to this country 6-11 September, 185 members participating. Highlights were: 7 September memorial service at Great Ashfield Church, and presentation of replacement memorial flag and upkeep donation; visit to their old base, where the superbly restored vehicles owned by Roy Baker were used as transport on the airfield; TV coverage of the service & visit was provided by BBC and ITV; Civic luncheon at the Ipswich Corn Exchange, 8 September, Banquet at the Cambridge-hire Hotel, where 36 members of FOTE were guests; presentation to FOTE by John Ford of original memorial flag for inclusion in the 8th Air Force Collection, and U.S. flag formerly used at Air Force Academy; special exhibition of 385th BG relics was erected by Ian and Julie McLachlan and Steve Gotts; Steve also presented his slide show of "Memories of the Eighth". 9 September, special memorial service at Madingly and a wreath laying. The Group then broke up on individual tours. The 8th AF Historical Society Reunion took place 13-18 September. Outstanding highlights were: Arrival London 13 Sep. and opening Banquet; 14 Sept. London City Tour - in spite of weather! 15 Sept. Groups visited Divisional areas and met FOTE personnel who briefed them for airfield trips; 16 Sept. Visits to old airfields; in Cambridge area, 145 people visited 17 stations, around Norwich 122 visited 18 stations and around Ipswich, 84 visited 19 stations, a total of 351 people and 54 bases. - something of a record!! 17 Sept. Tour of Duxford airfield and aircraft collection and inauguration of 8th AF Memorial Collec-

tion; superb buffet/reception arranged by Duxfield Air Station members and the Imperial War Museum personnel; tremendous flying display by Captain Don Bullock in B-17G, 44-85784, which he handled like a fighter - greatly appreciated by all present! Evening Banquet at the Cambridgeshire Hotel. 18 Sept. Special memorial service at Madingly; wreaths laid on behalf of the 8th AFHS, 452BG, 457BG, & 401 BG Historical Society; Civic Reception by Mayor and Council of Cambridge; Glenn Miller Memorial Concert in Guildhall given by Million Airs orchestra with guest singer Eve Boswell and compere Alan Dell. \*\*The 8th AFHS held a highly successful Stateside Reunion 15-17 October at Dayton, Ohio. Almost 900 members were present for the Reunion Banquet, and glowing tributes were paid to FOTE for their hospitality during the England Reunion. EAFHS membership almost 1400. 1977 England Reunion planned - details will be published by 8th AFHS later.

\*\*\*\*\*

NOTE: Photographs of B-17G, SN 44-85784 "Sally B" are published on another page of this issue, courtesy of Steve Gotts, Cambridge, England.

\*\*\*\*\*



### FRIENDS OF THE EIGHTH

Dedicated to the memory of the U.S. 8th Army Air Force

### FOTE STEPS IN THE CLAY, MUCK, AND MIRE!

*(During our trip to England in September, your Editor was amazed at the time, perseverance, money, and above all, the craftsmanship employed in unearthing crashed aircraft and renewing items for exhibition at the new 8th Air Force Memorial Exhibition at Duxford Air Station. The following was written by Ian McLachlan, the 385th BG chief historian in the United Kingdom. Photography credits on the following pages go to Ian, Steve Gotts and John Archer. As a tribute to the work of FOTE members, each issue of our Newsletter will deal with some exploration of Fote. The aircraft may be 385th BG, or aircraft from other Groups in England during World War II)*

*(Con'td on Page 4)*



## FOTE STEPS...Con'td)

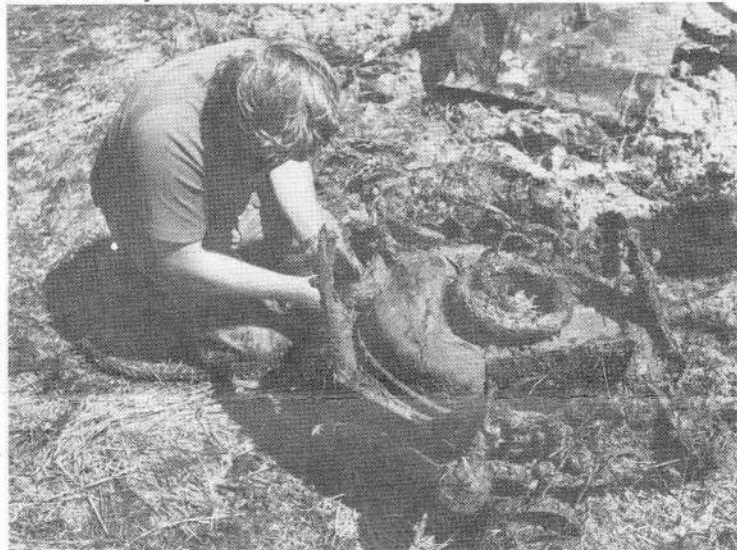
By Ian McLachlan

Within FOTE exists a dedicated group of enthusiasts whose habits are alien even to their fellow members and that, considering we're all cranks, says a lot! This sect can best be described as aeronautical archaeologists - what else fits the pursuit of excavating aircraft? John Ford "persuaded" me to submit snippets about our activities so I'll open with what we've been up to this past summer.

After preliminary research reveals the possibility of wreckage extant on a site, a dig is organized to retrieve what we can for our collection of aviation memorabilia and to offer to other interested museums. Hence, in August, we organized recovery operations on a large section of a 493rd BG B-24, which lay on wasteland at Parkeston Quay, Essex. This aircraft "Lucy Quipment", crashed on 17 July 1944, after returning, damaged, from a mission. Luckily, Lt. Robert L. Millhollin and crew escaped without injury before their Liberator smacked into a large pool, once part of the River Stour, but now separated by a railway embankment. The bomber disintegrated scattering pieces over a wide area and recovery crews took only the more accessible parts, leaving many large pieces where they had fallen. During the 1960's, a chemical plant was built on the site and some of "Lucy's" remains were buried in the foundation, leaving visible only a large section of wing containing the port undercarriage leg and wheel - unrecognizable to travellers on the nearby railway.

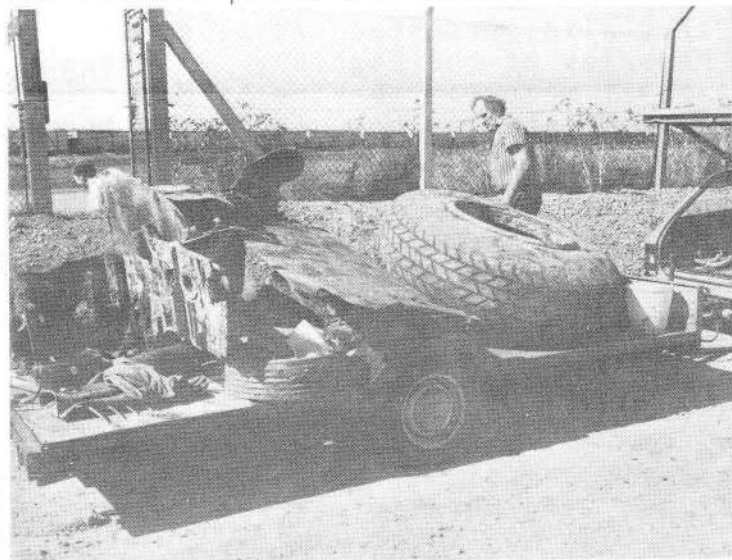
To remove this, we had to obtain permission from the British Railway, and, after some negotiation and suitable insurance arranged, clearance was given during August of this year. Within a few days, a team of volunteers was on the scene. Reaching the remains involved wading, waist deep, across the smelliest, dirtiest stretch of water imaginable, but, unpreturbed, Ian Hawkins struggled through to attach the winch cable. Anchoring our winch to another contemporary piece, a wartime anti-tank block, we achieved the necessary bite and, inch by inch, the mire released its 32 year

hold. As this proceeded, I fudged about for other items of wreckage and located a supercharger just below the surface, another task for the winch.



*Pete Snowling checks supercharger*

Parts of the pool were chest deep and standing still risked settling into the mud, so I adapted half a burnt fuel tank as a small boat to rest on if my feet found something of interest. Dexterous manipulation of the feet coaxed smaller parts within arms reach and, leaning on my makeshift boat, I pulled parts free, placed them on board and towed it to the next contact. Once the main section was ashore, it had to be dismantled because the nearest vehicle point was several hundred



*Wing, leg and wheel ready to move yards away on the opposite side of the pool. Supervised by Ron Buxton, two days were spent stripping the leg into*

FOTE STEPS...(Con'td)..

managable parts, but we faced a hefty hauling job nonetheless. Utilizing part of the wing, we made a rough sledge and marked the shallowest path across the marsh, a ridge where silt had accumulated. Deviation from this route took one from 18 inches into four feet of mud, and the only way our sledge would remain on the surface was



*FOTE steps of stout-hearted men.....* for the man-husky team to gain momentum on the edge and hit the course at speed. If we stopped, we sank. Anyone who fell risked his "friends" proceeding over him. Such is FOTE comradeship! Fortunately there were no major mishaps and the heavy parts reached the trailer for transportation to Ron Buxton's home where they will be restored to much of their former glory, ultimately to repose in our museum when it is established. Other items recovered at this site are:



*Flak helmet and chute pull ring*



*Waist door..some insignia showing.*

For weeks after "Lucy", we gathered at a dry site on Manor Farm, Knoddishall in Suffolk, the spot where B-17 43-388431 of the 379th BG crashed on 31 October 1944. At 0855 hour that morning, the Fortress was caught in a British AA barrage against flying bombs. Lt. Charles W. Goodie and his crew bailed out before the burning bomber broke up. Several hay stacks



*Badly corroded remains of compass.*

*(Con'td on page 6)*



FOTE STEPS....(Con'td)...

were flamed by falling debris and the aircraft scorched a scar of molten aluminium across a corn field. Parts were ploughed to the surface earlier this year, but subsequent excavations yielded little worth retention. This is the chance we take!

This article will, I hope, indicate the effort put in by those involved in this facet of FOTE. It's the least we can do. Our exhibits will ensure that the Eighth is remembered by succeeding generations, who, like myself, can only imagine its magnificence in the early morning air over East Anglia.

-----0-----  
**REEDHAM MARSH.....**

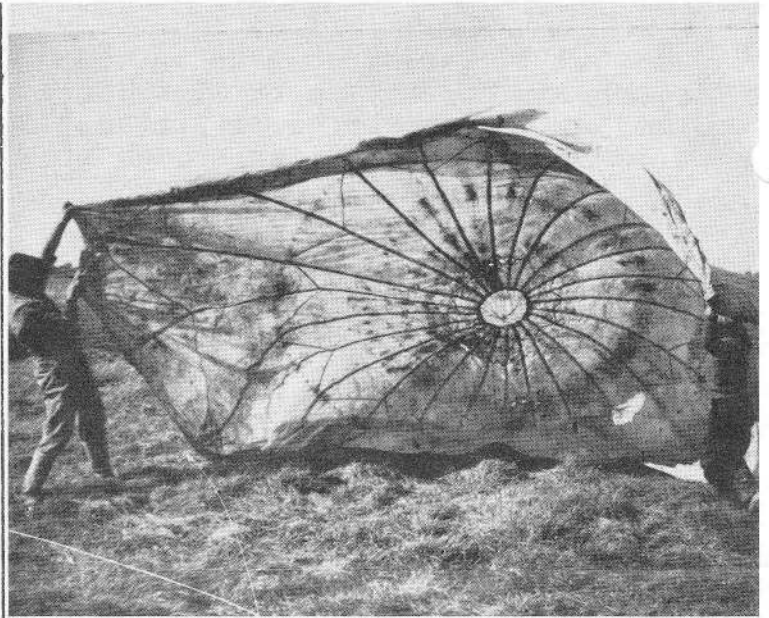
(SCENE OF HUTCHINSON - PEASE CRASH)



*The clue...a single yellow walkaround oxygen bottle floating in marsh pond.*



*The dig begins...a long, hard search.*



*One of first nylon chutes made. Given to USAF Museum in Dayton after recovery.*



*All that remained of Lt. Pease's B-17*

**Misc.....**



*John Archer, Bungay, Suffolk, stands among items he has salvaged.*

**Name and/or Address Changes...**

|  |  |
|--|--|
| Burby, Harold F.<br>801 N. Church Rd<br>Sterling, VA, 22170                          | McGuire, Robert Q.<br>116 South West Gamble<br>Burleson, TX, 76028 |
| Calace, Arthur J. Jr.<br>Rt 25A, RR #2, Box 5<br>Rocky Point, LI,<br>New York, 11778 | Monez, John Jr.<br>266 Dexter Street<br>Portsmouth, RI, 02871      |
| Campbell, Kenneth<br>3215 E. Orange Grove<br>Pasadena, CA, 91107                     | Mortarelli, A.<br>1409 Cedar<br>Superior, WI, 54880                |
| Cantrell, Rex M.<br>216 Sommerville Rd.<br>Santa Rosa, CA, 95405                     | Morthorst, Harold<br>811 Old Farm Circle<br>Fort Wayne, IN, 46807  |
| Child, James<br>W.610 Cleveland Ave.<br>Spokane, WA, 99205                           | Mullin, John M.<br>Aladdin Star Route<br>Coleville, WA, 99114      |
| Corriveau, Alphonse J.<br>99 Maurice Street<br>Manchester, NH, 03103                 | Phelper, Ben<br>Box 8<br>Hilltop Lakes, TX, 77871                  |
| Crobaugh, George<br>22 Gibson Court<br>Tiffin, OH, 44883                             | Reed, George<br>823 N.W. 6th<br>Pendleton, OR, 97801               |
| Farkas, William<br>5231 Anahurst<br>South Gate, CA, 90280                            | Rolgone, Anthony S.<br>6 Wood Lane<br>Valley Stream, NY, 11581     |
| Fentie, Gorgon S.<br>3500-9 W. Manchester<br>Inglewood, CA, 90305                    | Stokes, David W.<br>P.O. Box 155<br>Bainbridge, PA, 17502          |
| Hunter, William M.<br>P.O. Box 4937<br>Carson, CA, 90745                             | Tedford, James<br>288 Linebrook Road<br>Ipswich, MA, 01938         |
| McGarry, George J.<br>15 Meade Avenue<br>Passiac, NJ, 07055                          | Waldrop, Donald<br>1213 Marrow Lane<br>Greenville, YN, 37743       |

Wheaton, Richard  
704 S. Elizabeth  
E. Independence, MO, 64056

**Obituaries**

|   |   |
|---|---|
| <del>Alfano, Bill</del><br>2135 N.E. 54th Street<br>Portland, OR, 97213     | Bevilacqua, John P.<br>529 Stewart Street<br>Reno, NV, 89502      |
| Died: 1 October 1976<br>Crew Chief - 551st Sq.<br>Masters Crew-among others | Died: 23 April 1975<br>Air Crew - 550th Sq.<br>J.H. Dunlap's Crew |

Poplawski, Harry J.

Died: Date unknown  
Air Crew - 549th Sq.  
Harold Jordan's Crew.

*It is always distressing to hear of the passing of someone who has been a part of our lives. We are but mortal men and death is inevitable, but even death brings out the best of our thoughts about those who have departed. The notification of John Bevilacqua's death came to me from Joy H. Dunlap, Lt.Col., USAF, Retired. During World War II, Joy was a young pilot in the 550th Bomb Squadron and had a vacancy on his crew. His memory of John reads as follows: "I was assigned John, a robust Italian boy, whose crew had gone down earlier. He immediately joined the team effort. John always seemed to be the first to spot enemy aircraft, using his pocket smoked glass which he always carried. John finished his tour with our crew and he returned to his home in Reno, Nevada, where Dexter Lasher, John and myself gathered occasionally. He lived with and assisted his Mother, choosing never to marry. He is survived by Mama Katie and his brother, Dario. Peace to you, brother John! May God grant you cool breezes, blue skies, and warm days till the last crew member gathers above." End of Quote.*

"MAY BILL, JOHN AND HARRY ALL REST IN PEACE"

**Front Page.....**

The aircraft appearing on the top of page 1, is the "Sally B", as shown on the right. This flyable B-17G is maintained at Duxford Airfield, site of the 8th AF Memorial Collection. Captain Don Bullock flew SN 44-85784 at the opening of the Collection on 17 September 1976. The aircraft was assigned to the 457th Bomb Group at Glatton during WW II. If you have the opportunity of visiting England in the near future, a trip to Duxford should be in order. Duxford is just a short distance from the Cambridge American Memorial Cemetery at Madingley, Cambs. Several FOTE members in this area have a deep interest in the 385th Bomb Group.



Photos by Steve Gotts



### CB'ers Corner.

Ty Winton, 548th Bomb Squadron, recently wrote me about his CB handle for the trip to Las Vegas. It brings back a great name to the airways! Ty's handle is "HARDLIFE BLUE 5". Your editors call sign is KSL 7825 and his handle will be "HARDLIFE RED T" (T for Model T - what else for a 1912 Ford?) The color for Headquarters and assigned or attached supporting units is "WHITE"; 548th is "BLUE"; 549th is "YELLOW"; 550th is "RED", and the 551st is "GREEN". If anyone desires to register a "HARDLIFE" handle for the Las Vegas reunion, send it in and we will run a listing of names and handles in the March issue.

### Help Wanted!

William H. Heflin, 12A Lowther St., Newmarket, Suffolk, CB8 OJS, England, is trying to locate a former S/Sgt. Henry D. Hamilton of the 550th Bomb Squadron. S/Sgt Hamilton was the Best Man for the Heflin's when they were married on 16 December 1944 and Bill would like to renew an old friendship. In researching the micro filmed records of the Group, I found Hamilton's serial number was 18089990, indicative that he enlisted from the Lone Star State. His nickname in the service was "Hank". Come on, you Texans - check your telephone and city directories down thataway! You "can do!"

*4 incurably ill English children visited Loudes thanks to 385th contributions!*

S  
E  
A  
S  
O  
N  
,  
S



G  
R  
E  
E  
T  
I  
N  
G  
S

"The Fox" pub still going strong near Elmswell Railway Station.

**385<sup>TH</sup> B G R A**  
 JOHN C. FORD, Secretary  
 7204 EASY STREET  
 CAMP SPRINGS, MD. 20031



Weikert, Ruel G.  
 6306 Green Leaves Road  
 Indianapolis, IN 46220

FIRST CLASS  
 ADDRESS CORRECTION REQUESTED