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"The Mighty Eighth Reunion Group"

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

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Forrest V. Poore
 23253 Westwood St.
 Grand Terrace, CA 92314

VICE PRESIDENTS

William A. Nicholls
 743 Lake Ave.
 Woodbury Heights, N.J.

Mary A. Weikert
 6306 Green Leaves Rd.
 Indianapolis, IN 46220

SECRETARY

Robert E. Douglas
 29512 Hillside St.
 Pueblo, CO 81006

TREASURER

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 Box 117
 Laurel, FL 33545

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NEWSLETTER

VOL. X NO. 5 JANUARY 1984 EDITOR, VERNE PHILIPS

PREZ SEZ

"BOY, IS IT COLD UP HERE IN WYOMING!"

(Our Prez went to Wyoming in January. His fountain pen froze, and so we have only this abbreviated word from our leader.)

TREAZ SEZ

TREASURER'S REPORT 1983

Total Assets December 31, 1982 \$13,268.10

INCOME	
Int. CDS	\$ 1346.44
Int. Checking	260.77
Dues Donations	2812.00
Life Members	3200.00
Reunion Advance	1100.00
Reunion Surplus	5204.49
Total Income	\$13,923.70

EXPENSES	
Newsletter Mailing	\$ 5137.19
Great Ashfield Church	1100.00
Total Expenses	\$ 6237.19

Total Assets December 31, 1983 \$20,954.61
 Note - CDs increased from \$8500.00 to \$15,000.00

Respectfully submitted

WHEN THE WAR FELL INTO LEENS

A TRAGIC DECEMBER AFTERNOON IN..HOLLAND

There are many interesting events triggered on The ground in a European community when an aircraft went down in Zeeland during World War II. Most of the elements of high drama can be found.

One such event was the loss of a B-24 on 11 December 1943 off a B-24 8-77 piloted by Forrester Poore, the president of our association. The pilot came from his bombardier, NZCk NZchotta, one of our veterans, and was highlighted by the word of the Bungeleider of, Leens in the Netherlands recorded on March 22, 1946 and set out below with Nick's story. [Editor]

Enclosed is a photocopy of a statement from the Burgemeester of Leens, Netherlands. It was prepared 22 March 1946, and was sent to me by a young Hollander with whom I correspond.

Klaas Niemeijer, the young Hollander, is a policeman in the Netherlands who is a World War II air buff. His chief was active in the Underground movement and when he died a number of years ago, arranged to have Klaas receive all his war records and artifacts.

Among the records were two photographs of the remains of our plane when we were shot down and it hit in a farmer's field.

The group letter and the serial number on the vertical stabilizer were legible and through correspondence Klaas was able to find the names of the crew members.

Klaas sent the photographs to Frank Walls, and Forrest and I saw them for the first time at the reunion in Atlanta.

Doris and I began corresponding with Klaas immediately, and on our first reunion back to England we left the tour in Amsterdam and stayed overnight with Klaas, his wife and two children in a small town in northwestern Holland.

We toured the area with Klaas hoping I could remember where I landed with my chute. However, too many years had passed for me to recall any specific landmarks.

The most important issue at hand was we learned that our top turret gunner, Alva Woodall, had died after landing in a canal. The second casualty of our crew may have perished in the plane.

Alva Woodall, our first loss, is buried in Maastricht, a military cemetery in the Netherlands. Harold Morris, who apparently died in the aircraft, is now buried in the family plot in Coffeyville, Kansas.

STATEMENT

concerning a on 11 December 1943 at Warfhuizen, in the municipality of Leens, crashed American bomber and the funeral of the corps of one of the occupants.

Saturday, 1 December 1943 was a day with a clear sky. Although it was a little hazy, the view was good.

About 12.30 p.m. the inhabitants of the municipality of Leens were startled by the heavy sound of aircraft's engines and heavy machine-gun fire above the territory of the municipality of Leens.

Suddenly there came from Northern direction an American bomber, be pursued by a German fighter. Presumably the bomber had been already hit as while the aircraft dived, a number of occupants could be observed, who with help of their chutes had left their aircraft.

From these there came some down in the municipality of Eenrum, one landed with his chute in the Reitdiep canal, that makes the southern border of the municipality of Leens, and was caught from the water in the municipality of Oldehove, laid in a barn, where he died soon thereafter.

Other occupants came down in the environs of Warfhuizen, where they were seized by the hastily advanced Germans and disarmed, without they could come in contact with the citizens.

The by the German fighter pursued American bomber, seemed when it dived, all severely been hit and be in a fatal position. Nevertheless it defended itself against its attacker, so that there arised a heavy dogfight above the village of Warfhuizen. Soon thereafter the bomber crashed while it was already in fire while the German fighter which kept firing on the bomber just before the bomber struck the earth, could climb just over the roof of the barHof Mr. H. Warendorp Torringa at Warfhuizen and a few minutes crashed in the Rulgezandsterpolder.

The American bomber struck the ground in a ploughed field near the farm of Mr. H. Warendorp Torringa at Warfhuizen.

The aircraft, of which heavy parts were everywhere, burned completely out.

As the Germans immediately lined off the crashsite and not allowed that the fire-brigade did its duty, was help on possible victims in the wreckage impossible.

From 11 December 1943 on 12.30 p.m. till Wednesday 15 December 1943 on 14.00 p.m. the wreckage of the bomber were guarded by troops of the German Army. Thereafter the municipality of Leens were ordered to arrive with a coffin on the crashsite and to recover the partly burnt corps of a crewmember, who was in the aircraft on the control lever.

The recovery was done by Mr. G. Bierling from Warfhuizen with help from Mr. G. van der Meulen from Leens.

Due their statements two crewmembers came down with the crash. One was in the cockpit while the other, decayed till ash, laid in the environment of the wreckage.

The corps of the in the cockpit pinned flyer was put in a coffin, and thereafter brought to the municipal cemetery at Leens, where the victim was buried beside the graves of the English pilots, which were killed on 22 June.

During the funeral it was not allowed for the inhabitants to pay the funeral honours to the victims.

On the grave there stood the undertaker and the bearers, all in service with the undertaker's business at Leens; further the architect of the municipality of Leens in his duty as surveyor of the cemeteries; Ds. L. Alons, pastor of the Reformed Church at Leens, who read a few fragments of the Holy Scriptures and thereafter he recited the Lord's Prayer and finally the collaborating burgomaster of Leens and the after the war just like the burgomaster arrested sergeant of horse first class of the State Police.

Some time after the funeral, the grave was covered with a concrete plate with black marble, surrounded with geraniums and with the intention later to add a wooden cross on the grave.

After the territory of the municipality of Leens had been liberated on 15 April 1945, was on 30 August 1945, just before the birth day of Her Majesty the Queen Wilhelmina, on 17.30 p.m. a ceremony celebrated near the graves of the American and the five English pilots.

This ceremony was attended by a delegation of an Allied Army Corps, by the Burgomaster and Aldermen of the municipality of Leens and a great crowd of sympathizers.

After the Burgomaster had spoken in the English language to the Allied Army Corps and thanked them for the liberation of our Nation and the many sacrifices, made by the Allies and especially referred to the persons, who had been killed during the war, spoke he to the citizens of the municipality of Leens.

Immediately thereafter Mr. H. Dijkema, chairman of the Orangist union, laid a garland on the graves, thereafter three bursts were fired over the graves.

The ceremony was finished by singing the national hymn, the Wilhelmus.

On Friday 2 November 1945 the corps of the American pilot was exhumed by representatives of an American Army Corps and transported to the U.S. Cemetery at Margraten near Maastricht.

It is also mentioned that after the liberation me was given the dog-tag of one of the killed pilots of the American bomber. The tag was found during the war on the place, where the bomber came down. The dog-tag readed the following information:

Harold L. Morris, nr. 17020292 T 43-Jess. A, Morris 11 E. Seatty St., Goffeyvill. Kan P.

By my closer investigation two persons, who recovered the body of one of the occupants of the American bomber, gave the following statement:

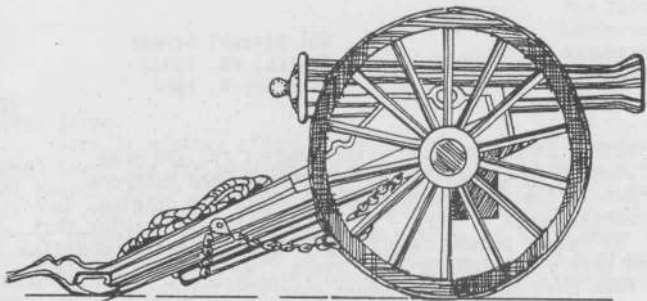
In the wreckage of the aircraft there was a partly burnt body of one pilot. His clothes were burnt. The body had a sitting pose with one hand raised above his head. One tag hung on his neck, the other hung on his wrist. Both tags were removed. It was the intention to attach one plate on the coffin and the other to give on the authorised persons. The German guard didn't allow that and confiscated the tags.

Within a short distance of the wreckage, from which the corps was recovered, lay a leather hose and kacket and ash, which seemed to be from a partly burnt human body.

These remains have not been salvaged, as in the coffin only the human remains of one of the killed pilots were taken.

Shortlyafter the liberation came one of the citizens with me and gave me the dog-tag, which he found in the field near the crashsite.

(continued on page G)



December 12, 1983

Dear Mr. Philips:

The reason for this letter was that Forrest advised that you were attempting to start in the newsletter a missing block column. I am, as you might well imagine, missing a few people.

I have located five of our original crew, but still looking for a few others and if you are going to have such a column I would appreciate it if you could help me a little.

The original crew was Tommy Thompson's, which was in the 551st Bomb Squadron, and we arrived with the 385th in June.

I am still looking for ROBERT DELONG, L. D. HALL, ERNEST CASTNER, JR., PHILLIP W. LIDEL, AND WILLIAM H. CHAIN.

I would appreciate anything that you might do to help.

I haven't had the pleasure of attending any of the 385th reunions, but would like to. There always seem to be some conflict. I did talk with Tommy Harrison here in town the other day, and we are going to try after the first of the year to get our local group together for a luncheon and a bull session.

It has been great over the years to periodically bump into someone with the 8th Air Force, as you certainly seem to have a very common and long lasting bond with those who have experienced some of the same things that we have gone through.

Once again, thanks for your help.

Yours truly,

C. B. Rollins, Jr.

Short Bursts

To the Editor:

I spent my summer vacation in 1944 flying a patched-up B-17, and I wonder if anyone remembers what had happened to old 530 to make it act the way it did. I heard that it had crashed coming home on one of the first 385th missions, was cannibalized for awhile, but then someone decided that it could be restored to fly again. It flew, but it didn't like it; towards the end of my tour one of the mechanics said that most pilots refused to fly 530 because there were so many things wrong. In order to keep the formation in sight, both Bill Leverett and I had to fly it. When one of us was horsing the wheel, the other jockeyed the throttles and prop controls. We had signals: a fist for 2500 rpm, four fingers for 2400, and so on. The fuel pressure gauge on number three engine read low. I wrote it up once, and was told to disregard gauges that didn't say what they were supposed to say. Later, when I flew the Pacific for MATS, I learned that low fuel pressure means a leak, and you better feather the prop right away. Mostly, though, we sweated instrument takeoffs and let-downs because our artificial horizon showed straight and level even in a spiral. We kept it caged. I used to make those night climb-outs on needle-ball-air-speed. And we had a few 10,000 foot descents at the end of missions, each airplane letting down at 150 miles an hour at 500 feet a minute, separated by thirty seconds, at least one airplane in the string of a caged horizon. I was told not to bother to write it up because the replacement Jack and Heinz would be no better, and "flying needle ball is good practice." I hadn't intended to recite all this, but you know how it is when you look back on your lucky breaks, 35 missions without an abort.

The second question is this: Can anyone verify the trip to Paris the 385th flew at 12,000 feet over the center of Paris? I remember heading west and spotting the Seine River and the Eiffel Tower as the 549th Squadron descended - the only time I ever heard of a B-17 mission lower than 20,000 feet, except, of course, for the parachute drops to the Maqui. My mission record says "Paris 2 Aug 44 6:15," and I remember a French officer at the briefing telling us that the French Resistance was going to spring someone from the Gestapo just as the bombs were being dropped. Can I be making all this up? Floyd Reinken, our waist gunner, telephoned me to say that he remembers the low altitude, but he thinks we dropped bombs on oil refineries at the edge of the city.

Was anyone else on that mission?

Homer Groening



Bob Douglas, right, the secretary of our Association, and Frank Walls, one of our former presidents, had their picture taken together recently - perhaps by Alex, Stroh's very talented dog -

December 13, 1983
 Ralph B. Joye
 P.O.Box 1273
 Land O'Lakes, FL 33539

Editor, Verne Philips:

As a member of "Yesterdays' Air Force" I discovered the existence of the 385th Bombardment Group Memorial Association. The Y.A.F. and Museum is located in Clearwater, Fla. It is a club of aircraft enthusiasts. We have a B-17G on loan to us by the Air Force Museum in Dayton, Ohio. Our planes also include Army, Navy, and a helicopter.

As one of the former members of "Vai's Valiants" I was pleased to see my Group Commander's name listed. I was also pleased to see my Co. Commander, Cpt. Archie V. Benner's name, as I was on the same raid on Augsburg, Germany on April 13, 1944 when his plane was hit and had to fly towards the Swiss border. I did not know until now that he made it.

The plane that I was flying in as Toggler, had popped the glass on an oxygen gauge in the navigator, bombardier section. The navigator and I contacted our pilot, and the crew then voted to try to make the target. Luckily, the leak was a slow one and we checked all emergency tanks for fullness. We made it to the target and as I announced "bombs away," the pilot took us down as fast as possible. We ran out of oxygen at about 17,000 feet but we were descending fast and except for a few headaches we were safe for awhile. Our navigator took over and plotted our course, zigzagging all across Europe to miss the flack areas, airfields and large cities. Of course, our group returned before we did, but we arrived back in one piece and in time to stop the boys from tearing up our bunks. And we went on to further missions.

Since I flew "Lone Wolf" I never got to know any of the crews that I flew with. I flew 13 missions as a waist gunner, 16 as a Toggler, and one as a navigator breaking in a new bombardier.

I would like to hear that the crew I flew with that day made it safely through the war. So much for the "Augsburg Raid." Another time, another raid, another story.

-sr's.y"-B Joye

Photograph gift recalls war-time patrons of pub



Mr. John Jenkins (left) presents a framed photograph of a Flying Fortress to Mr. John Worledge, landlord of the White Horse Inn, Finningham, watched by Mr. Worledge's wife, Jane.

A SUFFOLK public house popular with American airmen based at Gt. Ashfield during the 1939/45 war was the first presented with framed photographs as a reminder of the events of 40 years ago.

The photographs are of the crew of a B17 Flying Fortress bomber and their aircraft they named Vibrant Virgin.

She belonged to the 551st Squadron of the 38th Bombardment Group based at Gt. Ashfield from June 1943 until August 1945.

The Vibrant Virgin was shot down over Munster on October 10, 1943 with all ten crewmen bailing out and at least three of them are expected to return to Gt. Ashfield in September 1984 when members of the 38th Bombardment Group will pay a nostalgic visit to their old base.

A favourite haunt for members of the 385th Bombardment Group during the war was the oak-beamed White Horse pub at Finningham.

The presentation was organised by the 390th Heavy Bombardment Group Museum at Framlingham which includes exhibits of the 385th Group.

Secretary/treasurer of the 390th Group Museum Mr. Ian Hawkins said, "The photographs will be a permanent reminder of local history."

AtZZcZe Aubir>cttc.d by CiZnton CanAdate, The. (JhZte HouAe, Neu) Road Ehmtwel, Busty St. Edmundi, Suffolk, England

601 Mixsell Street
 Easton, PA. 18042
 February 4, 1984

Dear Mr. Philips:

My mother showed me your letter when I arrived home for Christmas. Your question as to whether John Hambrook was the man in the photograph seemed a matter of opinion, as we, of course, weren't there - We did not, however, think that it was. My father passed away in 1977 due to a heart condition which had been a problem for many years. We miss him and its nice to know that others from years past still think of him.

I would appreciate it if you would let others of his old friends know that he is no longer with us.

As for the rest of us Hambrooks: my mother works at the courthouse as a hearing officer for Domestic Relations; my brother, Dr. John E. Hambrook, just opened a dental practice in Manchester, Conn., and I have just begun a Ph.D program at the University of Rhode Island after working for four years in Venezuela on an environmental impact study.

Best wishes,
 Julie Anne Hambrook

(Note: The photo .yiaph ne'eMied to above appealed tn the October, 19 S3 Newtlettea. It thowed Fonaett Pooae and Ulliam Nichollt on the platfo-Im at the Elmtwell ttation with a peun net emBLing John Hambrook - Edita n.)

Information On WWII Nose Artists Sought

Would you believe that people in the world of art are interested in the drawings that were placed on the noses of World War II aircraft? Despite the fact that there are those who would classify such artwork as only slightly more aesthetic than the graffiti on subway walls, serious research is underway on WWII nose art.

Randall I. Bond, Art Librarian of the E. S. Bird Library of Syracuse University, is doing such research and will welcome any information you may have on the subject. Particularly he wants to locate individuals who did such artwork. If you can help, please write him at E. S. Bird Library, Syracuse University, 222 Waverly Ave., Syracuse, N.Y. 13210 or call him at (315) 423-2440.

Certainly, the work of those like Anne Hayward Gordon was highly regarded by Joe Jones, Jr., Bob Payne, Reid Lowe, and Clarence Cragoe. They remembered her and her paintings on 385th aircraft and were joyfully reunited with her for a photograph in Great Ashfield in September, 1976.



Le,t t /tigh: B/Gen. Robent Payne, USAFR (Ret), Joe Jonu, Ju., Anne HaywaAd Gordon, Reid Lowe, and Clanence Cnagoe. Reunion photo at Gneat Athf,ielld on 9 September 1976.

Fox Farm,
Wetherden,
Stowmarket.
21 November 1983

December 18, 1983

Dear Verne:

Here is another effort to keep in touch, firstly, however, I must thank you for sending the Newsletter by air mail. I received it shortly after the other came, on about 3rd October - perhaps it did come via that Slow Boat from China - perhaps round Cape Horn! However, the second copy was useful, as I was able to give it to a friend interested in the 385th, in fact he arrived rearing one of Arkey Huber's printed Tee Shirts with the 385th emblem.

I am sure members will be glad to know that at our Annual Remembrance Sunday service at All Saints, Great Ashfield, we again remembered the fallen of the 385th, together with our own dead of two world wars. I was glad to be able to take part in this service once again and to read Laurence Binyon's famous words, 'They shall not grow old as we that are left grow old... before the ceremony of remembrance we read out the names of the Fallen - we have no World War I veterans left now, so the names from both wars are read by men who took part in World War II, and I read a sample few from the Roll of Honour on the 385th Memorial Alter.

We have had a few visits from America this autumn, notably from John Ford, who seems to battle on in spite of several illnesses. I picked him up (complete with walking stick) at the Angel, Bury St. Edmunds and took him to the Church, then to see once more the remains of the old runways - gradually diminishing year by year now. He then came home and spent the rest of the day with us. We were able to show him the slides of our journey to America in 1979, which pleased him immensely. We know that during his time in Bury, he was able to visit John Thurlow and also Rowley and Angela Miles. Other visitors were from Atlanta, friends of Charles and Peggy Smith, who were staying with a daughter and son-in-law serving with the Air Force at Lakenheath.

Autumn is with us and the churchyard is ankle deep in fallen chestnut leaves. We are making the winter more comfortable at All Saints with the installation of some extra radiators to the heating system. Our new Rector, the Rev. George Pattison, is settling in and is well liked everywhere. Some members will have the opportunity of meeting him next year, for we understand that another visit is programmed. I am sure that a typical Great Ashfield welcome will await those who take part.

Personally, we are looking forward to Christmas and a visit from our son Roger, still in Munich, the rest of the family, in Cape Town, we can only envy for the sunshine and warm breezes. Christmas cards will soon be on the way to our many friends in the Western Hemisphere. We wish we could see you all, but we do have many visits from the Postman with the familiar U.S.A. stamped letters.

To you, Verne, we wish a very Happy Christmas - also thanks again to you for letters and for taking on the giant task of Editor. With kindest regards from us both.

John and Lucy Ellis

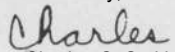
1526 HOWELL MILL ROAD, N.W.
ATLANTA, GEORGIA 30318
December 16, 1983

Dear Forrest:

"..... I think that this is Major Berkely Springfield on the page entitled Short Bursts for the unidentified man on the platform at Elmswell station (Oct. newsletter) Major Springfield was commanding officer of the 549th Bomb Squadron in the U.S. and when we went overseas.

As I recall he went down on the 2nd or third mission that he flew and Archie Benner was then made C.O. of our 549th Bomb Squadron....."

Sincerely,


Charles C. Smith

TO: Verne Phillips, Editor of the 385th Newsletter

FROM: Robert E. Douglas, Secretary, 385th BGMA

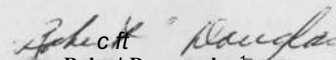
Hello Verne:

Here I am in California at my sister's home for the holidays. In my travels I have met with many of the men from the 385th. Every address in any state that I go through, if it is fairly close to my travel plan, I stop and pay a visit. I have met with so many that I won't trouble you with the list.

I met with Poore in San Bernardino, and we had a very good meeting. Met several others also.

There is one note of sadness I must report to you. As I said, I met with several in Tucson and Phoenix. I tried to call Willis Shaneyfelt. His phone was unlisted, so I drove to his home. His wife answered the door, and told me Willie had died on the 9th of August, 1983, and was buried in Arlington National Cemetery. I had a good visit with her, and made arrangements to take her 13 year old son to the Pima Air Museum. He had been wanting to go there ever since his father died. When I went to pick him up he was coming down with the flu, so he couldn't make it. I am going to get some memorabilia from Arkey and give it to him. He knows every aircraft at the museum so the guide told me. He said the boy knew more than he did about the aircraft. His Dad taught him well.

Well, this is all about my trip so far, but I will keep in touch.


Robert D. Douglas, Secy.

From: Col. James G. McDonald
950 Mandalay Beach Rd.
Oxnard, CA 93030

10/13/83

Dear Paul,

Dr. Cloyce Huff "found" me in a hospital room in Oxnard where my wife's roommate was being treated by him!!

He went home and immediately returned with a large envelope containing 385th letters, publications, reunion info, etc!! All quite interesting and nostalgic.

The basics.

1. I'm well.
2. We reside in Oxnard Shores.
3. We retired with 30 years credits from USAF in 1968.
4. We retired from Cal. State Univ. Northridge (in San Fernando Valley - 28,000 students) in 1980 after 12 years as an admin, type with various jobs.
5. Military - Out in 1945. In in 1947 in Ops at end of Manhattan Eng. Project. Then to SAC with atomic info. Then as Pete V Ops officer for organizing training and getting combat ready the 2nd B-47 group formed.

Korea based on OK with B-29's.

Europe as commander of Rhein Main and USAF Berlin people. Retired from a MAC outfit at Van Nuys Airport in San Fernando Valley. Flew regular cargo (oi veiy) into Viet Nam.

Have seen Jumper once and Shankle once. Have conversed with Hamilton's wife since he is confined in a home around Lincoln, Nebraska.

For historical buffs, the picture taken of the "original" ** Sqdn. CO's was in error. I was the original 548th Sqdn. CO but before we left Geiger Field Jack Nevdel and I exchanged jobs - I becoming grp ops and he CO of the 548th. Then before we left for England Sept Richard took over.

As for the 549th, Archie Benner took over after the original CO was shot down on his first mission - probably to Wilhelmshaven. I led that mission and he was hit over Helgoland. (I can see his face but can't quite get the name - English, I think).

I'm enclosing a check for \$100. Cloyce said I must or he'll drop germs in my soup.

Best regards,
Jim McDonald

(** (ptom Jan. '82 newiCeZte-t)

EDWARD F. O'DAY, JR.
990 BAY STREET, NO. 401
SAN FRANCISCO, CALIFORNIA 94109

Verne:

Would you be so kind as to assist in locating the following airmen: LUTHER P. NEWCOMER, RUSSEL J. KATZ, JAMES I. LINDQUIST, JOSEPH W. PANASUK, MARION T. CHURCH, JACK C. DAVIS, KENNETH E. WATERFIELD, AND EDWARD C. ABBOT.

We were shot down over Paris 2 August 1944. We were members of the 551st Bomb Squadron, 385th Bombardment Group (H)?

Especially am I anxious to hear of the very courageous LIEUTENANT KATZ.

Whatever assistance you can give will be gratefully received.



Posing for his picture in the hatch over the radio compartment back in 1943 was Richard Lewis, from Little Genesee, N. Y. He flew with Jerry Mudge's crew in the 549th. So did Malcolm Hess of Hillsdale, Mich, pictured below. Does anyone know where they are these days?



(Continued from page 2*)

As the two dog-tags found on the recovered body have been impounded by the Germans there is reason to presume, that the later found dog-tag came from the second killed pilot, whos human remains might have been near the leather jacket and hose.

I like to know in the future if there indeed were two persons killed in the municipality of Leens.

Wehe, 22 March 1946

The Burgomaster of the municipality of Leens

SOME FOOTNOTES ON THAT DECEMBER AFTERNOON

Our very good friend, Ian McLachlan, of Norwich, England, has provided us with some interesting footnotes to the events of 11 December 1943. He sent along a copy of the group commander's report showing the target to have been EMDEN, a German port. German fighter attacks from approximately 80 to 100 ME 109's and FW 190's were said to be "fairly intense but not too well coordinated."

The report stated that three aircraft of the 385th were missing. To quote the report:

"A/C 816 flying #7 in the high squadron was last seen at 1227 hours heading towards Norden (5338 - 0705E) under control but losing altitude. A/C 551 of this group heard him call and say he had a runaway propeller.

A/C 168 flying #10 of the high squadron was last seen in the vicinity of Essens. It was a dive and later broke into several pieces. Four chutes were observed.

A/C 488 flying #6 of the low squadron was last seen east of Groningen at about 1247 hours with #2 engine on fire and heading for cloud cover. He was being attacked by about 5 or 6 fighters."

Aircraft 816 was "Mary Ellen II," Lt. Poore, (550th); aircraft 168 was "Slo Joe," Lt. Jennings, (5.50th), and., aircraft 488 was flown by Lt. Pollock, (548th).

Ian McLachlan reported also that it appears that aircraft 4230651, the photograph of which he presented to the Fox Hotel in Stowmarket last June, crashed on Great Ashfield on the same day of the Emden mission, 11 December 1943. It appears to have been a 551st aircraft called "Pat Pending."



385th BGMA PX

ADDRESS ALL ORDERS TO: 385th BGMA PX
2049 Phoebe Dr.
Billings, MT 59105

Make all checks payable to 385th BGMA-PX. Allow 4-6 weeks for delivery. Prices include postage and handling.

THE LETTER, author Frederick H. Ihlenburg. Hard cover, novel. A story of a B-17 crew based at Great Ashfield, how they lived and fought \$5.95

PENNSYLVANIA DUTCH GOURMET COOKBOOK. Paper cover. Authors Laverne and Shirley Rohrbaugh. Contains 333 recipes of the Pennsylvania Dutch (German) origin \$5.00

SQUADRON TEE SHIRTS

Men's..... S-M-L-XL	\$6.75
Women's S-M-L-XL	7.75
Squadron Sweat Shirts S-M-L-XL.....	7.75
Childrens' T-Shirts . S-M-L-XL	5.25
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Golf Shirts S-M-L-XL.....
(Please state size and squadron desired on shirts)

BELT BUCKLES. 8th Air Force insignia with 385th Bomb. Group (H) identification. Hand crafted, hand cast, hand polished, solid golden bronze \$21.00

40TH ANNIVERSARY, 9TH REUNION SOUVENIR PACKAGE. A 40th anniversary lapel pin and 9th reunion paper cover book - a complete reprint of newsletters from July, 1981 through April, 1983. Includes brief summary of the 385th history and a brief account of the career achievements of Colonel Vandevanter and Colonel Jumper, plus a copy of the 385th BGMA memorial plaque which was dedicated at the USAF Academy on June 4, 1983, plus two 385th BGMA decals \$5.50/ea
40th Anniversary pin..... , <3.75/ea

385th BGMA decals..... 75/ea
9th Reunion book, soft cover 2.00/ea



Ruffin C. Barrow (8/30/83)
304 Kinsington Drive
Biloxi, MS 39530

Willis G. Shaneyfelt (8/9/83)
810 S. Langley #201
Tucson, AZ 85710

John F. Hills
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Littleton, CO 90122

1985 REUNION PLANNING BEGUN

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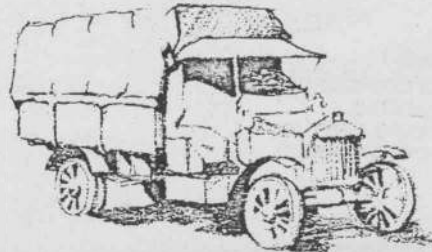
After considerable negotiations with a number of hotels in the Los Angeles area, the Hyatt Hotel at the Los Angeles International Airport was selected as the site for the 1985 reunion. The reunion dates will be September 11 through September 14, 1985. The Hyatt is located immediately adjacent to the L.A. Airport and the hotel will provide free transportation to and from the hotel for arriving and departing guests.

The delay in completing the negotiations with the various hotels centered on room rates and food charges for the September, 1985 time period. As one might guess, each of the hotels was anxious to add an inflation factor over their 1983 rates in anticipation of the higher costs predicted two years down the road. However, we were successful in holding the costs down to rates that compare very favorably with what we paid in Colorado Springs for the June, 1983 reunion. We have reserved 225 rooms at the Hyatt for the 1985 reunion and these will be allocated in the order that reservations are received. We will send out reservation cards and rate information at a later date.

A number of activities are being planned for all reunion attendees. Many of our group attending the Colorado Springs reunion expressed interest in Disneyland and the Queen Mary, so we will plan a day at Disneyland, which is 40 minutes from the Hyatt by bus. The Queen Mary is 30 minutes by bus and a trip will be planned to board this beautiful ship. In addition, the Spruce Goose is quartered next to the Queen Mary for those interested in Howard Hughes' flying thing. In addition, a trip to Universal Studios will be scheduled for those who wish to see how the flicks are produced. The bus time to Universal will be 40 minutes, and, if all this is not enough, a side trip to Catalina Island, which lies 25 miles off the coast from San Pedro, is being considered.

For those who desire to arrive early and depart later, the Hyatt will hold a limited number of rooms for our group on September 10 (Tuesday) and September 15 (Sunday) at the same reunion group rates.

Now is the time to start planning to come to L.A. in 1985! Mark down the dates on your calendars, desk pads, appointment schedules, vacation planners and that ready reference scrap of paper to put in the wallet. It is also a fortuitous time to start salting away a few bucks each month so that L.A. in '85 will become a reality. We anticipate this reunion will be the biggest and the best ever.



GET THERE ANYWAY YOU CAN!!

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de Revere Travel Service, Inc.

Clarke County Airport
1040 Ben Epps Drive
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The belfry in the old North Church has three lights displayed, meaning not that the British are coming by land or by sea, but that the Americans are going by air to Britain in the Summer of '841 The tentative meeting date for the great 385th trek to Great Britain is Sunday, August 26. Two weeks of touring in Britain will end with a banquet on Saturday, September 8. One day is scheduled for Great Ashfield. "Is that enough?" asks Judy Masters.

Please give her your ideas and suggestions. Write Judy Masters, Ph.D. Masters Touch Tours, at de Revere Travel Service's address above, or call her at (404) 353-TOUR, or (404) 546-1324.



385TH BGNIA
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Great White Horse Hotel

Tavern Street Ipswich Suffolk



The Great White Horse Hotel owes its fame to a fictitious character. It was a bedroom here that Charles Dickens made the scene of Mr. Pickwick's adventure with 'the lady in the yellow curl papers' while staying at the hotel as a reporter on the staff of the Ipswich Chronicle. This association is also commemorated by the Pickwick Buttery, a fully licensed grill bar, designed to serve hot and cold meals, snacks and coffee, and open from 10 a.m. until 10.30 p.m.; The town has developed to considerable commercial importance in recent years, and few places of such modern activity have so much which is old blended with that which is new.

Remember *thZi??*