

COMBAT UNITS

HQ. SQUADRON
548th BOMB SQ.
549th BOMB SQ.
550th BOMB SQ.
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11th Reunion 44th Anniversary 1987 DAYTON, OHIO

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424th AIR SVS. GP.
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"The Mighty Eighth Reunion Group"

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION

GREAT ASHFIELD — SUFFOLK, ENGLAND

STATION 155

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Gen. Curtis LeMay
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NEWSLETTER

VOL. XIII NO. I

JANUARY 1986

EDITOR, ED STERN

Prez Sez

January 10, 1986

May I suggest a project for each of us in the months ahead? Let's make a definite attempt to locate former members of the 385th with whom we served and who are not now members of our Association. Some place in this big old world of ours there is a former 385th member who would be delighted if we were to ask him to join!

The plans for the memorial dedication and mini-reunion for September 1986 in Washington, D.C. and the projected 1987 one (number 11) in Dayton, Ohio are on schedule. The committees for these important meetings deserve our sincere appreciation.

Included in this issue of the newsletter is information for a tour or tours to England. The information is submitted to members of our organization who may be interested in a return to England before our sponsored trip in 1988.

To avoid any misunderstanding or confusion, I must add--the official return to England by members of the 385th BGMA is to occur in 1988. This group return was approved at our reunion in Los Angeles, September, 1985. The committee chairman for this great event is Allen Chealander.

Bill

TREAS SEZ

John Pettenger sends along a great Treasurer's report for 1985.

Balance December 31, 1984 \$20089.16

Income	
Donations--Interest	\$8350.38
Canteen	602.47
Life Memberships	1200.00
Reunion Surplus	3110.80
	\$13263.65

Expenses	
Mailing Newsletter	6362.77
Great Ashfield Church	1300.00
	7662.77

Total Assests, November 30, 1985 \$25690.04

Note 1: 1985 Income high due to Reunion Surplus and Early Dues mailout.

Note 2: Checking Account	\$ 8690.04
CD's	17000.00

Letters to the Editor

12-7-85

Dear Ed,

This seems to be an appropriate date to write to anyone, about anything, associated with WW 11. Its hard to realize that Pearl Harbor happened 44 years ago.

This is a follow up on my letter that appeared in the October issue of the Newsletter. I heard from Frank Crawford, Who heard from Bob Bash. And I'm enclosing the news paper clipping, (copy) from 1944. Concerning the tragedy involving Elmer White and his buddy, whose name we were looking for, Richard A. Spencer. Bob Bash couldn't remember where he'd gotten it, but it sure did answer Franks question and was of great interest to me. Perhaps it'll stir-up memories of other readers and demonstrate what can be accomplished through the Newsletter.

Although I heard from Glenn Gisin, who thought he might have been my togglier on May 8, 1944, it didn't pan out, so we're still looking for whoever it was who shared that awful, exciting trip to Berlin with us.

Fraternally,
Fred Ihlenburg

Crash in Scotland Kills 3 City Fliers

Tragedy Cancels Reunion Here; Two Die in West

BY JOHN G. BLAIR

Happiness of three Greater Cleveland families over the coming arrival here of three army fliers who had completed their tours of duty over enemy Europe turned to grief last night with receipt of word that an aircraft accident Aug. 11 at Prestwick, Scotland, had cost the lives of the airmen.

Two of those who died in the accident, the exact nature of which has not been revealed, were pilots of Flying Fortress who entered service together, served at the same base in England, achieved distinction and received the Distinguished Flying Cross at the same time.



CAPT. ELMER W. WHITS CAPT. RICHARD A. SPENCER

THANKS FROM BETTY FORD

September 7, 1985

Dear Mr. Philips,

How kind of you to return the snaps of John C.

I'm trying to find words to thank you and to tell you how we have appreciated all you have done in the past.

Sorry to learn that your time as editor for the 385th Newsletter is ending. We think you have done a "real right job of it". Once again, many thanks.

Sincerely,
Elizabeth A. Ford and family

Editors note: Nice to hear from you. The new editor is sorry that Verne quit, too!



WORD FROM GREAT ASHFIELD

September 1985

Dear Verne,

This our first newsletter we hope will be one of many and we must thank our predecessors, Mr. and Mrs. John Ellis for all the work they did to keep you in touch with Great Ashfield and also for all the work they did within the village, especially towards keeping our Church in good repair.

It has been a poor summer here, very wet and cold, the harvest is late and the quality is not as good as previous years. Again this summer we have had visitors back to see the base and we are pleased to see them. We have found that some do not know about the Reunion Group, so we are happy to help put them in touch with you and tell them of the Reunions which have taken place over the years.

A very successful Car Boot Sale was held at the Airfield this summer in aid of the Church, at which 100 pounds was made some of which will go towards the repair of the Tower which is our next restoration project. Harvest Festival is the next big occasion in the Church and the Morning Service is to be followed by a harvest lunch in the Village Hall.

It is very difficult to believe that a year has passed since your last reunion here, when you visited our homes of which we all have memories of a marvelous day.

Yours sincerely,
Stephen & Patricia Miles

The Limes, Gt. Ashfield, Bury St. Edmunds, Suffolk

A NEW ENGLISH MEMBER

5 Ashwell Road,
Bury St Edmunds,
Suffolk IP33 3LU

October 10, 1985,

Dear John Pettenger,

I have been given your address by Wendy & Cliff Hall of Friends of the 94th Bomb Group, as I do so want to join the Friends of the 385th Bomb Group.

I tried once before to join, having written to John Ford, but he did not reply, and I know he has since died as I went to a memorial service at Gt. Ashfield Church and saw his ashes scattered on the base.

I was a 15 year old when the war ended, living at Gt. Ashfield, and my Father kept chickens so we had quite a lot of visits from the G.I. 's and made friends with lots of them, but we have lost touch with them, but I am always hoping during the reunions at Gt. Ashfield I will meet some of them again.

I do so hope I can join the 385th Memorial Assn. Will you please let me know how much it is to join and I will send the money.

Kay Sapey

Editor's note: I guess we can count on John Pettenger to let Ms. Sapey know about our dues!

Mr. Ed Stern, Editor
P.O. Box 5970
Austin, TX 78763

December 4, 1985

The attached material might be of interest especially to those of the 385th who were operational in early 1944. These notes were made in the pilot's briefing.

I was flying #5 in the lead sqdn, which I always

Continu

Letters to the Editor (Cont.)

considered a choice slot. All went well (meaning as briefed) until just a short time before the IP. The weather hadn't been good but by then it was awful. The clouds built up rapidly forcing us to climb from 21,000 feet to 28,500. We had difficulty climbing faster than 200 fpm at altitude and still maintain a good formation. Resultantly, we were disarrayed; our formation straggly, and all three air wings (or Divisions) approached the target abreast instead of in trail or however way we were supposed to get to the IP. Anyway, our Wing was in the middle of a squeeze play and we did not know if bombs were going to fall on us or we were might do the same to others below us.

Thanks to our waist gunner, Sgt. Flaherty, we were not dropped upon; we did almost have a B-17 drive right through our fuselage. "Move out, he's gonna hit us," screamed Flaherty over the intercom. I looked out the window and sure 'nuf there were four fans headed right at us in a screaming dive. I had begun a skid to the right thus avoiding a collision with officer Morse¹ aircraft. High Sqd. LDR., but my element lead, Heuser, was not so fortunate; Morse caught Heuser's right horizontal stabilizer and elevator, pulling the tail gunner out of the plane over the north sea.

At the time I was told that Heuser came onto the radio and informed someone that he was going "down on the deck" and come home alone-----I still wonder if either crew survived to participate in the rat race of civilization. If not, maybe they won and we survivors lost.

Dari J. Messenger
Pilot Southern Belle
548 Sqdn (11/25/43-8/44)

P.S. Lt. Pease was with me in 43-D at Ellington Field & later on in a provisional group at Pyote, TX. I have our old orders and class book which might be helpful in learning more about him.
12th November 1985

November 3, 1985

Dear Ed — Editor,

It makes me stutter to say that—I can't believe Ed Stern is in a Drawer in Austin Texas. He should be in Fargo, ND in the garden or the music hall according to the last—undated—newsletter. No wonder he spends little time in the clothing store.

This mix-up is typical of the Air Force (and to think he was our Sq. Exec.)-----Foulups are on my mind, because I went to the 8th AF Reunion in Wichita. I was attempting, along with many others, to get press passes for my film crew. Another old-timer sympathized with my lack of success in trying to catch a contemporary Major who was testing his walkie-talkie at various places in the crowd for some kind of reception. The O.T. finally said to me "It's just as fouled up as it was during the war. The only thing different is those airplanes out there on the ramp."

He was right. I didn't even get to register with the 385th or meet anyone, because I was fouled up trying to also get over to Tulsa Oklahoma where they had another B-17, and the young fellow in charge there had already warned me "If there weren't gonna be any, clouds and no wind, this would still be the most screwed up affair I've ever known."

What is it with airplanes and those strange people they attract?

News? Yes! Ernest C. "Moon" Bauman called me before Memorial Day to say his wife was going to see the grandkids but he was coming to see Smitty, and we would make it a memorable memorial day. It would be our first meeting in 41 years!

"Do you remember the night I got drunk, had a nightmare, bailed out of bed and cut my head open?" He asked soon after our meeting.

"I remember it better than you" I replied, because it grounded him and allowed me to move from the right seat to the left seat. I had turned 20 years old, just 4 months before but was aging to about the 10th power.

Anyhow, there was a lot of catching up at our 41st anniversary, both of us having retired as Light Colonels 20 years ago (egad!) Then we planned to reunite for the Wichita affair, but he called to say he was in Peter Pan. I thought it had to do with a wash basin in a whore-house, but he explained that he was playing a pirate in a stage show. At first I thought he said he was playing a "pilot" but I finally got it straight. It was the stage production of Peter Pan, and he was playing a pirate.

My goodness, I wouldn't have believed it in 1944 when we were wondering if we would get through the next day, if some oracle would have said "Forty-one years from now. Moon will be chasing Tinker Bell and that I would be writing to Ed Stern in a Drawer in Austin!

I wonder what will be going on 41 years from now.

Truman Smith
550th Bomb Sq—41 years ago
Now Red White-N-Black Productions
Box 507,
Ponca City, Oklahoma 74602

Editors Note: We're still in Fargo, Smitty. The Newsletter was mailed from Austin because that's where we had the permit to mail it cheap. It would have cost \$100 extra if it would have been mailed from Fargo—we'd have had to get a new permit for just that one issue. So—since the Permit has to be renewed every year, we decided to wait till 1986 to apply. OK?

September 30, 1985

Dear Ed.

To those who didn't make it to the 385th BGMA 10th Reunion in Los Angeles September of 1985, you missed one of our best Reunions.

I would like to thank our leader, Forrest Poore, Al Chealander, our host, Sid Colthorpe who did a great job on the registration desk, the three hard-working bartenders and the wives who handled the tours and the raffle. There were many more who pitched in when help was needed. If it hadn't been for these people, plus those who attended the reunion, it would not have been as successful.

During the 10th Reunion it was voted on to have our 11th Reunion in Dayton, Ohio during the weekend of July 23rd through July 27th, 1987. The time was selected to coincide with the famous Dayton Air Show and a visit to Wright Patterson Air Force Museum. The Air Show is the third largest in the world after Paris and England.

Sincerely,
R.G. Weikert

Holten, 24th November 1985

Dear Sir,

As an amateur historian I am very interested in the history of my dwelling place Holten, in the eastern part of the Netherlands, during World War II time. This interest resulted in the publishing of a book on this topic in May 1984.

During my researches I also was in touch with the former Lt. USAAF W.B. Whitlow and former S/Sgt (later Colonel) W.G. Shaneyfelt. Both provided me with very interesting information on this topic. Their information was supplemented by former 91st BG members who were in problems over this area at the very same moment as the plane of Mr. Whitlow, Shaneyfelt c.s. crashed in Holten (10th October 1943). Further also a German former pilot was traced who crashed at the same time in Holten and also he gave very interesting information from his viewpoint.

As a small boy I often digged in the wood for small parts that were left there since the war. In fact this digging made me so curious that I later decided with a friend of mine to trace all about this plane and what happened with the crew. I think we succeeded as we understood that the people who read the book are very enthusiastic to know now more about the back grounds, which had been unknown for even those who went through the war. We are very glad having been able to contribute in preserving this part of our local history for future times.

One of my wishes that was never fulfilled until now was to trace a photograph of the very plane that crashed in Holten of your group. It was the #42-3539; XA P. Former crewmembers who came down with this plane in Holten on 10th October 1943 also were not able to help in this connection. It would be very valuable for me as I also have some identical photographs of other (British) planes that crashed here in Holten during the war.

I hope very much that you can help me with this photograph of the plane. We already have a photograph of Lt. Whitlow's crew; we just look for that plane which was of a reversed F-type, under which (e.g.) a chin turret was attached, of which I found a part in the woods. If you can't help please mention me where I can have another try.

Hoping that you understand and appreciate this interest in this part of local history.

Yours very truly,
Martin J.G. Hols,
Boschkampsstraat 21,
7451 GB Holten,
Netherlands.

In case Mr. (T/Sgt.) John T. Ashcraft from Mineola/Texas at that time, or Mr. (S/Sgt.) Clarence W. Schaumburg are members of your ass'n at this time, I should like so much to receive their current addresses. Mr. Schaumburg came from Peoria/Illinois and was a reserve on that day as one was ill.

Maybe a small article can be placed in your Newsletter in case you can't help me with a photograph of the 42-2539-plane and/or addresses.

Can anyone help find a missing crew?

Jerry Ramaker, 76-6176 Lehua Road, Kailua Kona, Hawaii 96740 is trying to locate his old crew of the 548th Squadron. Lt. Wells was Pilot, Gurley Co-pilot, Kuntz Navigator, Pritchard Bombardier; Henry Elrod, Bob Bellanger, Cecil Houston, Bob Gunther, and Clarence Hofford were the rest of the crew. Anyone with any information please send it to Jerry.

A winter reunion in Hawaii would be a good incentive!

More Light On Hutchinson's Crash In '44

November 8, 1985

To Ian McLachlan

As a bombardier, on February 21st 1944, I was booked to fly with Captain Hutchinson's crew. His bombardier, Ed Gamble, was recently dismissed from the hospital with a bout of pneumonia or flu.

At briefing, I asked Gamble why he wasn't flying with his crew. He stated that he was behind a few missions and asked to fly every mission so he could go home to his wife and kid or kids.

During briefing he mentioned he would like to fly with Hutch on their 25th and last mission. He asked me if it was okay with me, he would try to switch crews. I said it's okay with me. To tell the truth I did not think he would be able to change it, but he did. So I flew with a new crew.

As we were letting down, returning to base, I could see the two planes on top of each other. I tried to tell our navigator to talk to the ships, but it was too late.

The picture you claim to be the Pease crew is incorrect. It is a picture of Robinson crew with Robinson in the middle. Slade, the navigator, is on the right. On the left is the co-pilot, but I don't recall his name. The bombardier's last name was Amato; he was from Chicago. He probably took the picture. By the way, Robinson lives in Tennessee.

I was on the Robert (Tex) Taylor crew.

I believe that Taylor was the first to make 25 missions in the 550 squadron. Seems I was about the third one, I think.

After that mission I was due a 3-day pass. When I came back from my pass the barracks was full of new crews; I was the only "old" one left. I was asked if I wanted to change barracks. I said no, this one has been good to me.

My last mission was March 6, 1944 to Berlin. I remember Hutch last plane was named "Sleepy Time Girl".

Clarence E. Soucek
10713 Green Willow
Houston, TX 77035
(713)723-5322

Col. Van made Life magazine in early '42 after returning from the Phillipines. Pretty nice company he kept.



Elliot Vandevanter Jr. and Dorothy Lamour. On him General MacArthur conferred the Distinguished Flying Cross for bombing a Jap landing party on island of Luzon.

12th November 1985

Mr. Edward F O'Day
990 Bay St. -401
San Francisco, CA 94109

Dear Mr. O'Day,

I read your letter in the October newsletter and, while too young (thank Heavens!) to have participated in the 2nd August, 1944, mission to Paris, I can help you with some information about the loss of your ship. It comes from the MACR (Missing Aircrew Combat Report) and I quote: "Aircraft 42-31598 was hit by flak on the bomb run, the No. 1 engine was on fire and the aircraft salvaged its bombs about 1 minute before reaching the target. The aircraft immediately after dropping its bombs made a right turn away from the formation still under control, it completed a 360 degree turn and headed in the general direction of the beach head on a 280 degree heading. One returning crew reported that the plane appeared as if on AFCE at this time. No chutes were seen to come from the aircraft, but at time the aircraft was last seen it was under control".

The crew list I have is as follows: Pilot, Luther P. Newcomer, 1/Lt.; C/P, Russell J. Katz (Cotts?), 2/Lt.; Nav., James I. Lindquist, 2/Lt.; Bomb, Edward F O'Day Jr., 1/Lt.; TTC, Joseph W. Panasuk, Sgt.; ROP/G, Marion T. Church, T/Sgt.; BTC, Jack C. Davis, S/Sgt.; TC, Kenneth E. Waterfield, T/Sgt.; WC, Edward C. Abbott, Jr., S/Sgt.

There's a note about Kenneth Waterfield being in hospital but I don't know the circumstances and I would like to have your account of events that day so the brave conduct of the co-pilot would be at least recorded if not rewarded.

You mentioned the desire to hear from others on that raid and, of course, that wouldn't include me but I can give you some background from my files.

For 2/8/44 the 385th put up 12 aircraft in 'A' Group, 13 in B Group with 4 in a composite with the 94th and 447th. There were no problems for 'A' Group with assembly nor the formation en route to target although the let down to bombing altitude occurred 7 minutes earlier than briefed and course was altered 20 miles to the west to get below cloud. The 385th 'A' were first over the target, Cennevilliers, Paris, and the run in from IP to target was 1500 feet below briefed altitude because of cloud. Although 'A' were first over they didn't release and went round again becoming last to release. Records for the 'B' Group complain about formation keeping, with the high group having trouble with airspeed 2nd finding it difficult to stay behind the lead group while low group faced a reverse situation and had trouble keeping up. The course in was at 19,000 with only a little flak encountered. Plan over target was lead, low, high but this got messed up for reasons given earlier and the low group fell behind near the IP and the high group went over with a 40 second interval. The rally became confused by second runs and 'B' group went over the target again so element leaders could gather their flock. Bombing results weren't brilliant, the 'A' group hit a bridge but lost your ship. 'B' group's bombs fell in fields and on unidentified buildings. The loads carried were 2501b CP. No fighters were seen but, apart from your ship being lost, 9 ships took minor flak damage and 2 were seriously hit. Your position was shown as No. 6 in 'A' group and it appears you took flak on the bomb run and salvaged 1 minute before target which, incidentally, caused several others to release, their bombs falling short.

I hope this account helps and look forward to receiving your recollections.
Yours sincerely,

Ian McLachlan

From Totton J. Anderson's File In '44

Dear Sir:

I am a member of the Womens Land Army, and a week or two ago while ploughing in the fields, I watched your planes circling overhead before they went out, and I wrote this poem in the evening when, at last, I saw them return.

It occurred to me today that as they were your planes you might care to have the poem, or your pilots might care to see it, so I am sending it, with sincere gratitude for all your boys have done to help us.

Good luck, and God speed to each 6 every one of them.

Sincerely,

Beryl Miles

"THE RETURN"

by Beryl Miles

Twenty-one went out this morning.
And the Sun was in my eyes
As I watched them circle round
Before they vanished in the skies.

Twenty-one went out this morning
And the Sunlight caught their wings
As they crossed the little thicket
Where a blackbird always sings.

Like birds into the morning
They flew I know not where.
And, small and secret in my heart.
All day I've held a prayer.

Twenty-one went out this morning
Hiding splendid through the sky.
And still there's no sign of them.
Though soon the day will die.

Then suddenly, through time and space.
There's sunlight on a wing.
And above the beating of my heart,
I hear an engine sing.

The sun still goes on shining.
But my world is grey with fear.
For twenty-one went out this morning.
But only seventeen are here!

October 1943

From Totton J. Andersons files of Memorabilia

HEADQUARTERS
385th Bombardment Group (H)
Office of the Group Commander

31 July 1945

UNIT HISTORY

The month of July saw the processing of the Ground Echelon for shipment to the Z of 1.

On 8 July 1945, Hq 8AF enclosed movement orders issued by ETOUSA and sent to this group through 3AD dated 2 July 1945 for shipment of the Ground Echelon of this Group to the Z of I. (Shipment numbers were given in the June Report). The officers' club party was held on this date

-General Old, 20th Bomb Wing CG as guest.

On 9 July the Unit Breakdown Report and Embarkation Rosters were taken by courier to UK Base. The Unit Impediment a Shipping Forecast and Report of Equipment Authorized for Return were also submitted.

last
with

and

Continued

(Cont. from page 5)

On 11 July the Officers' Club property was auctioned in Stowmarket and on the same day the Croup underwent its USSTAF RE-POM | Inspection/ (10-11 July 1945) conducted by Lt. Col. J.H. Kelly. With four minor discrepancies the Croup was found to be in excellent condition. All key personnel were found to be competent to perform assigned duties and the Group was pronounced ready to move.

On the 14 July 1945 the Post Exchange was liquidated and two weeks' rations issued to all personnel.

On 20 July 1945 Reception Station Rosters were taken to USSTAF, Statistical Control Officer.

On 26 July 1945 the Group finished the loading of its Air Corps OEL on 65 wagons at Haughley Station. The project numbers for this shipment were: 10690-S (ETO 3296); T (ETO 3297); U (ETO 3298); V (ETO 3299); W (ETO 3300).

The liquidation of the Officers' Club was completed on 31 July. The Service Group and Bomb Group were each given L250 to take back to the Z of I in order to set up another Officers' Club if and when the need arises.

On 30 July eight wagons were spotted at Elmswell Station and the TAT for the Group was loaded. This train left for Glasgow at 0410 hours on 1 August 1945.

The Group has been informed VOCC that shipment of personnel will take place on 5 August 1945 on the Queen Elizabeth leaving from a Scottish port.

The Commanding Officer of the Ground Echelon of the Group wishes to record the fact that all officers and E M of this unit have contributed unselfishly of their time and energies in order to comply with regulations governing preparation of the unit for movement. The Group has received many verbal commendations from the officers of higher echelons on the efficiency and dispatch with which processing has taken place. In no instance has the Group been cited for inefficiency or lack of preparation and the Group Commander feels that the present personnel have maintained the higher standards of efficiency for which this Group has been known during its operational history in this Theater which began in June 1943.

Totton J. Anderson,
Major, Air Corps,
Commanding.

INTERESTED IN A 385TH TOUR TO ENGLAND IN APRIL?

President Bill has been contacted by Galaxy Tours—they're planning this great-sounding Tour. If 40 of us sign up, we go as a 385th Unit. If less than 40, we go as part of an 8AF Tour Group. April 29th to May 7th, 1986.

The cost—\$634 plus Air Fare from New York 602, Chicago 601, Los Angeles 702. For a single room, add \$99.

If you're interested, write Galaxy Tours, Box 326, King of Prussia, PA 19406, or call 215-265-2778 or (outside of PA) 800-523-7287.

Our Reunion voted to plan a 385th Tour for 1988, but this Tour is being publicized for any one wishing to go sooner.

A Madam Shoo-Shoo Reunion

.At The Reunion



People who had flown missions in Madam Shoo Shoo Original Shoo Shoo crew.

Kneeling Left to Right

Clark Rollins, Co-Pilot; Charles Carlson, Bomb;
Tommy Thompson, Pilot; Cleve Solenberger, Eng.;

Standing far right. Bob Long, Radio.

A Madam Shoo-Shoo
Reunion at the Reunion

Tommy Thompson had 5 of his original crew, when we walked into the 551st squadron meeting room. Frank Walls started the meeting by asking for introductions. Being in the first row. Tommy introduced himself as the pilot of 'Madam Shoo Shoo', and, for the first time in 41 years was reunited with crew members, who has flown the old girl many, many, times on "mickey" checks and about 25 missions. Imagine now, our amazement when the row behind us turned out to have continued flying 'Madam Shoo Shoo' thru their tour of duty! Their pilot had 5 of his crew there too. The only disappointment we had was that Seymour Albert could not be there, tho he lives in L.A. and was planning to come. He was the crew chief, and was the one who made it possible for all of us to be there!

C. Solenberger, 1st Flight Eng. - 'Madam Shoo Shoo'
7603 Ulmerton Rd. #28F
Largo, FLA. 33541

Mr. C.B. Rollins, Jr.,
2409 Valley Brook Road
Nashville, TN 37215

Dear Mr. Rollins,

I just spotted your letter in the October letter and can help you with the serial and letter for MADAM SHOO SHOO. Her full number was 43-37786 and the tail letter was Z. I have a picture of her on the hardstand showing nose art and tail letter so will copy and send it to you under separate cover.

In October, I met Mike Murzyn, former Bombardier on MADAM SHOO SHOO and took him on a tour of Great Ashfield. Mike lent me the picture mentioned earlier and gave me a few recollections for my files. Whether Mike was on your crew or not isn't clear because, as you know, some ships were inherited from one crew by another but, in case he was and you want to get in touch, his address follows: Michael P. Murzyn, 221 N. Prospect, Park Ridge, IL 60068. From other sources, I have a close up nose art of MADAM SHOO SHOO and promised Mike a copy so will do you one as well if you like. My nose twitched when you mentioned having some pictures and I wonder if you'd be kind enough to let me borrow and copy them. Your originals would be taken care of and returned a procedure I've followed with many other friends in the 385th.

Hope the information helps and look forward to hearing from you.
Best wishes.

Ian McLachlan.



Left to Right
 Bob Long, Radio; B.C. (Tommy) Thompson, Pilot;
 Clark Rollins, Co-pilot; Cleve Solenberger,
 Engineer; Charles Carlson, Bomb.



1944 Great Ashfield 385th BC 551st SQ
 Original Crew on Madam Shoo Shoo
 Left to Right Standing
 Chuck Carlson, Bomb; Clark Rollins, Co-Pilot; B.C.
 "Tommy" Thompson Pilot; John Gotwald, Nav.
 Left to Right Kneeling
 L.D. Hull, Waist gunner; Bill Chain, Tail gunner;
 Ernest Casner, Waist gunner; Cleve Solenberger,
 Engineer; Phil Lidel, Ball; Bob Long, Radio.



Ian showing his' form with a flint lock rifle on a visit to Earl Cole. Earl said that, outside of not being able to see out of his right eye, Ian did alright. He also got in 5 rounds with a .38 special. Davey Crockett, here we come! Ian's wife Julie is in the middle of the picture. The rifle owner. Dr. Harold Bushey is on the left, and Earl Cole is the gleeful guy on the right.

November 25, 1985

Mr. Ian McLachlan
 1 Joy Avenue
 Newton Flotman
 Norwich
 Norfolk NR 15 1RD
 England

Dear Ian:

Your letter was really a bolt out of the blue. It was great to receive the information on Madame Shoo Shoo.

We had most of the number from using a magnifying glass in checking the numbers stenciled on the nose, but some rivets had interfered to some extent.

The crew had given their thoughts as to what the call letter might have been, but we sure missed that. Z-zebra was the last thing that any of us had thought about, but after you mentioning it in your letter it rang a bell.

I am looking forward to the picture as over the years some of the young ladies who do typing and other important things in our office had become interested in all the correspondence and talk about Madame Shoo Shoo. We were in the process of making a painting of her and needed some of these details to really finish it up right. I think your picture will do it.

You mentioned a Mike Murzyn, who was a former bombardier on Madame Shoo Shoo. I personally did not know Mike, but evidently he and quite a few others flew Madame Shoo Shoo. Our crew was the first to fly the nice new silver plane and named it. The original crew is listed below:

Brian C. (Tommy) Thompson - pilot; Clark B. Rollins, Jr. - co-pilot; Charles H. Carlson - bombardier; John A. Gotwald - navigator; Cleve Solenberger, Jr. - engineer & top turret gunner; Robert D. Long - radio operator; Philip W. LiDel - ball turret gunner; Ernest Casner, Jr. - waist gunner; L.D. Hull - waist gunner; William H. Chain - tail gunner; Seymour Albert - crew chief.

We later became a lead crew and Leslie Sutherland was the radar or mickey operator.

I will also try to send with this letter a copy of a photograph taken at the bomb group reunion of other people who flew in Madame Shoo Shoo. I can not tie names to the picture, but the names given me were: Russell W. Fritzinger, Abe Keskes, Patrick Hall, Joe Kubr, Karl Moravek, Sam Luckie, Walter Gasiorowski, Vince Walzberg.

The actual painting on the ship itself was done by Ann Haywood Gordon whose address is: Small House, Nettlebed, Oxford Shire, England. Phone number #641-832.

Ian, I am having 3x5 copies of the color photos I had taken of Madame Shoo Shoo and another plane during my tour made. I hope to have these enclosed for you.

If you would like larger sizes please advise I will be more than happy to have them made and sent on to you.

I too will send a copy of this long drawn out letter to Ed Stern as my thanks to him for putting my letter in the October paper. Thereby my receiving your information.

I hope someday to return and take a look at the 385th and will try to contact you and Ann at that time.

Once again thanks a million for your help and lets keep in contact.

Yours truly,

Bart Rollins, Jr.

Donations to defray Ian McLachlan's expenses to our reunion totaled \$2968! A great show of support, and thanks to all from Earl Cole, John Pettenger, and Ruel Weikert especially, since they arranged for the trip.

Minutes OF 10th Reunion

Minutes of Business Breakfast at 10th Reunion, Los Angeles, September 15, 1985 (Courtesy Verne Philips) Forrest Poore, outgoing President, presided. First, he introduced Al Chealander and his committee and thanked them for their efforts in organizing the 1985 convention!

He then recognized the members of his administration, thanked them and presented each with a personal gift.

He introduced the new officers elected the day before.

William Nicholls then presided as president. He called on Bob Douglas to read the minutes of the 1983 business meeting at Colorado Springs.

Bob was unable to do so because of his emotions. It was read for him and it then appeared that the first few paragraphs told of the death of his wife a few days before the 1983 convention.

The treasurer's report was called for. John Pettenger stated that he had no formal report prepared for distribution, but that he could report total assets of about \$16,000 after the payment of all debts. He reminded the group of the increased dues of \$8.00 because of the increase in expenses foreseen for the next few years.

Recognition of the efforts of Forrest Poore as President was called for. He was applauded by the entire group standing.

There was discussion about the need to establish or identify a proper place for the archives of the 385th as they accumulate. A committee was established to make plans to be headed by Theodore J. Stell, 434 Racine St., Aurora, Colorado 80011. Another person volunteered to serve on the committee whose name was not recorded. Ian McLachlan added remarks about the importance of this effort and pledged his help.

There followed discussion of an overseas reunion of the 385th BCMA. Al Chealander was identified as the chairman of a committee to make plans for this reunion, which he indicated could best be held in 1988. Some suggested an earlier date of 1986, but 1988 was preferred when a vote was taken on the question.

Vice President Sam Lyke called for recognition of former prisoners of war and evadees. They were asked to stand and each group was applauded. There appeared to be about 20 former prisoners of war and about 6 evadees.

James Emmons, a former president of the 315th BGMA gave a report on special effort to cover the expenses of Ian McLachlan for the convention. He reported that about \$2500 had been raised and would be paid to Ian McLachlan.

Sic' Colthorpe 316 Woodside Drive, Hampton, Virginia 23669 was introduced as the chairman of the committee to make arrangements for the placement of a 335th memorial in Arlington National Cemetery. The plans call for the planting of a tree next spring to be followed by dedication ceremonies probably in late June of 1986.

Bob Lojinger was recognized as the chairman of the 1984 dedication of the 385th memorial plaque and tree at the Air Force Museum at Wright-Patterson Air Force Base, Dayton, Ohio and given a round of applause.

Ted Stell suggested to the assembly that the idea of regional Vice Presidents for the 385th BGMA be considered. He was appointed as chairman of a committee to make such a review.

There was a general discussion of the value of publicity for the 385th BGMA.

Mention was made of the search service of the 8th Air Force Historical Society in seeking to locate former 385th men with whom we have lost contact.

Bill Nicholls said Elaine Schulz had sent word that she did not feel that she could come to the Los Angeles reunion so soon after the loss of her husband, Paul. It was announced that Arkey Huber was assuming the responsibility for the 385th PX which Paul Schulz had operated for several years. Details of the transfer will be worked out.

Jerry Mudge suggested that consideration be given to republishing again the 385th history first published at the end of the war by a publisher in San Angelo, Texas. Bob Payne, was appointed to look into the matter.

The membership voted to set up an Endowment Fund in England to support the church at Great Ashfield or any other structure that should house our memorial. Ian McLachlan and the land owners of Great Ashfield would manage the fund. The money in the Life Membership will be used for this Fund. (There are more restrictions not mentioned above)

Along with a letter expressing the thrill that they had in attending our reunion, their heart-felt thanks for the efforts of Earl Cole and all the others who made it possible, and their dedication to continue their research, Ian sent a copy of the talk he made at the Reunion. Here it is:

The question that's most frequently been asked of me during the conversations I've had with 385th veterans is WHY? - why am I so interested in the 385th and who am I? So, I'll take a few moments to answer those questions for you all and provide some background. Firstly - this research is done for the love of it - my regular job's in electronics. However, growing up in East Anglia - you can't help noticing the many abandoned airfields like your own Station 155 at Great Ashfield. I was interested in aircraft as a kid and my connections with the 385th developed from this and as the result of discovering the remains of a 385th ship buried on marshland near my home. This was back in the sixties and what struck me was the sadness of it - brave men had died on that spot yet so little was known about them - it took me over ten years to put their story together and that first excavation and research led to many others but - just as importantly - it kindled an interest in the 385th in particular.

By the early '70's - I was in touch with others who also felt the achievements of the Eighth should be remembered and at an initial meeting of 32 people in 1972, we formed Friends Of The Eighth, or FOTE for short, an organization of others like me who are dedicated to ensuring the memory of the Eighth is preserved and handed on to succeeding generations. We're about 200 strong and the age range goes from those in their 20's and 30's, like myself, who were born after the war, to some in the 40's and 50's who remember your friendly invasion of our country.

To us you people are a special generation looking around the world today, you may often wonder what the hell you fought for but there ARE some of us who appreciate what you did. The freedom you preserved for my country is something we're grateful for and the Eighth is as proud a part of our history as it is America's. As part of that effort the 385th flew nearly 8300 sorties and lost 169 aircraft - over 400 men!

The task I've set myself is to ensure the historical legacy from you - the SPECIAL GENERATION - becomes an archive for those in the future who will value and appreciate it as I do. They won't have the privilege of meeting you but I hope the archive they inherit will show clearly the sacrifices you made for their freedom as well as mine.

To gather this information, I realize I've made a nuisance of myself, asking questions, what recollections or photo's you have, I can get to official archive and have hundreds of documents but they're the dry, formal prose and lack the feeling that comes from you who experienced service with the 385th and its support units. A lot of photo's lack captions which devalues their historical importance so I'll use this opportunity to ask if you'll jot what you know on the copies I've displayed downstairs. In addition, if you get a moment, why not let me have your 385th experiences on a cassette. To use the American Civil War as an analogy, just think of the historical value of recordings from that period. Then, of course, it was impossible but now we have, as they say, the technology.

Each of you has contributed to history, why not tell how, you have every right to be proud of it.

Lastly I'll express my special thanks to those of you who made this trip possible, for once I'm lost for words and hope what I've tried to say here will go as my thanks to you.

December 2, 1985

Mr. Virgil Thompson
8th Air Force Historical Society and Search Service
1208 Center Street
Lima, OH 45801

Dear Virg:

Just a note to you from all of the original crew of Madame Shoo Shoo.

Through your efforts we have now located all but one of our members. We had a bang up time in Los Angeles in September with five out of the original ten. One, Bob Long, coming all the way from the Philippines.

I feel the next time around we will have more involved and hopefully the total number including additions to the crew which you also helped me find such as Les Sutherland the mickey operator, Seymour Albert the crew- chief and even Ann Haywood Gordon from England who painted the original Madame herself.

Mr. L.D. Hull the evasive waist gunner is still out there somewheres and maybe through yours and other help, Virg, we will be able to locate him.

Once again thanks a million you deserve a medal.
Yours truly,

C.B. Rollins, Jr.

HOW WAS YOUR PICTURE FROM THE LOS ANGELES REUNION?

Clarence Abrahamson reports that the 8x10 picture he received from the photographer showing the 549th Squadron was BAD—so bad that he could hardly recognize himself, much less anyone else. He asks if anyone got any good shots on their own that they could send him a copy of. If so, please send one to him—6431 Menlo St., Santa Susana, CA 93063.

Clarence wrote the photographer and asked for his money back—complained about how long it took, too. Your editor was in the 550th picture but didn't spend the 6 bucks to get one.

A memo from Milt:

Milt Taubkin reports a theft whild staying at a very fancy Country Club—Ojai Valley Inn north of Los Angeles over Christmas. He and the Bob Kuhns spent the Christmas Holidays there—reported a fine time. But he left his clubs, brand new shoes, and his 385th Bomb Group golf cap in the Pro Shop overnight. Someone knew what was valuable—took the 385th Cap, left the clubs and shoes. Milt says he felt worse than if they'd taken the shoes and clubs. Milt always was good at telling wild stories.

Life Members now total	138
Here are the 17 newest	Life Members,
Congratulations, fellow	s!
Albert V. Baumann	George Salvador
A.L. Benefield	John E. Richey
Frank B. Crawford	Edward J. Stermer
William P. Dorney	Jack E. Surrutt
Russel W. Fritzinger	Raymond B. Tucker
Thomas A. Helman	Willis E. Tulare
Gerald L. Miller	Vincent G. Walzberg
Robert S. Miller	T.C. Winton
Edwin F. Pollock	

Lost—at the reunion—a light grey shawl about 42" square with label saying Sears, 100% acrylic. If anyone found it, please send to Dee Abrahamson, 5431 Menlo St., Santa Susana CA 93063. If it isn't returned, Clarence, buy her a new one for her birthday!

Remember Paul J. Stahlberg, a pilot (Your editor thinks in the 550th?) He was with us in 1 944, probably flew Rum Dum. He has died and his son is anxious to get information about him. Please write to Luke Stahlberg, 562 Cambridge Way, Bolingbrook, IL 60439.

BUDDIES. Members of the bomb squadron of 385th bomb group of the 8th Air Force stationed in England made their first visit to Carroll County Oct. 12 and 13 for their seventh reunion. Members of the squadron are (seated, left to right) Herb Granger of Greenville, S.C.; Marty Girson of Pittsburgh, PA, Buck Leatherman of Minerva; C.J. Huber of Baltimore, Md., Hy Siederer of Highland Park, N.J., Thomas Gentile of Lyndhurst, N.J., and Anthony Ragone of Valley Stream, N.Y. Standing, Martin Bridges (master sergeant) of Little South Fork, N.C.; John Alcock of Elmira, N.Y.; Dale Leggett of Sherrodsville; Forbes Tenbrook of Wyland, N.Y.; Dave Beal of New Ellenton, S.C.; C.J. Thomas of Greenboro, Pa., and Jerry Bielli of Buffalo, N.Y. The group flew B-17's, which were the heaviest bomber in the air and was awarded a citation from President Franklin D. Roosevelt for their participation in the air raid at Schweinfurt, Germany.



The next reunion will be in late September of '86 and will be held in upstate New York (somewhere in the Corning, New York area). All is still in the early stages of planning. Anyone interested in attending may contact: Marty Girson, 151 Gilmore Drive, Pittsburgh, PA 15235

I also have a comment (or observation) to make as to the Dayton, Ohio reunion in 1987. This past September we attended my nephew's wedding which was in Dayton. We stayed at the Ramada Inn South and the wedding reception was also held there. The hotel accommodations were fine and the food served was very good.

Also, on Friday nights they serve a buffet supper in their restaurant which is really terrific. This consists of a salad bar, oysters, clams on the half shell, soup, potatoes, vegetables, all sorts of fish, chicken, frogs legs, prime ribs of beef and dessert (as well as a number of items I probably missed). As much as you can eat and as many seconds as desired. All the above for about \$12.00.

That's about it for now. My wife and I will try to make the Dayton reunion in '87.

Sincerely,

Anthony Ragone



Who claims credit for hitting this truck? Come on, you guys— you remember all these things!

Ex-WWI I POW Meets Son - 40 Years Later

EXPRESS-NEW S. Son, Antonio, Texas, Wednesday, 19, 1984 F **



By Robert Goetz

If he had known his baby son was alive, Ben Reynolds Phelper said he would have escaped from a German prisoner-of-war camp to see him.

Fate intervened, however, and 40 years rolled by before the ex-POW was able to see his son Glynne.

Phelper, who has written extensively about his experiences in POW camps and co-authored STALAG 17, saw his son for the first time Saturday.

"I was so excited I began crying when he got out of the taxi," said Phelper of his union with Glynne Ben Phelper Carroll, who was reared by his English grandparents after his mother Sylvia died in a German buzz bomb attack on England.

"I had met her while I was exhibition diving at Stowmarket," Phelper said. "After the war, we planned to marry."

When Phelper returned to action, he was captured by the Germans when the B-17 he was assigned to as a gunner was shot down. He was the only survivor, but nobody heard from the young Army Air Corps G-2. He spent most of his days as a POW in Stalag 17B.

"While I was a prisoner, she had him," he said. "She assumed I was dead."

News about Sylvia Carroll and her baby was kept alive by her mother and Phelper's mother in Illinois, who corresponded by letter.

It wasn't until after the war that Phelper learned from his mother that his son was alive in England and living with Sylvia's parents.

Phelper said his poor state of health prevented him from visiting his son in England, though the two have conversed on the phone and written each other for years.

"I've been very ill since the war," said Phelper. "I've been in and out of VA hospitals for 38 years."

Phelper said malnourishment and torture suffered at the hands of the Germans affected his health - physical and mental - for life.

Carroll, who lives with his wife Pamela and children in a small village 68 miles north of London, said he has always wanted to see his father. But circumstances - as well as the miles - prevented the meeting.

"I felt obligated to my grandparents," Carroll said in his English accent. "They brought me up."

Three years ago, his grandparents died within eight months of each other.

This year, Carroll, with persuasion from his wife, decided to make the trans-Atlantic journey to see his father.

Carroll, who bears a facial resemblance to Phelper, said he is proud of his father.

"The English people still think the world of the GIs who kept the Nazis out of our back door," he said.

Carroll shared a proud moment with his father Monday when Phelper donated a copy of his latest book, a self-published volume entitled POW Diary, to

the Audie L. Murphy Memorial Veterans Hospital. Phelper said he hid his diary from the Germans for about two years.

Carroll will spend the rest of his two-week stay visiting his father and seeing the sights of San Antonio.

Americans who volunteer to become prisoners of war are not aware they not only offered their freedom, but also offered up for the rest of their lives both their physical and mental health, too. The medical society still does not realize the horrors ex-POWs suffer from to this day.

Ben Phelper
P.O. Box 29627
San Antonio, Texas 78229

DENTAL NOTES

The Bomb Group Dental Officer was not always the most popular guy on the base at Great Ashfield. Contact with him might have been even more painful had it not been for a little "Yankee ingenuity." Of all things, not too long after arriving in England we ran out of novocaine. That sort of put a stop to many procedures - or certainly made them unbearable.

I made a quick trip down to London, sought out a medical supply house, and purchased the necessary chemicals to make a novocaine solution. The Service Group helped out by machining a "crucible" in which to dissolve the chemicals - and lo and behold, we were back in business!

By the way, the first couple of days after we arrived we were duly welcomed by the Luftwaffe when they dropped some bombs on the airfield. One of our first casualties was suffered by a fellow who was in the John. When he heard the bombs go off, he ducked and broke a tooth on the toilet seat! !

Milton L. Taubkin, D.D.S.
3166 Cavendish Drive
Los Angeles, Calif. 90064

Milt wonders if anyone knows where his 385th Dental assistant Mohler is - Milt thinks he was from Canton, Ohio. Write if you know.

Light Snow Forces Change In Reunion Plans



self-appointed Chairman of FARGO IN FEBRUARY Reunion Committee Ed Stern announced that Reunion, planned for Fargo in February has been down-graded to a Mini-Reunion because of unexpected developments. Stern, pictured here in early November before heading out for supplies, announced that the Mini-Reunion will be held at 10 a.m. on February 1 in the back booth of Ole's Downtown Coffee Shop. For reservations, send 25C to cover cost of first two cups.

Arlington Memorial Dedication And Mini-Reunion PLans

Cheryl Horn, Frank Sutter's (549th) daughter; is doing a great job of setting up the memorial dedication and mini-reunion at Arlington National Cemetery. She is being assisted by O.L. Mimms, Drue Gillis, Tom Altobelli and Sid Colthorpe.

Plans are for the Tree, an American Holly; and the Stone to be put in place in the early spring, on the south side of the Memorial Amphitheater at the Unknown Soldiers Tomb.

The memorial will not be dedicated until, September 20th. This will avoid the springtime crowd and the unbearable heat in Washington during July and August.

Here is the information on the mini-reunion to be held with the dedication:

LOCATION: Sheraton National Hotel, Columbia Pike and Washington Blvd., Arlington, Virginia. (Near the cemetery and Ft. Meyer)

HOTEL COST: \$59.50 per night for single or double occupancy. (Normally a double is \$75.00)

TRANSPORTATION: The hotel provides a shuttle service to and from the airport and to Washington Metro stops for any intrepid explorers.

MINI-REUNION DINNER: An informal buffet dinner is planned for Saturday evening at the Sheraton. Cost will be between ten and fifteen dollars per person, depending on menu selected. There will also be a no-host bar. The bar and dinner should provide us the opportunity to get together and swap lies.


RESERVATIONS: The hotel is holding fifty rooms for us until July. After that date we will have to take our chances. Those planning to attend should make their room reservations directly with the hotel, using the reservation form provided. It would also assist the committee, if you would mail the Dedication Planning Form provided, as soon as possible to: Sid Colthorpe, 316 Woodside Drive, Hampton, Virginia 23669

SEE YOU IN SEPTEMBER

385th Memorial Mini-Reunion
September 20, 1986

Confirmed rate of \$59.50 for double or single

Reservations must be received not later than **30 Aug 86**



Sheraton National Hotel
COLUMBIA PIKE & WASHINGTON BLVD.
ARLINGTON, VA 22204 / 703 521 1900
COURTESY LIMO TO/FROM NATIONAL AIRPORT
(USE COURTESY PHONE AT ANY BAGGAGE)

GUEST ROOM RESERVATION REQUEST
(Please Print)

Name _____
Firm 385th Boab C-roun Memorial Assoc. Mini-Reuni

Address _____
City _____ State _____ Zip _____
Home Phone 1-____-____-____ Business Phone 1-____-____-____

ADVANCE PAY OR MAJOR CREDIT CARD NUMBER (AMERICAN EXPRESS, CARTE BLANCHE, DINERS, MASTER CARD OR VISA) MUST BE PROVIDED FOR HOTEL TO ACCEPT RESERVATIONS. **PM** GROUP RESERVATIONS ARE NOT AVAILABLE.
PLEASE CIRCLE:
AX CB DC MC V # _____ Exp. Date _____

ARRIVAL DATE _____ DEPARTURE DATE _____
SINGLES _____ DOUBLES _____
WILL ROOM WITH _____ PARLOR _____

CHECKOUT TIME IS 1:00 PM AND CHECK-IN MAY NOT BE AVAILABLE UNTIL 3:00 PM. ALL RATES SUBJECT TO 9% TAX. \$59.50 sing le/double rate

I/We plan to attend the Dedication of the 385th Memorial at Arlington National Cemetery, September 20th, 1986.

No. in party _____ Arrival Date _____ Departure Date _____

Do you plan to stay at the Sheraton?
If not, where? _____

Do you have your own transportation?
Can you accommodate anyone else with transportation in the Washington area? _____ If so, how many?
Are you interested in tours? _____ If so, where? _____

If you plan to attend, mail this form as soon as possible to: SID COLTHORPE,
316 WOODSIDE DRIVE, HAMPTON, VIRGINIA 23669.

Personals

This will be a permanent part of the Newsletters. Please send a short item about you and your family—what's happened to you since 1945. Wives, don't be upset if your not mentioned! Sometimes we get info, sometimes not, so we'll credit you through the kids.

FRED IHLENGURG, 548th Pilot and Sqdrn Leader. Now a retired VP of sales. 3 children, 6 grandchildren. Live 7 months in Florida, 4 months in Maine, and 1 month in Oregon for the best of all worlds. Had open heart surgery in 1968, wrote a book while recuperating, miss flying but enjoy life.

CHARLES MAWER, 549th Pilot with second tour 1951-57. Ferried a pushed up Staff B-17 Manila to Alabama while serving in MATS. Now Certified Financial Planner San Diego County. Two children, 6 grandchildren keep him thinking young.

WAYNE LOUGH, Pilot 549th. Stayed on Active Duty for 31 years mainly as SAC Bomber pilot and Personnel. Retired 1973 from position as Deputy Chief of Staff for Personnel Hq ATC Randolph Field. Now working as Legislative lobbyist for Texas Credit Union League. Travel about 50% of the time with a cocktail in the rear rather than a cockpit.

ANTHONY RAGONE, Instrument Specialist, 548th. Married after return from England, 2 sons and 1 daughter,, plus one grand-daughter. Work in advertising specialty field doing imprinting, stamping, and decorating. Thinking about retiring soon. Organized a mini-reunion of our 548th Section last summer, and we'll do some more. See you in Dayton in '87.

GEORGE J. BEHL, 548th Tail/Radio Gunner on George Czerwinski's crew. Rated CFII under GI Bill and became Supervisor of Flight Training in Illinois. Stayed with State and now Deputy Administrator in Dept. of Veterans Affairs. Two daughters, one son, 5 grandchildren. Even an Honorary Doctorate from Chicago, Aereo Engineering College. Like to golf, work with youth hockey and baseball, go fishing in Canada at least once a year. Looking forward to a reunion with my 38th crew.

CHARLES H. CAVAN, Intelligence Officer, 550th Sq. Returned to Telephone Company for 32 years. Early retirement experienced in Arkansas and Indiana. Enjoys visits with 2 daughters and 1 son, 5 grandchildren, and recently 1 great grandson. Avid sports fan, attending football and basketball games at Indiana University, along with an occasional soccer game. Even though blind, travels extensively and "sees" through the eyes of his wife. Enjoys good health, swimming and walking, and listening to Talking Books.

LESLIE REICHARDT, 549th Pilot. Retired from service 1966. Retired Insurance Leasing Officer 1979. Active in The Retired Officers Asso. at the State and Chapter level. Travel Space-A, play golf, hoe the garden, and try my best to keep out of Betty's way. 1 son, 2 daughters, and 1 granddaughter.

Obituaries

George Buchanan, April 15, 1985
Americo J. Mortorelli, July 1, 1985
E. Pederson, July 16, 1985
David W. Stokes, 1984
Walter J. Zabower, March 11, 1984
Sephen Zarnowski, July 1985
Phillip J. Galletto, March 12, 1985
Gail C. Spears, Nov. 2, 1985
Frank B. Blackwell, Nov. 15, 1985
Earl Studdard, Dec. 14, 1985

385 BGMA

ED STERN, EDITOR
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