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10th Reunion 42d Anniversary 1985 Los Angeles



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"The Mighty Eighth Reunion Group"

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION

GREAT ASHFIELD - SUFFOLK, ENGLAND

STATION 155

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8TH A.F. HISTORICAL SOCIETY

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HONORARY MEMBERS

Gen. James Doolittle
Gen. Curtis E. LeMay
Gen. E. P. Partridge
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John C. Ford
James H. Emmons
Paul Schulz

NEWSLETTER

VOL. XII, NO. 3

JULY, 1985

PREZ SEZ

The past two years have gone by so quickly. They sure will be memorable ones for me. I have had a wonderful group of officers and members to back me up with advice and suggestions. It has made my job so much easier. Verne Philips has put out some wonderful newsletters. We shall miss him. I hope that by reunion time someone has volunteered to fill this job for the Association.

Our membership has grown to 1017 as of the 10th of June '85. The life membership has reached 208. This is 108 more than was on board last reunion. I know John Pettenger and Paul Schulz have both worked on this project. Thanks, fellows.*

I would like to thank Robert I. Lojinger and his committee for the outstanding arrangements they made for a mini-reunion in conjunction with the dedication of the 385th Memorial Plaque and planting of a tree at the Air Force Museum at Wright-Patterson Air Force Base, Ohio last August.

Allen Chealander, our reunion Chairman, has spent many hours these past two years planning and making arrangements for our 10th reunion in Los Angeles this September 11-14, 1985. It has been a pleasure for me to see his plans develop so smoothly. I know we shall have an outstanding reunion.

It has been my pleasure to have been your President these past two years. I look forward to meeting you this fall in L.A. If you are unable to make it there, may our paths cross at some later place and date.

*I was greatly saddened to learn of the sudden death of Paul Schulz.

Sincerely

"Forrest



Naugicuto-t Pout. Schutz -in 1943

PAUL SCHULZ

Whenever she can, our Mother Earth jealously calls back those who defy the ties that bind us to her. On Saturday, June 22, 1985, she took PAUL SCHULZ back. He had worked long hours to fly again a plane he loved. On the first flight the plane plunged out of the landing pattern and into the earth.

Memorial services were conducted in Billings. Burial was in the Black Hills National Cemetery, a few short miles from the roaring bomber engines of Ellsworth Air Force Base, South Dakota.

DUTCH CELEBRATION OF MANNA/CHOWHOUND 4Dth ANNIVERSARY OF 1945 FOOD DROP

WES SULLIVAN SENT ACCOUNT FROM SALEM, OREGON
STATESMAN-JOURNAL OF DUTCH REMEMBRANCE OF 1945 FOOD DROP

Wes Sullivan, an executive of the Salem, Oregon Statesman-Journal, and once a 548th pilot, furnished a feature story from his paper about the Dutch celebration. Extracted are portions of general interest:

DUTCH SAY 'THANKS YANK' TO CANBY MAN

Forty years after they dropped food to starving people in the Netherlands, 20 American fliers are being honored by the Dutch government.

They were members of the Eighth Air Force, which was bombing Germany from bases in England during World War II, using the old reliable B-17s.

All volunteered to fly the planes that dropped tons of food to the Dutch, who were starving under the iron heel of the Nazis.

One official bulletin released at the time said:

"The civilian population of occupied Holland, particularly in the cities, is suffering from lack of food as the result of their isolation and occupation by enemy troops, and deaths are occurring at the rate of several thousand a day."

Those people were desperate. "They were eating dogs and cats" said Douglas S. Eden of Canby. "And even rats. Can you imagine that - rats?"

Eden is one of those Americans the Dutch government will wine and dine. In 1945 he was a bombardier with the 100th Bomb Group. "We were known to airmen as the Bloody because of the high losses sustained through enemy said Eden.

Six food drops were made by bomber groups in May On four of them Capt. Eden was the lead bombardier. directed drops at locations in Holland that had been marked with large white crosses.

Although the war hadn't ended, the Germans agreed not to fire upon the planes, in accordance with a temporary truce that had been arranged. But they never knew, recalled Eden, when they might be blasted out of the air by trigger-happy Nazis.

Eden, who retired as a Major after 20 years of service in the Air Force, doesn't know how many tons of food were involved. But it included flour, meat, potatoes, tinned bacon, cheese, milk powder, margarine, sugar, tea, dry beans, chocolate, eggs and more, according to a loading list that was issued at the time of the flights.

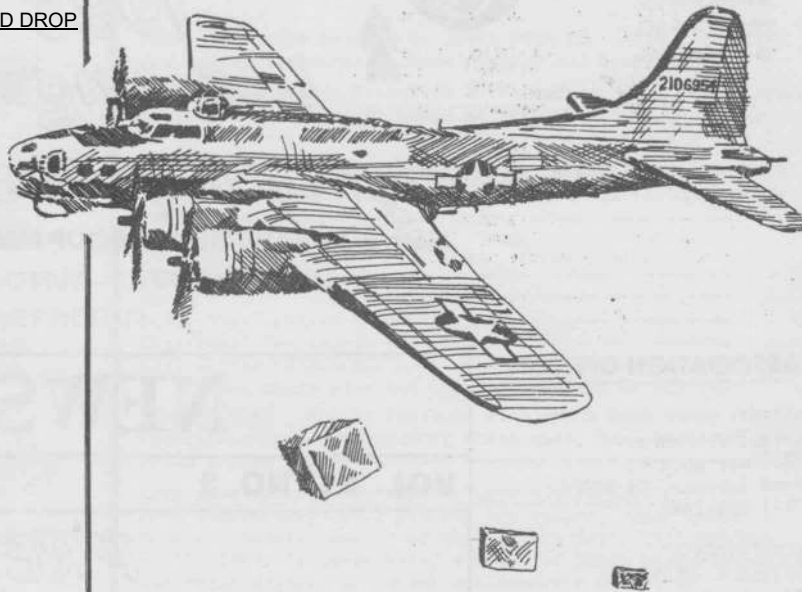
Sometimes it was difficult to get a fix on the drop sites because the B-17s came in so low that landmarks were hard to identify. The pilots brought them in over Holland at an altitude of 50 to 100 feet, then pulled up sharply to 400 feet as the food was dropped.

The food was not parachuted out of the plane - it was dropped. On impact the cartons frequently broke open, and wonders how much was lost that way.

Eden remembers the way the Dutch cut fields of tulips to read "Thanks Yanks."

The Dutch were grateful. But still, the Dutch government's invitation to participate in a commemoration of the 40th anniversary of the food drops caught him by surprise. It came "like a bolt out of the blue," he said.

The commemoration is being sponsored by the "40 Years Food and Freedom Foundation," a Dutch organization that is reaching out to thank those who reached out to help them when they were starving under Nazi tyranny.



Hundredth,
acti on,"

of 1945.
He

385TH'S BOB VALLIERE AND FRANK WALLS JOIN DUTCH REMEMBRANCE OF 1945, OPERATION MANNA/CHOWHOUND

An account by Bob Valliere,

550th Bomb Squadron

I received a telephone call me that I was invited to be (as a representative of the they were planning in late April.

something" to mark the 40th anniversary of the food drop missions which took place April 29 - May 8, 1945. They surely "did something" as I will try to describe.

from Holland in February, advising the guest of the Dutch government 385th B.G.) for the celebration

They were planning to "do

Veterans from England, Canada, New Zealand, Australia, and Poland, in addition to the United States, were invited,

making a total of approximately 120 the food drop missions. Wives were

men who participated in also invited.

Nancy and I were happy to hear that 385th, Frank and Winnie Walls, were

others representing the to join the group, and,

along with 18 other men and wives, we met at Kennedy Airport on April 27th, flew to London, then Amsterdam as a group, arriving there on Sunday, April 28. As we stepped from the plane we were met by the U.S. Ambassador to the Netherlands and numerous Dutch girls who gave the wives flowers, and also pinned a tulip on each man's lapel.

In the VIP lounge with a band playing the favorites of the war years. Huge signs were hung at the airport stating "We Do Remember."

A reception was held a band playing the favorites of the were hung at the airport stating "We

We boarded our special

bus and went to Duintigt horse racecourse, which was one of the drop zones. Waiting there for us in the closed reserved section were the other men from the other countries. We received a standing ovation as we made our way towards them.

bus and went to Duintigt horse

After a few hours there, we boarded the busses (5 now) and departed for Duinrell recreation park where we had a reception, informal dinner and tasted some tulip bulb bread. This was made for our coming so that we could taste the tulip bulb such as the Dutch were eating before the food missions.

SEE "DUTCH" continued



DUTCH.....continued

The next day, April 29, which was the first day of the food drop 40 years ago, we went to Crooswijk cemetery (Rotterdam) for a wreath laying ceremony by the Ambassadors from the United Kingdom, Canada, Australia, New Zealand and Poland. B. LeBailly (Lt. Gen. Ret'd) represented the U. S. From here we went to the boat to cruise around Rotterdam docks, lunch on board, and then a memorial fly-past consisting of a Lancaster, Spitfires, and Dutch Air Force planes at low level. From the docks we went to the Rotterdam Townhall for a reception by the Burgomaster of the city. Dr. A. Peper, and a welcome speech by the Prime Minister, Dr. R. Lubbers. We also received the Erasmus medal in appreciation by the City of Rotterdam. We then traveled to the nearby town of Vlaardingen and again a reception by the Burgomaster, Mr. F. Van Lier. We were given the "Operation Manna" medal in the quaint town and were entertained by a famous choir.

Tuesday, April 30, we went to The Hague. Another reception for us, this time by the Burgomaster and presentation of the Liberator Medal in appreciation. We walked to St. Jacobs Church and watched the Oranje Concert perform in our honor.. At all places there were thousands of people waving and applauding. Many of the older people, who were on the receiving end in 1945, had tears in their eyes as they reached out to shake our hands, or touch us. A very emotional and heartwarming experience. We then went to the seaside resort, Scheveningen, luncheon at the Europa Hotel and viewed the air display in front of the Kurhaus Hote. The crowd was estimated to be 200,00.0, and we were stopped by many to shake hands and answer questions. A fantastic receptive audience appeared all along the seaside boardwalk. The air display consisted of a Lancaster dropping leaflets. Spitfires, Fokker F-27, Lockheed Orion, Westland Lynx, C-130 Hercules, and the RAF Red Arrows Aerobatic team. We sat in Kurhaus Square and were entertained by a band and a showing of old Dutch costumes. Dinner at the Europa Hotel, then a tattoo at the Binnenhof Parliament Square by five military bands, including the 33rd U.S. Army Band followed.

Wednesday, May 1, found us at the Rijnsburg flower center to visit the flower auction. Then we were taken by horse drawn carriages through the three adjoining towns of Rijnsburg, Katwijk, and Valkenburg. The procession was a mile long, and everyone lined the streets to wave flags, give the victory sign, applaud and show us the rolls which they had as being symbolic of the food drops. We had lunch at Valkenburg Air Base which was a drop zone during the food missions. From there we visited the Military Aviation Museum at Soesterberg. Here the original "Manna/Chowhound" documents were presented to a representative of H.R.H. Prince Bernhard. The Prince was not present during the whole week as he had had an emergency operation just prior to our arrival . At Soesterberg we were presented with a copy of Hans Onderwater's book "Operation Manna/Chowhound" which was written for the occasion.

Thursday, May 2, now took us to Schiphol Airport (another food drop zone), and we had a reception and visit at the Fokker Aircraft Company. Again on the sightseeing boat, this time we went around the waters of Amsterdam. A visit followed to the Amsterdam Shipping Museum and a reception by the Burgomaster of that city.

A farewell party was held at the Royal Air Force Association Club at Schiphol Airport. Amid the numerous statements of gratitude to the organizing committee from the different Air Forces represented. Bob Cooperman, of the 385th B.G., who acted as our liaison, donated his service uniform jacket, oxygen mask and other personal equipment to the Avidome Museum at Schiphol Airport.

In conclusion, I cannot describe fully the tremendous hospitality, the fantastic friendliness of the Dutch people and the wonderful receptions. All these made this an overwhelming experience.

The next day we departed for home.

Bob Valliere, 550th Bomb Squadron



L to R: Bob VcMietie; Cot. VeJong, RCAF, Chuitman of Committee; Frank IllMi. At 1945 Vnop Zone, Vutndigt Houe Race Course. Ap'uit 1985.

BILL AND DORIS NICHOLLS ALSO TOOK PART

Bill Nicholls, one of our vice-presidents, was in Europe with his wife, Doris, at the time of the Dutch celebration of the 40th anniversary of the food drop. Bill had not been able to participate in the food drop of 1945 as he was still enjoying a tour of duty with the Luftwaffe begun on December 11, 1943 when shot down on his 20th mission.

Bill and Doris met several Dutch and American officials at the race track site of the celebration. They were invited to join in the activities and did so, enjoying all of them, they report. They brought back a book describing the fascinating 1945 events in detail, allowing Bill to report to us some of those details.

Bill reports the scope of 385th participation in the 1945 drop:

1 May 1945	74,844 tons
2 May 1945	74,028 tons
3 May 1945	66,317 tons
5 May 1945	67,052 tons
6 May 1945	65,863 tons
7 May 1945	65,591 tons

Truly, a tremendous performance at a time of great need.

JOE JONES' MIRACULOUS FALL

Time Magazine Repeats Story Forty Years Later

The news about 385th folks persists for years and gets around the country. Ed Stern, up in Fargo, North Dakota was reading a long feature story about those World War II events of forty years ago carried in the April 29, 1985 issue of Time Magazine. His eye was caught by a paragraph telling the fascinating story about two B-17s colliding over Belgium and the nineteen year old tail gunner on one of them, Joe Frank Jones, Jr., surviving the ride to earth in the severed tail section. Ed remembered the event as involving a 385th crewman and passed the word on to Joe, who had not seen it.

Asked for a comment, Joe wrote the following:

"There isn't anything else to tell about the story. Time carried a similar article in their magazine 40 years ago. I recall that I marvelled then that I had been spared to read that article and now I still marvel that I am here to read this one. The Lord sure has been good!"

Joe Jones
136 Winchester Drive
Savannah, GA 31410

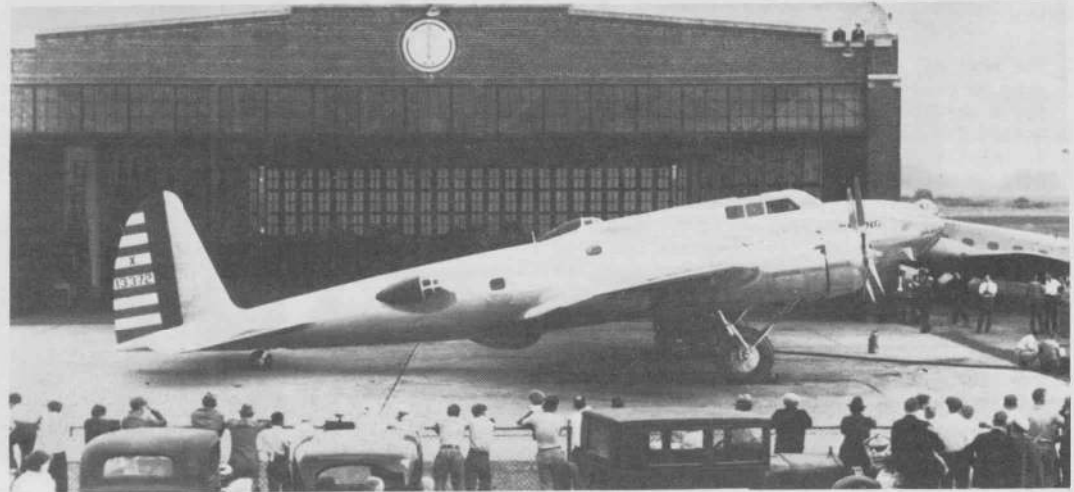
Birthday party for the B-17



**J. Wesley
Sullivan**

From Wesley Sullivan in Salem, Oregon came his account of the planned B-17 party. He told Jeane Mudge that he and the others of the 548th CAW will be the AEW. We were co-pilot; Bill Whitehead, Santa Ana, CA, pilot; Gene Hackney, Houston, TX, navigator; and George C. Aobaugh, Tiffin, Ohio, ball turret gunner.

- Ed.



ROLLING OUT BOEING 299, THE B-17 BEGINNING

A 50th birthday party for an airplane? Especially for an airplane designed to kill people and blow up things?

Most people may find it hard to understand why thousands of World War II veterans will assemble from all parts of the country next July at Boeing Field in Seattle to pay tribute to the B-17 Flying Fortress.

I've never heard of such an emotional outpouring over any other piece of war equipment.

The affection for the B-17 goes out of another primary function of the airplane. It was designed to bring bomber crews home safely from their missions. And that particular airplane did such a magnificent — sometimes miraculous — job of returning home even when riddled with battle damage, that a strong bond developed between the airmen and the B-17.

So when Boeing announced it was throwing a 50th birthday party for the plane this summer, the response was enormous. Thus far, men of 20 bomb groups who served in the Pacific, Mediterranean and European war theaters have decided to hold reunions in conjunction with the party in Seattle.

It will be a three-day affair, bringing together not only former B-17 crews but also the people who built the 12,726 planes produced during the war.

I came across a link to the beginnings of the B-17 recently in talking with Paul Harvey, retired Associated Press statehouse bureau chief in Salem.

He told me he was present at Boeing Field in 1935 when the bomber made its first flight. He would have been allowed to be on that trip but his newspaperman's insurance didn't cover such activity, so his employer told him to stay on the ground.

The big birthday party this summer will include fly-bys and inspection of two B-17s.

Few of the planes are left, not because they won't fly but because they weren't built to do much else but haul bombs. With a full bomb load, air speed climbing was only 155 miles an hour. They were obsolete at the end of the war. There weren't many civilian uses for a B-17. One ended up as the "Bomber" service station south of Milwaukie on Oregon Highway 99E.

The only B-17 I've seen doing civilian work was hauling water to forest fires in the Cascades many years ago.

I almost decided to skip the party in Seattle. If, as expected, there are 5,000 people, it's going to be pretty crowded around and inside those two B-17s.

But two other members of the B-17 crew on which I served in England will be there, so I'll tag along.

In today's post-Vietnam War climate, a person can be made to feel a little self-conscious celebrating a war machine.

Research done after World War II indicates that saturation bombing of cities did little or nothing to end the war. The firestorm following the bombing of Dresden is cited as an example of Allied revenge taken on Nazi Germany.

Seated in a B-17 with "black puffs" of anti-aircraft shells bursting around, one was not privileged to engage in discussions about the philosophy of war.

The objective at hand was to get to the target, survive the bomb run where the flak was yickest, and regain the relative security of the English Channel. The airplane itself, a fragile cocoon flying along at 24,000 feet, played a crucial role in that survival effort.

There was a reassurance that a B-17 would get you home on only three of its four engines — maybe even on two. We counted more than 100 holes in one wing on landing after a mission, but it held together.

The utter dependence of crew members on one another created a camaraderie that carries over to the plane itself.

B-17 veterans, crew members and aircraft plant workers, have spread themselves widely over the years. Many may not even have heard of the Boeing event.

For anyone who's interested, the party will be held July 26-28. Registration and information are available through:

The Boeing Co.
P.O. Box 3707
Seattle, Wash. 98124.

J. Wesley Sullivan is chairman of the Statesman-Journal Editorial Board.

Planning the Mini-Reunion at Seattle

HOLIDAY INN - SEATTLE, WASHINGTON.
1700 JULY 26, 1985

The Boeing Management Association is planning the B-17 50th Anniversary program on July 26 for former B-17 people; on July 27th for Boeing people, past and present; and on July 28th for the public.

The program on July 26 will probably interest the 385th BGMA people most:

0900: The Museum of Flight, a static display of B-17's will be open at 9404 E. Marginal Way S.

1100: Lunch (Boeing hosted)

1330: Formal program (Recognition and speakers)
Fly-bys
Reception (Boeing hosted)

1630: Conclusion of Boeing program

1700: 385th BGMA people to meet at the Holiday Inn (Seattle - Boeing)
1244 Pacific Highway South, Seattle, Washington

1900: Dinner meeting at the Holiday Inn

Rooms are available at the Holiday Inn. If we have 20 or more, a special rate will apply. The regular rate is \$53.00 to \$58.00. Single \$61.00 - \$66.00. Double \$112.00 - \$117.00. Please call or write (ask for BGMA rate.) Phone: (206)762-0300.

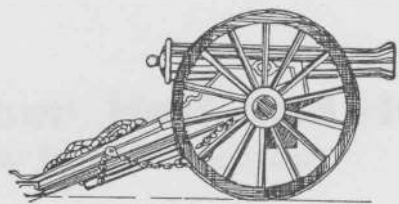
We will have a headquarters room at the Holiday Inn. There is a possibility of a picnic on Saturday, July 27 in the afternoon at a local park. Also, a request for one on Sunday. There are many things to do in and around Seattle. For information, write:

Washington State Tourist Dev. Division
101 General Administration Building
MS. AX-13, Olympia, Washington 98504
or call 1-800-541-WASH

Seattle-King Co. Convention & Visitors Bureau
1815 - 7th Ave., Seattle, WA 98101

If you wish to visit Canada, write Tourism, British Columbia, 1117 Wharf St., Victoria, B.C. V8W 2Z2, or call (604) 387-6417.

CONTINUED



Short Bursts

B-17 BIRTHPAV. *Continued.*

There are many routes to Vancouver Island and its queen city, Victoria, capitol of British Columbia. You can leave Seattle by Princess Marguerite at 0800, arrive at Victoria 1215 and leave at 1730 back at 2045. Write Seattle Terminal Pier 69, 2700 Alaska Way, Seattle, WA 98121. Telex 152-482 or call (206) 441-5560.

Or, go by Hydrofoil, leave Seattle at 0700, arrive at 0900 in Victoria. Call toll free 1-800-663-7575. The Princess is \$29.00 round trip (adult). The Hydrofoil is \$79.00 round trip (adult).

Jerome Mudge
850 Alder Street
Edmonds, Washington 98020
(206) 774-4260



L to R: deucy Mudge, Uauten LaMon, Hauiy Jonu pion 3&5th pout in B-17 paAty.

REUNION COMMITTEE MEMBERS ANNOUNCED

Al Chealander, the general chairman for the 10th reunion in Los Angeles in September, wants you to know the names of the good people who have been coordinating various events. If questions arise about the events, he invites you to talk with the responsible person, and if you find them enjoyable or well arranged, he urges you to give the coordinator a good word.

CHET DORON
Universal Studios tour; bus transportation.

TOTTON ANDERSON
Queen Mary tour; "Spruce Goose" visit.

DORIS INGLIS & FLORENCE POORE
Ladies' Saturday morning coffee program;
Beverly Hills shopping tour.

FORREST POORE
Agenda for Saturday morning 385th Bomb Group meeting; Sunday business breakfast.

BILL HUNTER
Postage and stationery supplies.

RUEL WEIKERT
Registration desk at the Hyatt.

MILT TAUB KIN
Arrangements for speaker and band for Saturday evening dinner dance.

WALT STEPHENS
Music and entertainment for Friday night Mexican dinner.

HELEN TAUB KIN
News media coverage.

AL CHEALANDER
Disneyland tour; Catalina Island boat trip;
Marineland visit.

Bill Wheeler of the "Mr. Smith" Crew

Editor:

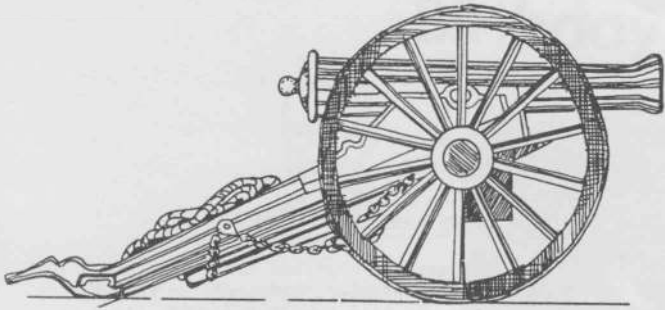
In response to the photo of "Mr. Smith" in the April 1985 Newsletter. My husband, Bill Wheeler (now deceased), was the co-pilot and not in the picture. I have that same picture and wonder if Bill took it. He flew 14 missions on the "Mr. Smith" before taking command of his own ship. The aircraft number was 42-5985, a B-17-F.

Enclosed aresome snapshots I thought you might be interested in There is another shot of the "Mr. Smith" crew and my husband is in that one. (He is standing fourth from the 1 eft.)

Sincerely,
Mrs. Dorothy Wheeler
1312 Highland Street
Syracuse, N.y. 13203



Mu. WheeZeA ^uMtikhu ^uuHieA L.V.: Lt. ChuteA. OoAon thtul ^Aom Le^t; Lt. (Ut-Udam Wheelet, ftouAth frtom Lerft.



(Ow) Friend is dead.....

The news of the sudden, unexpected death of Paul Schulz came as a jolting shock to me. Paul was a close friend. He was my chief advisor on how to organize a reunion.

Paul enjoyed life and lived his to the fullest. He was never hesitant about taking on new adventures, even though there were risks involved. Paul never waited for things to happen. In 1.1, parlance, "He flat got things done".

Paul held a great attachment for the 385th Bomb Group. During World War II he was a part of its beginning, its operations, and its successes. And, during the intervening years since the war, he worked very hard to sustain the legacy of the 385th.

We shall miss him.

Al Chealander

* * * * *

..... Was so sorry to hear of the death of Paul Schulz yesterday. Mary and I have visited in Paul and Elaine's home in Billings, Montana, and were given the royal treatment, including a plane ride over the beautiful country of Montana. Paul loved flying.

A good man was lost, and will be missed by all.

Sam Lyke

Edi tor:

I just received my April newsletter and as always find it interesting. I was a Medical Doctor at the Great Ashfield base from the time the group arrived until I was sent back to the states in June, 1945 to attend Flight Surgeons' School. My duties at Great Ashfield were Base Surgeon, but I frequently doubled with all the flight surgeons especially those early winter hours for briefing.

I went to the Colorado reunion and came home and put my scrapbook together (the material had been gathering dust for many years).

Now to my point. I am interested in the picture and caption regarding the "Raunchy Wolf" and the two officers. I have a picture of the entire crew of officers, including one member, Earl Mazo, who wrote an account of the 25th mission of the "Raunchy Wolf." I have the article also which was printed in "Stars and Stripes."

I believe the one labeled as "Wasserman" was actually Frank B. Westerman (who Earl described as a "lanky Texan.") He was the bombardier. The one labeled the co-pilot was the navigator, whose name was Martin T. "fearless" Farrell, Jr. of Pass Christian, Miss. The pilot was, of course, Irving H. Frank of Savannah, Georgia, and the co-pilot was James L. Watson of Brattleboro.

My recollection is that this ship and crew were the first in the 385th to complete their 25 missions.

I hope this information is of some value to you as well as of interest to you and all the readers.

Sincerely,
Basil C. Gray
1044 Mi 1 ton Drive
Keswick, VA 22947

Ellises Seaving Great Ashfield

This will probably be my last letter to the newsletter from Great Ashfield, although that does not mean that my correspondence will dry up altogether. As many of our friends know, we have been planning to leave Fox Farm, after nearly 40 years, and, if things go as we wish, we will move to another part of the country. However, Great Ashfield will not be without a correspondent to the newsletter, for Stephen and Petrina Miles of The Limes, Great Ashfield, have agreed to keep you all in touch with what goes on in the village, just as I have tried to do in the past. Stephen and Petrina are not unknown to 385th members for Stephen is the son of Rowley and Angela Miles of Norton Hall, who have always played a major part in the organisation of your visits to Great Ashfield.

But, before I bow out, there are several things to be said. My place as Hon. Treasurer at all Saints Church has been taken by Roy Barker, grandson of Mr. and Mrs. John Barker of The Glen, Great Ashfield, formerly farming at Kiln Farm, which was home away from home for many of your members some 40 or more years ago. Roy informs me that your kindly and generous donation to the All Saints Church Fabric Fund was sent to him early in the year by John Pettinger in order to catch the pound when so many could be bought for the dollar. Roy also informs me of the arrangements in hand for a Trust Fund to be set up for All Saints Church Fabric Fund. I would like to say how grateful everyone at All Saints -Church is for this great help. As I have said before, maintaining an ancient building is a constantly ongoing task and the knowledge that this money is always there is a great comfort to those of us who have the care of the Church. It is part of England's heritage, and it is our responsibility to see that it is handed on to the next generation in fine condition.

We in Suffolk have experienced a very cold winter once again and those of you who remember April and May as warm, springlike days would be disappointed if you had been here this year. The north wind seems to have taken charge this spring, and even today. May 3rd, it is cold enough for winter woolies. The cuckoo, harbinger of spring, has been extra shy this year, and we heard him for the first time on May day.

For family reasons we hope to move to Monmouth on the River Wye, one of England's famous beauty spots. It will be an upheaval after nearly 40 years, but we are looking forward to living in a new area and, as I have said, we hope to send an occasional note and we will send our new address as soon as we have moved.

We wish you all a very Happy Reunion, and shall never forget the one we attended in Kansas City in 1979.

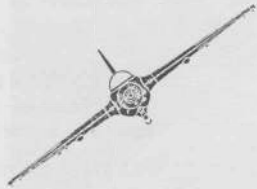
Sincerely,
John & Lucy Ellis

- * * *
- * ENGLAND, 1943-45: James H. Sarles, Rte 2, Box 301, * *
- * X New Albany, Ind. 47150, would like to hear from anyone * *
- * * * * *
- * knowing the whereabouts of KENNETH WALLS of Ypsilanti, * *
- * * * * *
- * Michigan, who served in the 549th Sqdn., 385th Bomb * *
- * * * * *
- * Group. * *
- * * * * *
- * (SenZ Zn by Vav-id EstameA, who found -it- in V.A.-V. * *
- * ma.ga.zine.(joA.MaAeh, 7985. Ed.) * *
- * * * * *

Remember Half and Half? by Ian McLachlan

Delving into the history of the 385th is both rewarding and frustrating but one thing's for sure, you'll never cease learning! Whenever I can get access to a microfilm reader and have a few spare minutes, I like to read up on the Group. There are hundreds of pages to peruse and, despite the value of the files as an historical record, I often end up posing further questions. This was the case when I came across reference to the loss of a 548th B-17 on 13 September 1944. All I can glean from the records is that it was Mission 184 to Stuttgart and that Lt. Billy J. Hinson's Fortress, "Half and Half" suffered a fire in the landing gear which could not be extinguished. Hinson brought the Fortress back and the crew bailed out in the vicinity of Bury St. Edmunds, but, sadly, gunner Joe P. Sturdivant was killed when his parachute failed. Others on board were as follows, although I don't have the full list - the microfilm was too poor to read.

Lt. Billy J. Hinson - pilot
Lt. George Pearson - navigator
2/Lt. Robert K. Parker - co-pilot
Lt. John Wise - bombardier
John H. Fuchs, Jr.
Robert L. Thomas
John J. Toomey, Jr.
?
?



"Half and Half" crashed and was destroyed near the village of Kentford. Hopefully, someone in the Group can fill in the names of the other crew members and, perhaps, come up with a picture of "Half and Half" I can copy. From my list of serials, I can identify her as 42-97940 and it was the last three digits, 940, which caught my eye when I came across an incident related in the Intelligence Report of 7 July 1944 following Mission 147 to Merseberg:

MISSION: Merseberg/Leuna 7 July 1944 Intelligence Report

385th "C" Group

1/ Enemy Air Opposition

The 385th 'C' Group flew with Group in the 4A CBW. At about 0910 hours, and at 5305N-0830E, A/C 940, piloted by Lt. D.D. Davis aborted from the formation due to supercharger trouble. Returning back alone, he was attacked by a jet propelled a/c at approximately 5333N-0752E, between the hours of 0930-0935. At the time, he was at 25,000 feet.

The e/a was solid black and made his attack on a/c 940 from 1 o'clock low towards 9 o'clock, crossing in front of a/c 940 in the manoeuvre. The e/a then dove down and made a second attack from 5 o'clock low. Sgt. R.R. Senior, ball turret gunner, engaged the e/a in this attack, scoring hits on the enemy's left wing. Pieces were seen to come off the enemy left wing. The e/a broke off the attack after being hit by peeling off to the right and gliding away under control towards 6 o'clock. Sgt. R. R. Senior (btj) opened fire at about 1000 yards and gave the e/a 3 long bursts. The latter approached to within 400 yards before breaking away.

This e/a was said to have come in on the attack in a very sharp climb and going very fast. The btg remarked on the manoeuvrability of the e/a as it turned to start its climb and as it broke away at 400 yards and also on the climbing ability of this a/c. The e/a was not seen to fire nor was any visual damage to a/c 940 evident from the attack. This crew were shown a picture of the Mel63 issued with Report 2225 AI2(c) Feb '44, drawing number X 134. They all agreed

that this could be the plane, but all seemed to think the wings were set further forward, in fact, they expressed the opinion that there was little, if any protrusion in front of the leading edge of the wing. They also agree that there was no horizontal stabilizer. Flames and smoke were seen to be coming from the back end of the fuselage during the time this aircraft was observed in flight. Pilot and co-pilot said e/a was very fast and had extremely good climbing ability.

That the Komet had extremely good climbing ability was an understatement, it could get to 30,000 feet in less than three minutes! Luckily for the Allies, the little interceptor had a powered endurance of only 7.5 minutes. The Komet encountered by "Half and Half" almost certainly came from 1/JG400 and it's also likely that the slow firing rate of the MK108 cannon frustrated the fighter's attack on the Fortress, another drawback to the operational success of the rocket plane. All these facts are now known to the aviation historian, but to Lt. Davis and crew, their close encounter with the Komet was undoubtedly a frightening experience.

Ian McLachlan
'Tasdale' 1 Joy Avenue
Newton Flotman, Norfolk NR 15 1 RD
Engl and

"Space Available"

For those not familiar with "Space A" travel: it is open to active duty retirees as soon as they are retired - at age 60 in the reserve program.

We live about forty miles south of McGuire AFB, so checking on flights to Europe is not difficult. Most flights (and these generally are C-141's carrying material) stop en route at the Azores, then go to Rhein-Main, Germany. Other frequent flights overseas include Keflavik, Iceland; Mildenhall, England; and Ramstein, Germany.

During the last year and a half, Doris and I have flown with another couple to Rhein-Main three times, and I went over with a friend on a separate trip last October.

"Space Available" is exactly what the name implies - after cargo has been loaded, whatever weight and space remain will be used to accommodate passengers. Probably the most important attitude to develop is one of patience: if you don't leave today, there are other tomorrows. Of the four trips, only one time did we tire of waiting for a flight. This was with a fellow retiree, and we flew back to the States via Pan Am so we could vote in the election last November. An absentee ballot could have corrected that.

We stopped off at the McGuire terminal recently, and the following numbers will give you an idea of Category 4 (retirees) heading overseas from there: Germany - 241; Great Britain - 229; Azores - 141; and Iceland - 23.

The value of our dollar in Europe has certainly attracted many of us to head for interesting vacations, and the flight cost of ten dollars is hard to beat. We usually lease an automobile at the base hotel at Rhein-Main and take off driving through the countryside. In May, when we went to the Food Drop celebration, we drove about 3100 kms. I've learned to keep up with most of the drivers on the German autobahns and I'm sure other members of our group will attest to the courage one develops there.

One more comment about waiting for a flight: Last year when Paul and Elaine Schulz came east for a flight we went to the terminal on Saturday, signed in, and on Monday they were off to Frankfurt. Their return flight from Mildenhall, England was even more interesting: an Air Force commercial charter on a 747.

For those of you who can travel "Space A" - DO IT!

William A. Nicholls
743 Lake Avenue
Woodbury Heights, N. J. 08097

'Nother Howgozit Report On Reunion From Sam Lyke

Here is a list of those that have paid on registration of the 385th reunion in Los Angeles - a total of 162 people, as of June 22, 1985:

Albert, Seymour and Henrietta
Anderson, Totton and Frances
Archer, Vance and wife
Arnold, Robert and Laverne
Bash, Robert and Geraldine
Bember, John and Jean
Benner, Archie and Bonita
Bentley, Daryl and Alice
Bushey, Harold and Eulene
Byers, Russell and Justine
Chealander, Allen and Geneva
Cerrone, Warren and Ales
Colantino, Mario and Odessa
Cole, Earl and Ruth
Colthorpe, Sidney and Lena
Conrow, Edmund and Statia
Cragoe, Clarence and Bernice
Dentinger, Ralph and Kathryn
Doran, Chet and Betty
Dorney, Wm. and Margaret
Douglas, Robert E.
Duell, G. Neil and Nanette
Durrant, Van C. and Hazel
Eckhardt, Reuben and Irene
Emmons, James and Margaret
Eshleman, E. Richard
Flagler, Wm. and Ruth
Framer, David and Rose
Gasda, Walter and Elizabeth
Gaul, Norman and Kay
Gorchak, Joseph and Pat
Graboski, Edward and Mildred
Hall, Patrick H.
Hanson, Carlyle and Mildred
Heckel, Herman W.
Heiser, Frederick and Pauline
Heydon, Thomas and Helen
Hite, John
Howe, Homer and Jean
Hoagland, Wm. and Mary
Hruska, George, Geneva and sister,
Delores Li swing
Hunter, Bill and Ruth
Inglis, Doris E.
Jones, Donald and Edeltrude
Jones, Henry and Martha

Kelley, John and wife
Keskes, Adolph
Long, Robert and Marietta
Luckie, Samuel and Nita
Lyke, Sam and Mary
Marano, Frank and Kathleen
Menkoff, George and Marie
Milligan, Robert and Ann
Moll, Francis and Rose
Laswel1
Mudge, Jerome and Vera
McDonald, James
McWilliams, Clovis and
Mi 1dred
Nicholls, Wm. and Doris
Oakley, Dave, Jr.
Phi Tips, Verne and Lavon
Poore, Forrest and Florence
Reed, Gerald and Alberta
Reichardt, Leslie and Betty
Rembert, Howard/Bernideen
Richard, Septine/Teresa
Rollins, Clark and wife
Roop, Wm. and Marie
Ross, Orville/Dorothy
Salvador, George and Alice
Smith, Charles and Peggy
Solenberger, Cleve/Angela
Stern, Edward and Jane
Stuckenbruck, Linn/Marlyns
Studdard, Earl and wife
Sutter, Frank and
Antobelli, Tom
Taubkin, Milton and Helen
Toman, Florian/Margie
Traudt, Ernest and Ruth
Varnedoe, Wm. and Louise
Walls, Frank/Winifred
Weikert, Ruel and Mary
Weisgarber, Glenn and Erma
Whited, Robert and Barbara
Wrigley, H.J. and Vera

I talked with Forrest Poore today and we decided that September first would be a good time for me to have received any registration fees. I plan on driving to California and will leave here right after the first of September. If refunds are requested after that date they will have to get in touch with John Pettenger.

Sam Lyke
4992 S.E. Princeton Drive
Bartlesville, Oklahoma 74006



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NOMINATING COMMITTEE

RECOMMENDS NEW SLATE

The Nominating Committee has nominated the following
members for offices indicated:

President: William A. Nicholls
Woodbury Heights, N. J.

Vice Presidents: Allen Chealander
Cypress, CA

Mary Weikert
Indianapolis, IN

Secretary: Paul Schulz *
Billings, MT

Treasurer: John F. Pettenger
Laurel, FL

Nominations will be accepted from the floor for any office
during the membership meeting on Saturday, September 14th.
(*Nominations made before death of Paul Schulz was known.)

The end of an era for US-Briton Joe

War cemetery boss set for English Retirement

ASK Minnesota-born Joe Cetola if he feels more British than American after nearly 40 years in this country - and he'll sit very diplomatically on the fence

"I'll always say I'm English on my wife's side when people ask me that," says Mr. Cetola, who has been superintendent of the American Cemetery at Madingley since it was built.

The end of this month sees a further step in the anglicising of Mr. Cetola, when he retires from the cemetery, severing his tie with the American government and settling down in the English countryside with his English wife.

SERVICE

It was in December, 1943 that the 30 acre Madingley site was selected by the Americans to become their permanent military cemetery and memorial in Britain. On a cold November day four years later, after the completion of a major return program of many of the dead servicemen, Joe Cetola, a former hospital sergeant major, was installed as superintendent of the new cemetery.

Mr. Cetola, who had seen war service in the Mobile Army Surgical Hospital (MASH to television fans), had met and married a Gloucestershire girl

during postings in Britain and had decided to settle down here.

Initially he was based in Cambridge in civilian employment looking after the three American cemeteries in Britain. Later there was the major task of resettling all the graves at Madingley and returning those dead which relatives wished to be buried in America. About 60 percent of the bodies were returned, leaving 3,811 at the Madingley cemetery. The site was landscaped to form the fan-shaped graves area which is visited by thousands of people of all nationalities every year.

SITE

The Hall of the Missing, commemorating the 5,125 servicemen whose bodies were never found, was built, along with the memorial building and flagpole.

Over the years, Mr. Cetola has been responsible for seeing that the Site is administered and maintained in accordance with American government wishes. Yet Mr. Cetola has seen his role as a far more personal one.

"I've always felt that we are entrusted to care for these war graves for the families," he said. Americans visiting a family grave are always shown personally to the grave and the cemetery also has a special flower fund so that Americans wishing to mark a special anniversary can do so by contacting the cemetery.

The Americans were always particularly keen to involve the British in the cemetery, using local craftsmen to build it and employing mainly local people for its upkeep.



Joe Cetola ... retiring from his duties at the American Cemetery at Madingley.

WORKED

Mr. Cetola has worked hard to keep up the local connection. So involved has Mr. Cetola become in the English way of life that in the 44 years since he left his native Minnesota at the age of 19, he has only once returned for a visit. "And even that was a mistake - I'd left it too long," admits Mr. Cetola.

"I could never go back there now. I have been here so long that my life is here. To say that would seem very unpatriotic to some Americans but I don't think so."

FUTURE

While Mr. Cetola sits firmly on the fence about feeling British or American, his roots are now firmly in England. He and his wife, Evelyn, intend to make their future home in Mrs. Cetola's home village in Avon.

His days will be spent in the thoroughly English past-time of gardening, looking after the three-quarters of an acre of England which he now owns.

OUA appreciation to Mu. John C. Ford (preparing the above article. Ed.)



Ian Hawkins

MUNSTER

The Way it Was

Bill Nicholls, one of our 385th vice-presidents, sent us some information last year about a book written by Ian Hawkins, a British writer, entitled "Munster, The Way It Was." In the April, 1984 newsletter we ran an account of the work which deals with the 10 October 1943 mission to Munster. We reported that it was available for sale at \$17.00 if ordered before publication. The book was published several months ago - and it is excellent. Read what has been said about it:

"This book is being hailed as '.....probably the finest portrayal of an Eighth Air Force mission yet.' It ranks with the 'Iliad'should be made into a movie.¹ And now it is being reviewed in the American Library Association magazine "Booklist" which constitutes a recommendation that it be put on the shelf of all libraries. They called Ian Hawkins 'a clearly gifted English historian.'

"The story of the mission of 10 October 1943 is complete. It includes the personal stories of those who evaded capture after being shot down and escaped via Holland, Belgium, France and Spain, many personal accounts of those crewmen who were captured and imprisoned, as well as the heroic efforts of those who brought back severely battle-damaged bombers. It also tells the story of the German civilians who took the brunt of the bombing and of the fighter pilots of both sides. The book is the result of five years exhaustive research and interviews with over 200 participants and eye witnesses. The 25 pages of various Appendices indicates the detailed depth of research.

"The story is concluded by tracing the reunions of many participants of the raid in recent years: A German and an American fighter pilot whose much earlier meeting had been during aerial combat over Occupied Europe, German civilians and American 8th Air Force pilots, and the Bishop of Munster and 'The Bloody Hundredth' Bomb Group. The book is beautifully printed on fine quality paper and carefully bound in quality material. There are 278 photographs, 431 pages, 9 detailed maps and illustrations and 4 Second World War cartoons by a famous British cartoonist, "Giles." It is published by an 8th Air Force veteran (390th Bomb Group) with great care and pride."

Now that the book has been published, it is a bit more expensive. But the publisher, William Robinson, a former 390th navigator, is making an offer which may seem attractive to 385th people, as it will send \$5 of the purchase price to the treasury of the 385th BGMA. The book is offered at \$20.00 each plus \$1.50 postage. Each order at that price identified as coming from a member of the 385th BGMA will result in the publisher sending \$5 to the treasury of the 385th BGMA.

Orders may be sent to:

William Robinson
Robinson Typographies
1614 South Clementine Street
Anaheim, California 92802

Please remember to identify an order as coming from a member of the 385th BGMA. Perhaps, it will be a good idea to send a copy of the order to our Treasurer, John F. Pettenger, Box 117, Laurel, FL 33545. (Incidentally, the young John Pettenger is quoted and pictured in the book.)

EERIE BREAKFAST TALE RECALLED -- BUT NOT THAT OF THE BAD BULL

Dear Ian:

Your account of the "eerie tale" of the crew bailing out on February 1944 over a Norfolk village, as recounted in your letter in the April, 1985, issue of the 385th BGMA newsletter, is absolutely correct.

The same story of a lady waiting with breakfast for the crew as they hit the ground after bailing out was told to me by Henry Parker, the radio operator, a few weeks later, when I ran into him in London as he was returning from a "flak-house" rest after the bailout.

I was the original radio operator-gunner on Crew 7 of the 548th. Our pilot was William Swope and Billy E. Ruby was the co-pilot. Interestingly, I had flown as a substitute for Henry Parker, who was on Rummans' crew on November 29, so was one raid ahead of the other members of Crew 7, and flew my 25th mission on December 20.

I was assigned as an instructor to the 446th Bomb Group, a B-24 group at Bungay (Flixton) near Norwich on Christmas Day, 1943. When I ran into Henry Parker sometime in March, 1944 in London, he told me this story of the crew bailing out and the lady meeting them at her farmhouse and telling them that she had "dreamed that I would have American airmen for breakfast." I don't recall his telling about one of the crew meeting up with an unwelcoming bull. Whether or not there was an account of the whole even in the Stars and Stripes remains a mystery to me, as I had a chance to look through the Stars and Stripes files for that period, in 1962.

The files belonged to General Ensley Llewellyn of Tacoma, Washington, who then was a former commanding officer of the Washington National Guard, but as a lieutenant colonel had been the business manager of the Stars and Stripes in London. I looked through his files in Tacoma and did not locate the story.

The crew members you list, Howard E. Anderson, is correct, and Ed Roddy, were replacement waist gunners on Crew 7. Anderson was from St. Paul, Minnesota, and was a member of a Minnesota Air National Guard unit that brought the first A-20's (Bostons) to England in 1942, the ones which flew on the first 8th A.F. raid over the French coast.

Anderson wound up on our crew as a replacement in August, 1943, and another gunner with him, who had been the first sergeant of the Minnesota squadron and was an engineer, became the top-turret gunner on Lt. Jacques' crew. I can't recall anything but his first name, Pat. He was from St. Paul, too.

I was shipped back to the states in May, 1944, and ran into Henry Parker again at Miami Beach where we had a 30 day rest leave. Parker was from North Carolina.

As I understand it, the 20 February mission was Lt. Ruby's 25th. He is buried at the U.S. Cemetery near Cambridge. He was from Waco, Texas, was 6'3" tall and literally picked up our plane with his bare hands one time when we were hit by flak and dropped out of formation. His brother, Martin Ruby, was an All-American football player at Texas A & M University, and played in the National Football League after WWII.

I hope this fills in some of the gaps; I'll be interested in learning what else you find out about the "eerie tale."

Sincerely,
John Richardson
1517 Capital Way #605
Olympia, WA 98501

Bewitching Wichita awaits you.

Many of our 385th brethren are members of the Eighth Air Force Historical Society and will have already received full information concerning that organization's reunion '85 to be held in Wichita, Kansas in October. We have set out below some of the Wichita story, For more detail contact:



"8 AF Reunion"
6424 Torreon Drive N. E.
Albuquerque, New Mexico 87109
Telephone: (505) 821-4484

RIGHT AT THE CENTER OF A MAP - where our Nation would revolve if it were set on a windmill platform - you'll find Wichita, Kansas. The modern, clean city and the hospitality you will see is a far cry from the frontier village that drew Jesse Chisholm, "Buffalo Bill," Wyatt Earp and the Murdocks of newspaper fame. Blackbear Bosin's "Keeper of the Plains" 44-foot sculpture stands at the Mid-America All-Indian Center in dramatic tribute to the first pioneer residents. The city abounds in cultural attractions! In the early 1900s, the area spawned both airplanes and barnstormers...Clyde Cessna; Walter Beech, Lloyd Stearman. They built Wichita into the 'Air Capital of the World' as deserved recognition along with today's Beechcraft; Cessna; Gates Learjet and Boeing's Military Airplane Company, the latter having near 30,000 employees at WWII peak...all having headquarters and facilities there. THE EIGHTH AIR FORCE HAS BEEN WELCOMED IN TRUE WESTERN STYLE FOR THESE FEW FUN-FILLED DAYS, 17-20 OCTOBER! THE REUNION
HOTELS: Three modernly appointed, closely-situated downtown properties - all within one and a half blocks of each other and the spacious hemispheric Convention Center, CENTURY II, ... are allocated completely for the 8th. These are: The BROADVIEW (main registration center); the HOLIDAY INN PLAZA HOLIDOME; and the WICHITA ROYALE. A nominal 'overflow' block of rooms will be available at the nearby Holiday Inn Med Center/Holidome.

JUNIOR AND CREW RECALLED

The photograph of "Junior" in the April newsletter brought a very interesting response from Bob Fickley, who was the engineer and top turret gunner on the crew that flew "Junior" in early 1944. His story was not in a letter but spoken on a tape cassette. He told much about his crew members and his experiences.

Those of you who remember "Junior" and Bob may want to record a tape cassette, mail it to him, and renew a friendship. Bob lost his sight in the early Seventies and is now retired.

His address is:

Robert R. Fickley
159 Mary Ann Drive
Pittsburgh, PA 15227



A 1984 Gwut Ashfield Scene taken by Jerry Mudge

Reunion Reminders

This is the last call - and the last newsletter - before the 1985 Los Angeles reunion.

It will be the 10th reunion for the 385th Bomb Group since the Group left Great Ashfield in August, 1945. The reunion will be held at the Hyatt Hotel at Los Angeles Airport during the period September 11-14, 1985. The registration fee for each person planning to attend is \$58.00, payable in advance, as soon as possible. Checks should be mailed to Sam Lyke, 4992 S. E. Princeton Drive., Bartlesville, OK 74003. BUT - please get them to Bartlesville before September 1, when Sam and Mary will be leaving for Los Angeles. The registration fee will cover registration expenses, the Friday night Mexican Dinner, coffee and Danish for the Saturday morning Ladies' Coffee Klatch Program, the Saturday night dinner dance and program, the band for Saturday night, and the Sunday morning business breakfast, which will conclude the reunion. If that seems like a great deal for \$58.00, it is only because it is a great deal!

But there is more. We have been fortunate to have secured room accommodations at the Airport Hyatt for a flat rate of \$60 per room per night. That means that 1, 2, 3, or 4 persons can stay in the room for the \$60 rate. Each room will be furnished with a king size bed or two large double beds. You should indicate on your reservation requests whether a king-size or two large double beds are required. Rollaway beds are also available.

Reservation post cards have been mailed to all members. It is suggested that these reservation requests be completed and mailed directly to the Hyatt as soon as possible. The cut-off date for these rates is September 1, 1985. Incidentally, one whole floor of the Hyatt has been set aside for non-smokers at no extra cost. If you desire the non-smoker floor, please indicate same on your reservation card. Reservations and payment for room accommodations will be handled directly between reunion attendees and the Hyatt Hotel.

All suggestions, questions, and requests for additional details or information concerning this reunion should be referred to Al Chealander, 10491 Barbara Anne St., Cypress, CA 90630. (714) 761-1682!



AND DON'T FORGET the reunion November 14-16, 1985 of those who served during WWII at the Las Vegas Flexible Gunnery School.

Those wanting details should contact one of the Reunion Co-Chairmen, STAN JANESIK, 123 Palma Del Rio, Las Vegas, NV 89110, (702) 453-1680 or HARRY CARLISLE, 3755 N. Nellis Blvd., Las Vegas, NV 89115, (702) 643-1844. Those wanting the real inside story should contact ARKEY HUBER, 2120 Bassler, P.O. Box 3842, North Las Vegas, NV 89030.