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SEE YOU IN THE SPRINGS IN '83

NEWSLETTER

VOL. IX NO. 3

15 JULY 1982

EDITOR: PAUL R. SCHULZ

THE PUEBLO STAR-JOURNAL, PUEBLO, COLORADO, WEDNESDAY, MAY 26, 1982

Air show, reunion planned in 1983

The planning of a Pearl Harbor-style "bombing" of Colorado for the summer of 1983 was over in 30 minutes.

Trans-continental ballroomist Dewey Reinhard and Puebloan Robert E. Douglas, working independently, each had phoned the Texas-based "Ghost Squadron" with the same air show idea, 30 minutes apart.

Douglas beat Reinhard, a Colorado Springs resident, to the punch, thus getting credit for bringing the air show to Colorado.

The show will be a re-enactment of the Japanese attack on Pearl Harbor scheduled for June 4-5, 1983, at Peterson Air Force Base in Colorado Springs. The mock attack will include use of replicas of the Japanese "Zero" World War II attack fighters.

Douglas, 29512 Hillside Road, favored a Pueblo "bombing" while Reinhard wanted Colorado Springs as the target of the Confederate Air Force's 18 bombers and fighters.

However, Douglas' air show brainstorm revolved around the 40th reunion of the famed 385th Heavy Bombardment Group — a reunion, Douglas said, which will attract an estimated 800 members and wives.

The combined reunion and air show

is expected to attract about 80,000 people, largely spectators of the air show.

Douglas said, "I would have like to have had the reunion in my home town (Pueblo). . .but we just didn't have the facilities." Douglas is a member of the 385th and host-coordinator of the reunion.

Douglas said he talked with Pueblo civic leaders of the reunion, and he said he received strong support of the project of making the reunion-air show a Colorado Springs-Pueblo venture in view of the cities' proximity.

Douglas is currently bargaining with Colorado Springs for a landing-takeoff airport for the Ghost Squadron.

He said Pueblo Memorial Airport officials have offered its facilities at no cost and gasoline at a cheaper rate than Colorado Springs.

Douglas hopes that Pueblo will be the temporary home field for the Harlingen, Texas-based collection of operational World War II combat aircraft.

A portion of the ticket sale proceeds to the air show would go to any non-profit agency, veteran's organization or charity group selling them, Douglas said.

He said the Pueblo Veteran's Council indicated its interest in the fundraising aspect of the air show endeavor.

Alejandro Portillo, a "colonel" in the Confederate Air Force, told the *Pueblo Star-Journal*: "It has never been done before. No one will profit. Ticket sale proceeds will go to the non-profit groups who sell them.

"The rest of the proceeds will be split between the 385th Bombardment Group, Reinhard's public Balloon Museum in Colorado Springs and the U.S. Olympic Committee, headquartered in Springs."

Portillo is coordinating plans for the air show. He said the putting on the show may cost as much as \$250,000.

Douglas said the air show planning committee also can arrange for the showing of the 28-minute film "The Ghost Squadron," spotlighting the Confederate Air Force.

Among squadron planes are American World War II combat, transport and training aircraft; fighters and bombers of the German Luftwaffe, the British Royal Air Force and Imperial Japanese Navy.

Picture page 7

Mini Reunion - September 9—12, 1982 Estes Park, Colorado

You are invited! In fact, we request your help in the final planning session for our 1983 Reunion. All members residing in Nebraska, Kansas, Utah, Wyoming, Montana, New Mexico and Colorado are invited to Estes Park, Colorado, September 9th through 12th, 1982.

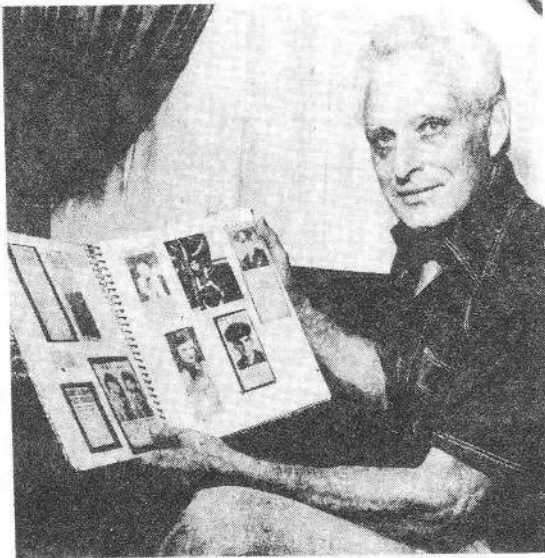
We will make this a fun time for all. All work and no play is for the birds. Plan we will! Fun we will have!

For those not familiar with this area, a few comments are in order. Estes Park is located at the eastern gateway to Rocky Mountain National Park, 60 miles northwest of Denver. The Estes Park area is known for its spectacular beauty. The large summer vacation crowds will be gone before the 9th of September. The weather should be beautiful. Expect warm, sunny days and cool evenings. Plan on casual dress and sweater weather for evenings.

We have secured accommodations at the Lake Estes Motor Inn. Prices for a Queen size bedroom are \$28.00 per night. For you RVers space has been reserved at the Ponderosa Campground. Full hookups are \$12.00 per night.

Everyone is invited to a cocktail party at Mary and Neil Rosener's on Friday at 6:00 PM. Please call or write Neil Rosener, Devils Gulch Rte, Estes Park, CO 80517, 303-586-3479 and tell him the type of accommodations required. Please do this as soon as possible.

SEE YOU IN THE SPRINGS IN '83



Union Photo by Don Fontaine

The scrap book of Bruno Gallerani of Agawam tells only bits and pieces of Gallerani's dramatic escape from Germany after the first shuttle bombing raid of World War II.

One man's story of war, survival

By RICHARD NADOLSKI
Union Staff

A World War II B-17 crew fights through wave after wave of Nazi fighters during a daring daylight raid on enemy factories, only to have the plane fall victim to a burst of Messerschmitt fire, forcing the crew to bail out over German territory.

The only one to survive, top turret gunner Tech Sgt. Bruno Gallerani, spends his first days hiding in haystacks by day and traveling on foot by night. He connects with the underground, which helps him survive a harrowing month-long journey to freedom.

AGAWAM — The story could have run for weeks in a Steve Canyon adventure comic strip.

But when Bruno Gallerani found himself floating to earth after he was shot out of the sky, he wasn't thinking of comics.

Minutes before, the 22-year-old technical sergeant and nine other crew members were part of the 385th bombardment force that left England on Aug. 17, 1943. Destination: Regensburg, Germany.

It was the first shuttle bombing raid of the war; a scheduled one-way trip. Bombs were to be unloaded on ball bearing factories in Regensburg and

Schweinfurt, and the force was then to make its way across the Mediterranean to North Africa.

"It was a deep raid. I think more planes went down in the Mediterranean than went down in Germany. Ran out of fuel. We heard that as soon as we got back. Anybody that was in the Air Corps at that time was expendable," Gallerani said recently at his North Street, Agawam, home.

The 61-year-old, silver-haired former mechanical engineer, who now works in maintenance for

the Suffield, Conn., school system, was matter-of-factly recounting that month living in enemy territory, when a misdirected glance or a social error could have been fatal.

Gallerani remembers everything. "I remember the two planes. . . .

We were attacked by fighter planes. . . . All of a sudden you can't use your guns anymore. His bullets probably got into the electrical part of the plane. . . ."

The bombardier was injured, and Gallerani kicked the escape hatch open and pushed him, dressed in his parachute, out the door. Gallerani followed seconds later and came down in a tree. He counted four open chutes in the air, so he knows some of his crew were alive when they hit German soil, just over the Belgian border. But they never were seen again.

The story reminds Gallerani of the crew he trained with in the United States before they all shipped out together to England a little more than two weeks before the Regensburg run. Gallerani was grounded because of an ear infection. His crewmates were shot down over France and survived the crash, but all were executed by the Germans after propaganda photos were taken of their capture.

It wasn't the funnies. Gallerani continues his own saga: "When I got down (from the tree) the people took my clothes. You had all your winter clothes on and when I took them off the people ran away with them. Two German planes flew by and dipped their wings. A lot of times they shot parachutists, but these were older Germans. They didn't shoot."

Gallerani hid in the woods until the next day, when he met a villager who told him he had tried to help him that night; but the Germans had gotten hold of his clothes and had the bloodhounds after him.

That night Gallerani waited until a patrol passed by on the road and then ran into a cow pasture, where he purposely stepped into cow manure to throw the dogs off his scent. Those first few days, he hid by daylight and moved south by night.

"I slept in haystacks. When I woke up in the morning, people were around me working. I must have been very close to the Belgian border, because they would look at you, but nobody would bother you."

Seven days after his jump, a Belgian farmer put Gallerani in touch with the underground, better known in that area as the "White Brigade." Underground members took him from town to town under the cover of darkness, until he got to Antwerp.

Gallerani had little difficulty communicating with his allies, because many spoke good English. But they also realized he might have been a German infiltrator and that their lives depended upon telling a phony American from a real one.

"I talked to a couple of them who told me, 'You know, when you were coming from that town there was a guy behind you with a gun aimed right at your head all the time.'"

He found that those in the underground also had a flair for the ironic. When Gallerani arrived in Antwerp, for example, he was taken to a third-floor room in an apartment building in the center of the city. Gestapo headquarters was on the first floor.

"They don't tell you this until after you've left. They don't tell you anything. You just walk into the building. Nazis were all over the place."

Gallerani made his way to Brussels, where he was put aboard a train bound for Paris, handed a newspaper and told to keep his nose in it.

Not speaking the language and not knowing how to act Belgian or French led to many sticky hours of travel beside German soldiers. But nothing was perhaps as dicey as his arrival in the Paris station, where he was greeted by two agents of the

underground.

"When we hit Paris I got off the train and began walking along with the two guys (underground agents) right beside me. I see two Gestapo agents coming right for me and I turned around and these two underground guys were gone. The Gestapo grabbed the guy right in front of me. I kept on walking and the underground were there again."

To have been caught in Paris wearing civilian clothes would almost assuredly have meant death, because Gallerani would have been treated as a spy, he said.

From Paris, he bicycled south toward the Pyrenees and Spain. He remembers always being the lead bicycle, with the underground well behind him. The reason became evident when he was stopped by French police.

Gallerani feigned being deaf and mute and handed the gendarmes false identification papers supplied by the underground. They perused them, gave them back, and with a curt "merci, monsieur," allowed him to continue.

The underground agents immedi-

tely pedaled up and told him to hide in a vineyard nearby. "We weren't there five minutes when a whole truckload of gendarmes came down the road looking for us," he said.

Gallerani crossed the Pyrenees and into neutral Spain without incident, but he was not yet home free. He still had to pass a checkpoint at the foot of the Pyrenees without being identified as a soldier of a foreign power.

Although neutral, Franco's Spain had a policy of arresting foreign soldiers and imprisoning them to await ransom from the respective governments, Gallerani said.

Gallerani was lucky. He made it through the checkpoint.

"Once you got past those guards, they didn't bother you. Once we got to Madrid we just walked around and saw all the sights, all the museums, the arts and everything else."

From Madrid, Gallerani was taken to the coast, where he caught a ship to Gibraltar. He arrived in London 30 days from the time he was shot down.

One might think he'd have received a hero's welcome. Instead,

the story with the Allies in England was as it had been with the underground.

"You were treated as a prisoner. The only ones who were not treated like that were officers. Otherwise, you're quarantined until someone came from your field and can identify you," he said.

His first action after finally being freed was to cable his mother, Dina Gallerani in Longmeadow, who had earlier been notified that her son was missing in action. Five simple words and a name: "Safe, well and happy, love Bruno Gallerani."

Gallerani's European tour after that was short. Within two months he was back in the United States, where he was assigned as a gunnery instructor and shipped to Las Vegas, Nev. He stayed there until his discharge in 1945.

His one and only trip to the Continent became a memory clouded by time — until last fall, when British war historian Martin Middlebrook paid a visit to Gallerani and his wife Lorraine to discuss the raid.

Middlebrook is now researching and writing an account of the

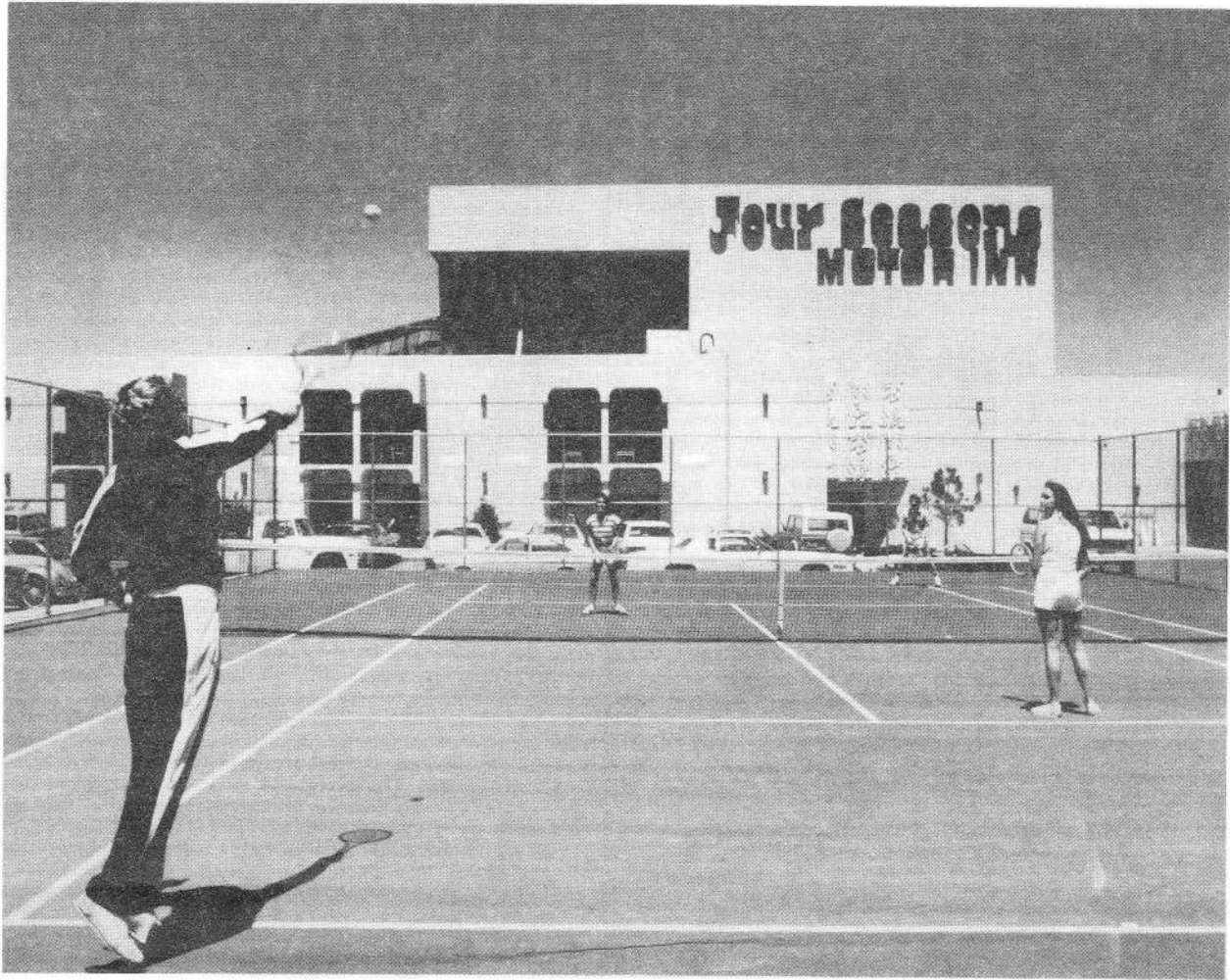
Regensburg raid, for which he is talking with every living person who took part.

It was in that way that Middlebrook the historian became Middlebrook the medium, connecting, after almost 40 years, the thoughts of two opposing warriors who shared an intimate moment of combat and death.


In his travels in Germany last year, Middlebrook came across a German pilot who remembered shooting down a B-17 just over the German border on Aug. 17, 1943. The pilot remembered the exact time of day, and described the angle of approach as he bore down for the kill. He described how he followed a parachutist to the ground, dipping his wings in salute as he roared by.

"He (Middlebrook) told me he spent some time with him. Just a month before Middlebrook got here the German died. He was a real nice guy, Middlebrook told me," Gallerani said.

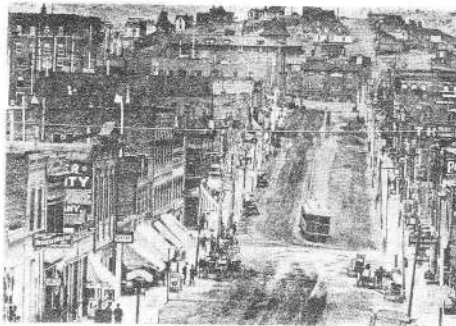
Steve Canyon would have had it no other way.



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"THE WORLD'S GREATEST GOLD CAMP"

Cripple Creek, Colorado is a living legend of the golden age in the American West. Fortunes were made and lost in this glorious district. Today it stands rich in tradition to those by-gone days.

Bob Womack prospected the southern slope of Pikes Peak for 12 years. Known as "Crazy Bob," he bore the brunt of a thousand jokes, until, in 1890, he struck pay dirt in Poverty Gulch (near the site of the present day Gold King mine). With that discovery, Womack opened up one of the richest gold bonanzas on earth — Cripple Creek.

The real boom began in 1891, with W. S. Stratton's discovery of the Independence mine. That year the city of Cripple Creek was platted in an old cow pasture and the rush was on. Within eight years Cripple Creek grew to a population of 35,000. Fourteen other towns sprang up in the District almost overnight. Victor grew to 12,000 people. In all some 75,000 people thrived in the fifteen towns known throughout the world as the Cripple Creek District.

Three railroads and two trolley car systems served the entire District. Fifty-six trains a day moved throughout the area hauling gold ore, miners and visitors to and through "The World's Greatest Gold Camp."

The District reached its peak gold production at the turn of the century. Total gold production from this volcanic crater exceeded 20 million ounces.

Cripple Creek also was the home of many famous people. Lowell Thomas was reared in the District and was a newsman in Victor. Jack Dempsey fought his first fight in Victor's Gold Coin Club. Bernard Baruch worked at the Midland Terminal Depot as a telegrapher. Texas Guinan, the famous "burlesque queen" of New York, began her career as a church organist in Anaconda. And Groucho Marx, after being stranded by a theatrical group, drove a grocery wagon in Cripple Creek.

Cripple Creek's mines closed in 1961 as a result of the sky-rocketing costs of mining. However, various studies indicate that 80 to 90 percent of the gold deposits remain to

be unearthed. The District is presently in what many believe are the early stages of a major gold mining rebirth. The renewed exploration and mining activity has attracted the attention of investors from throughout the world, and several newly established mining companies are now actively producing ore.

SPRINGS IN '83

SUBMITTED BY ROBERT C. CRIBB

On May 25, 1943, the 31st Station Complement Squadron was activated at Kellogg Field, Battle Creek, Michigan. The original cadre consisted of one Officer, Captain Eben V. Cleaves, and six Enlisted Men, including T/Sgt Combs, S/Sgts Anthony, Nielson and Walters, and Sgts Strunc and Williams.

The Table of Organization for these newly formed Complement Squadrons included ten Officers and one hundred and eight Enlisted Men. The purpose--the function--of the Complement Squadrons as outlined by War Department directives was to act as housekeeping units on Fields in Theaters of Operations. The various departments the Squadron was to service included Flight Control, Engineering, Communications, Headquarters, Chemical Warfare Service and Transportation. The Squadron was, also, assigned its own vehicles and equipment. Directives from higher headquarters stipulated, too, that the personnel for the Complement Squadrons was to be picked from various bases in the States and each man picked for assignment was to have had at least one year's experience in his job, or have been a graduate of an Army Air Force technical school.

An intensive training program was started about 1 June 1943 for the twelve Complement Squadrons activated at Kellogg Field and included training classes for the various sections; qualifications in arms with the rifle, the carbine and the sub-machine gun; and hikes, overnight bivouacs, a six-day bivouac and the infiltration course. Because of the slow assignment of men to the various Squadrons the entire program was rather broken throughout the training period. However, the Squadrons gradually shaped up--the men gradually improved their physical conditions--and one by one they fell into their proper places in the organization plan.

On 27 July 1943 the twelve Complement Squadrons were shipped from Kellogg Field to Camp Shanks, New York. The troop train left the Army Air Base at Kellogg Field at 1142 CWT. The train was routed through Canada and arrived at Camp Shanks the following morning. At the time of departure from Kellogg Field the 31st Station Complement Squadron was at full strength with one hundred and eight Enlisted Men. The Squadron was short four Flying Control Officers who were to be assigned to the Squadron upon its arrival at its destination.

The six days spent at Camp Shanks were hectic ones. Squadron was busy making last minute preparations for overseas. The records had to be checked and the men received their typhus shots and final physical examination. All the men were given one twelve-hour pass apiece before shipping out. The Squadron lost one man Absent Without Leave and a replacement was furnished at Camp Shanks.

On the evening of 3 August 1943 the Squadron was assembled in front of the Squadron Area with all their equipment and marched to the railroad siding where they boarded the train for the docks. On the morning of 4 August 1943 the ship headed out to sea--at the time destination unknown. Seven days later the ship (the Aquatania) docked at Greenock, Scotland. That afternoon the men boarded the train at Greenock for their new Station at Great Ashfield (Elmswell) Suffolk County, England, where they arrived the morning of August 12, 1943.

The train pulled into the Elmswell station early on the morning of the 12th and the 31st received its orders to unload. A strange looking place indeed to these men as they lined up in columns on the station platform. Their heavy packs, carbines and helmets were becoming painful objects as their long journey neared its end. Trucks whisked them to Great Ashfield and they were soon to be settled in their new home.

The Squadron was first quartered in tents at the old Communal Site just east of Mess Hall No. 1. The first day was spent getting settled and resting from the trip.

On the first of September nineteen of the Squadron's Enlisted Men were given promotions. During the month 2nd Lt ALBERS was promoted to First Lieutenant and 1st Lt MONFORT was promoted to Captain.

The Squadron Commander, Capt CLEAVES, was appointed Station Mess Officer on 21 September 1943.

During the month two of the Squadron's original members were transferred to the 30th General Hospital because of injuries received in bicycle accidents (later both men were returned to the States).

The month of October was rather quiet--everyone having become pretty well set in their jobs. On the first day of the month forty-two Enlisted Men received promotions. 2nd Lt MOORE was assigned to Squadron and duty in Flying Control; Capt CLEAVES was relieved of duty as Station Mess Officer; and 1st Lt MIMMS was appointed Station Billeting Officer.

November proved to be a quiet month too. Fifteen more Enlisted Men were promoted. On 19 November 1943 Sgt CORMLEY was appointed Acting First Sergeant and F/Sgt NIELSEN became the Station's Personnel Sergeant-Major. Because of newly assigned men from other Squadrons the 31st increased its strength by twenty men.

Sgt CORMLEY was promoted to First Sergeant on 1 December 1943 and F/Sgt NIELSEN was promoted to Master Sergeant. Two Officers, 2nd Lts EARL and FLESH were promoted to First Lieutenants.

The two service organizations on the Field, the 58th Service Squadron and the Headquarters Sq. 83rd Service Group, were broken up under a reorganization plan and the personnel of these two units was transferred to the 31st which swelled its strength to a total of two hundred and forty-six Enlisted Men. Later most of these men were transferred to the newly organized 455th Sub-Depot Squadron and the various Bomb Squadrons. However, seventeen Anti-Aircraft Gunners and approximately twenty Medical Corps men became what appears to be permanent members of the organization.

Sgt DELBERT W. WOOLFE, an aerial photographer, became one of the Squadron's new men and in the month of December participated in one mission to Emden, Germany and in one mission to Cognac, France.

The organization started the new year, 1944, at AAF Station 155, at Great Ashfield (approx one mile from Elmswell) Suffolk, England. The usual Squadron duties are being followed. The Unit is carrying on as part of this Station and doing its part to bring the war to a quick and successful conclusion.

A few men transferred to this Station from the 83rd Station Complement Station 142 have been assigned to this Unit. Following are the new members: Cpl Peter J. Mears, Pfc Joe R. Vega; Pvt Carl N. Gardiner.

Captain Elmer R. Beucus has been detailed to Flight Equipment School at AAF Station 101. Captain Beucus will be on TD for ten days.

Cpl. James E. King has been relieved and assigned to the 83rd Service Group.

On January 3rd S/Sgt Joe E Gilmore and S/Sgt Henry A Cooper were assigned to the Unit from the 3D Bomb Division.

On January 4th Lt Albers was appointed Station Utilities Officer and Lt. Barone was appointed Asst Utilities Officer.

The Unit has carried on its duties very well and has become almost a pool for manpower on this Station. The Unit has been able to perform its duties at this Station to great satisfaction.

On January 8th the Unit transferred ten men into the 455th Sub-Depot. On January 10th Lts Dolton, Dworshak and Tittleman were transferred to the 551st, 550th and 549th Bomb Squadrons respectively.

Throughout the month of January the Unit carried out duties through alerts, rain and cold weather to keep the Station in operation and the planes flying. Several changes in personnel have taken place. Lt Albers was appointed Squadron Supply Officer on January 12th.

Throughout February the days began to lengthen and the planes spent more hours in the air. This Unit thoroughly realizes its responsibility to keep this Bomb Group in action against the enemy.

March brought rain and high winds to this Unit and Station. However, the Unit carried on as before. 1st Lt George N Chambers Jr became Squadron Adjutant when Lt Mimms was promoted to Captain on January 11th. Captain Gaude, DC, has been relieved from assigned and attached. He is assigned to the 493rd Bomb Group. Lt Dolton is assigned to Flight Control, which boasts a new member, Lt Hosford. Capain Cleaves is now Station Defense Officer and Captain McGruder of Flight Control was relieved and returned to the United States. March ran out and the troops were paid on the 31st. The Unit stands quite high in its percentage of War Bond Sales. The men also donated well to the prisoner of war fund. The Unit moved into Site 1.

April, 1944, found this Unit in new living site and carrying on in its usual manner. The Unit has been called upon to perform a number of duties on the Base as well as performing the duties of a reception center for new crews and replacements.

The Unit accomplished a great deal toward site improvement. It is felt the Unit has gone a long way toward completing its mission.

The members of the Unit basketball team as well as the Unit showed true sportsmanship throughout the basketball season. The Unit team went all the way and won the Station championship.

The month of May showed a definite improvement in weather conditions and the results were an increase in the tempo of the air war against Hitler's fortress in Europe. All this brought on an increase of work for the men in the Squadron and all of them responded splendidly. At the same time the strength of

the Squadron shrank from twenty officers and one hundred and ninety-six enlisted men to seventeen officers and one hundred and sixty-five enlisted men. The decrease in personnel was the result of shifting men to the various Bomb Squadrons to strengthen their ranks.

On May 19th the Squadron held its first anniversary party and dance. It was attended by practically all the Squadron (plus former members), and was honored with the presence of almost two hundred girls representing the ATS, WAAFS, WIA and civilians and nurses. The party was an outstanding success-- and was acclaimed by many as the outstanding party of the year on this Station.

On the 20th of May the Third Bomb Division received a War Department citation for the successful shuttle mission over Regensburg. Because of its presence at the time of this mission the members of this Squadron are entitled to wear the citation medal permanently.

On May 30th, Decoration Day, the Squadron participated in a Memorial Day Parade on the Station. A formal review was held and inspected by General LeMay, Colonel Vandevanter and other officials. A short program in honor of the dead and missing was held immediately after the review.

The final result of the month of May produced the Eighth Air Force's largest and most successful month in the air war against Europe. The vital work done by the men in this Squadron in their various key positions contributed greatly to the new record set by the Eighth Air Force.

The month of June saw the start of the long awaited invasion. The result of it was a tremendous amount of activity for our Field, as the men were flying mission after mission. The men of the 31st were kept very busy on their various jobs (Flight Control, Operations and radio transmitter) because of the increased flying. Letters from the "home front" started rolling in about the third week of the month, as all the home folks were anxious to know what part their men were playing in the invasion.

On June 30th Captain EBEN V CLEAVES, Squadron Commander, was transferred to the Zone of the Interior. The members of the Squadron presented him with an inscribed wristwatch in appreciation of his leadership and interest in the Squadron since its activation.

Also, on June 30th the Squadron strength was again reduced by a number of transfers. The men transferred went to the various Squadrons of the 385th Group(H), further carrying out the plan to build the Group up to its authorized strength, at the same time reducing the 31st to its original intended size. At the end of June the strength of the Squadron was fourteen officers and one hundred and forty-one enlisted men.

A breakdown of the changes in the Squadron during the month of July, which is typical of most monthly periods, should be of interest and importance in showing how a Complement Squadron normally functions.

During the month we had four Officers and eighteen EM on various TD assignments; two Officers and four EM were transferred out of the Squadron; four Officers and five EM were attached to the Squadron for short periods of time.

Carefully checking the reasons for the above changes we find that two Officers and eight EM of those attached men composed a photographic unit sent here from the States to make movies of actual operations on the Field.

The four newly assigned Officers included the Squadron's new Commanding Officer (Captain CHARLES W SEABRIGHT) and three flying control officers. The flying control officers are sent here, usually, for training and experience and then reassigned to other Fields.

The Squadron's flying photographer, S/Sgt DELBERT W WOOLFE, participated in five missions; two to Munich, Germany; one to France; one to Eblesbach, Germany; and one to Meresburg, Germany.

The Squadron's first anniversary overseas came on 11 August 1944, the date it landed in Scotland in 1943. Many changes had taken place in the Squadron during this period. There were numerous changes in personnel; it had experienced the bombing of the Field during the winter; its members had become acclimated to the English weather; they had "sweat out" the invasion of the Continent; and at the end of its' first year Squadron morale was very high.

The Squadron's flying photographer, S/Sgt WOOLFE, completed eight missions during the month; one to Paris, France; one to Berlin, Germany; one to Hamburg, Germany; one to Munster, Germany; one to Rofity, Germany; two to France (Ground support); and another to Germany. On the 7 August 1944 S/Sgt WOOLFE was promoted to Technical Sergeant. He received word of his mother's death the day before his last mission. 19 August 1944 he was sent on Temporary Duty to the 12th RCD for return to the Zone of Interior.

S/Sgt ANTHONY, one of the original cadre, was transferred to the 1153rd QM Co at AAF Station 101, 3 August 1944.

2nd Lt McGIVERN was assigned and joined the Squadron during the month and became an Assistant Flying Control Officer. 1st Lt O'HARA and 2nd Lt SCOTT (Flying Control Officers) were relieved from assigned and transferred to VIII Air Force Composite Command.

The Squadron had six Enlisted Men promoted during the month of September. Two Enlisted Men, gunnery students, were transferred to the 551st Bomb Sq on 5 September 1944. On 8 September 1944 two more Enlisted Men were transferred to the 2036th Engr F/F Plat CE, on this station.

On 23 September 1944, one Officer and seven Enlisted Men were transferred to the 267th Medical Dispensary Avn (RS), this Station. Later, on 26 September, one attached Officer and one attached Enlisted Man were relieved from attached and assigned to the 267th Medical Dispensary Ave (RS).

S/Sgt David J Cole was transferred to the 70th Replacement Depot at AAF Station 579 on 28 September 1944 for shipment to the Zone of the Interior.

Twenty-one of the Squadron's Enlisted men went on furlough during the month. The Squadron's strength shrank from fourteen Officers and one hundred and thirty-seven Enlisted Men to thirteen Officers and one hundred and twenty-five Enlisted Men.

On 1 October 1944 the Squadron participated in the celebration of the completion of two hundred missions by the 385th Bomb Group(H). The entire day was devoted to the party, which included an outdoor carnival, dance, musical program etc. The Station was honored with the presence of General Doolittle and General Partridge. Glen Miller's orchestra furnished the music and entertainment.

A Squadron Enlisted Men's Council was formed on 12 October 1944 for the purpose of developing extra-curricular activities, to make constructive criticism, and to act as a liaison group between the Officers and Enlisted Men of the Squadron. The Council's original members include: F/Sgt Gormley, Chairman; Sgt Barnhorst, Alternate Chairman; Pvt Burdick, Secretary; S/Sgt Fausey and Sgt McCurdy, representatives to Station Council. Other members include T/Sgt Chambers, S/Sgt Pomichowski, Cpl Keel and Pfc Leonard.

The first of a series of squadron stag parties was held in the dayroom on Friday, 13 October 1944. It, also, celebrated the reopening of the dayroom. Later it was suggested at a Council meeting that these little stag parties be held frequently to make all members of the organization better acquainted and to weld them together as a unit.

An interior guard system was set up for the Station during October. With the exception of Flying Control and several other vital sections on the station, all ground men get their share of this extra duty.

A Squadron Halloween party was held on 3 November 1944. The hall was very well decorated - and everyone had a nice time. The English guests enjoyed themselves and a nice letter of appreciation was received from them later. The Squadron Enlisted Men's Council directed the party arrangements - their first attempt in such a venture - and the results were most encouraging.

T/Sgt Delbert W Wolfe, flying photographer on DS in Zone of the Interior, was transferred permanently to the Zone of the Interior on 6 November 1944.

On 18 November 1944 the Unit was assigned to the 4th Bomb Wing (H) (Prov), APO 559.

On 30 November 1944, eight enlisted men were reclassified according to their job assignments to show a true picture of the organization's manpower, as requested by higher authorities.

Completing sixteen months, or more, overseas, the organization's personnel has very satisfactory morale.

The Squadron's seventeenth month overseas started in December - and many changes in personnel took place during that time. About half way through the month the station defense program was discontinued and most of the anti-aircraft gunners were transferred to other organizations on the Field.

It has been definitely a more severe winter than last - with snow and cold weather. On the average the Squadron's morale is fair.

The Squadron finished off its eighteenth month in the ETO, which entitles its original members to wear three "Hershey Bars".

On January 3rd the 161st AAF Motion Picture Unit, which was attached to the Squadron for qtrs, rations and administration, was transferred to AAF Station 101.

The Squadron's gunnery instructors are now required to put in a regular tour of missions and on 10 January 1944 one EM participated in a mission to Germany. Again on 14 January 1944 another EM made a mission to Germany. On 21 January still another mission.

On 23 January 1945 the Squadron started using the new style Morning Report forms (WD AGO Form 1, 1 May 1944).

29 January 1945, two EM participated in a mission to Germany. During the month the Squadron had eighteen Enlisted Men promoted; it had five Enlisted Men transferred out, including two who were transferred to 12th Reinforcement Depot under the new Infantry schedule.

Otherwise, the Squadron's activities for the month were quite routine. On the average the Squadron's morale was fair. The month of February was quite normal. During the month two Officers were promoted - 2nd Lts CONNIFF and McGLIVERN receiving promotions to First Lieutenant. The Squadron also had four Enlisted Men promoted.

The biggest change of the month was the transfer of thirteen Enlisted Men from the Squadron - five of them going to the Infantry. The Enlisted strength of the unit was reduced from one hundred and twenty-two to one hundred and eleven.

Three gunnery instructors participated in seven missions over Germany during February. All missions completed and none of the Squadron's gunnery instructors lost.

One man was tried under a Summary Court-Martial and was restricted to the Station for thirty days and fined twenty-five dollars of his pay.

The Squadron's basketball team continued undefeated and was still leading the Station League at the end of the month.

On the whole, the Squadron's morale improved during the month - quite possibly because of improved weather conditions.

The month of March proved to be a typical one for the Squadron, with several exceptions. Most noteworthy of these exceptions was the assignment of two former combat Infantrymen. These men have come to the Squadron because the injuries, or illness, they suffered in combat has put them on a limited service status. They have come to us in a cheerful mood, and with a great desire to be of service in the Air Force.

Another exception to the usual routine was the death of Sergeant JAMES R EZELL. Sgt EZELL was one of the Squadron's Link Trainer men, a very skilled and ambitious man, and his loss was keenly felt by all members of the Squadron. On a routine practice mission on 13 March 1945, the Fort that Sgt Ezell was flying in was rammed in the tail by a Liberator from another Field. Sgt Ezell was riding in the tail gunner's position at the time and was seriously injured by the Liberator's props. He passed away about 1900 hours that same evening at the 65th General Hospital.

On 11 March 1945 the Squadron's nine gunnery instructors were transferred to the four bomb squadrons. Then on 24 March 1945 its two bombsight maintenance men were transferred to the 548th Bomb Squadron.

Fourteen Enlisted Men were reclassified to the MOS's in which they were working, many of them having become semi-skilled or skilled in their jobs since assignment to the organization.

The Squadron completed nineteen months overseas 3 March 1945.

The month of April saw the final history of the Squadron being written. Upon receipt of GA #52, Hq Eighth Air Force, the Squadron became inactive. Officers and men were assigned to the three new Air Service Units activated by the above mentioned order.

A large number of the men of the Unit were transferred to the Headquarters Squadron of the Air Service Group and will carry on their duties as they did while in the old Unit. First Sergeant, JOHN F GORMLEY became the 1st Sergeant of the new Hq Squadron of the Service Group. With memories of an old Unit which he served for almost two years deep within his treasured souvenirs, turned his head and faced his duties in the new Unit. He has been a leader in every way in the past and it is with sorrow and respect of all Officers and Men of the Unit, he goes to his new duties.

It was at a small party held in the Squadron day room where the beer and song flowed far into the night, that the men bid the Squadron goodbye. The party was attended by members both past and present. A good time was had by all.

The Squadron lost only two men to the Infantry during the month. Cpl DONALD V. SHANNON and Pfc ORIE C BENNETT were transferred to the 12th Reinforcement Depot. During the first days of the month, we received six former Combat Infantrymen into the Squadron.

The 15th day of April brought the end of the Squadron.

G.N. CHAMBERS JR.
1st Lt., Air Corps
Squadron Historian

There is a remake of the movie "The Thing", but if you have a chance to see the original film and look closely, you might notice that Ken Toby, who plays the leading man, wears an A-2 flight jacket that bears the Werewolf patch of the 550th Bomb Squadron of the 385th Bomb Group. This is my jacket, as is the cap he wears, and this is the story.

Remember how you tried to maintain some individuality in the uniform world of War Two? I always wore a new cap in the shower a few times to get rid of the newness and make it look flown-in. But just as I'd get one styled properly, someone with an appreciation of art would steal it from the rack in the club...At least I'd like to think that, rather than someone "lifting" it as a result of being in his cups.

Back from overseas, I left the Langley Field Club capless one night, but remembered I had seen another cap under an oil mop in the broom closet of my BOQ. At least it would get me to the PX to buy a new cap. However, I never bought a new one, because the discarded cap and I were made for each other. It not only fit, but it was a classic, with a 500 mission crush and enough oil stains that even a blind-drunk would leave it hanging on the peg. It was always easy to find, because nobody would hang their caps next to it.

I can't recall why I had that cap and my A-2 jacket with me in 1948 when I was cross training myself from aviating to drama at the Pasadena Playhouse, but I did, and I offered to let Ken Toby wear it in the stage play "Command Decision", in which I was the Technical Advisor.

Later I received a call from Ken when I was directing TV at KTTV in Hollywood. The cap and jacket had brought him good luck, in that he had gotten a part in a movie as a result of the stage play, and was to do the play again in La Jolla. Could he borrow again? Of course.

The next time he called was to announce the "good luck" of being asked to play the lead in "The Thing". Twentieth Century Fox had an outstanding wardrobe department, but he preferred--considered it "necessary"--to wear "our good luck" cap and jacket. Would I ---? Of course.

While I would like to say that I made it big in the movies, I cannot. However, it does pleasure me when late at night, there is a re-run of "The Thing". My attention is not focused on the Thing, played by Jim Arness of "Gunsmoke", but on Ken Toby for a glimpse of the Werewolf of the 550th Bomb Squadron and my "good luck" flight jacket. Hmm? The stories that jacket could tell.

B-17 Flying Fortress - Wanted

by Robert Cribb

"The Boeing Airplane Company has received its first order in years for a B-17 Flying Fortress--the bomber that flew thousands of missions in World War Two. The order came complete with drawings of the plane and directions for special features, and was signed by Joey Seppy of Poolesville, Maryland. Attached was a letter from his mother saying Joey is five and a half, and gets an allowance of 25 cents a week."

When Robert Cribb heard this CBS News Broadcast, he contacted CBS for more information. They provided him with Joey's address. Bob then contacted Joey by mail and sent him a model of the B-17. Since then Bob has received two letters from Joey and the following letter and picture from Joey's mother.

Dear Mr. Cribb,
I apologize for this picture taking so long in being sent. It has been on my desk awhile. Joey has taken his B-17 all over and shown it to everyone. The newspapers took a picture of it, but got their facts mixed up in the short article, they even called it a jet! Well, I must admit even I have learned better than that! I was amazed at the number of B-17 veterans we have met, both strangers and even family, who started telling us about their flying as a result of Joey talking about his model. We are grateful for your kindness in sending him the kit. It has opened a whole new world of wonder for him.
Sincerely, Jackie Seppy

Picture on Page 11

SEE YOU
IN THE
SPRINGS
IN '83



Mrs. Kathy Waters, of Great Glemham, waving the yellow ribbon by which she was recognised by ex-Sgt. Bill Brown, of Michigan.

Airfield museum now tribute to veterans

AMONG Suffolk villagers welcoming 100 veterans of the US Eighth Army Airforce 390th Bombardment Group at Parham airfield yesterday was Mrs. Kathy Waters, of Great Glemham, waving a yellow ribbon.

She was letting ex-Sgt. Bill Brown know she was the woman who used to cook him eggs and bacon whenever he got hold of some extra rations.

They had not met since 1945 but, said Mrs. Waters, "His face is just the same."

It was one of many reunions at the airfield where a museum housed in

the control tower was dedicated to the men of the 390th who flew 301 combat missions from Parham.

Restoring the tower and collecting exhibits has been the five-year task of the 390th Bombardment Group Memorial Air Museum.

A plaque was unveiled by veteran Lt-Col. Richard Perry, who praised the dedication of the Suffolk 390th enthusiasts in restoring the tower.

Former commanding officer Col. Joe Moller said that the tower had been the focal point of all the action and there were "gallons of sweat in that building."

U.S. Third Airforce Commander Maj-Gen. Robert Bazley said that the 390th had had the reputation of never being forced back by enemy fighters.

Parham Parish Council chairman, Mr. John Gray, said, "When you were here, I was only a schoolboy and my memories go back to the more pleasant things -- the parties we were invited to, the film shows in the officers' mess and a Glenn Miller dance."

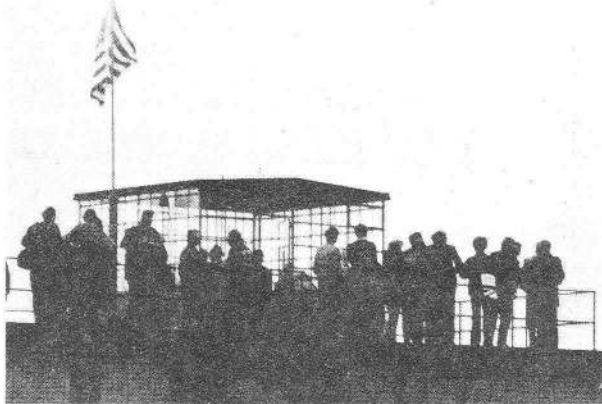
A flypast by various aircraft included an RAF Canberra, Jaguar, Harrier, USAF A10s and a Hercules. As a finale Britain's only operational Flying Fortress came past.

During the afternoon Parham residents were on hand to show the visitors the village and members of the 390th Bombardment Group Memorial Air Museum took the veterans round the airfield in Second World War vehicles.

Ipswich war bride Mrs. Hilda Kovitz was eager to find a static water tank outside the former officers' club where her husband, Col. Paul Kovitz, had proposed to her.

Another veteran, John Quinn, remembered how a 500lb bomb had dropped out of a plane as it landed suddenly on the airfield and rolled to the tower. But the bomb did not explode.

Also at Parham yesterday were servicemen from the existing 390th group, now based in Arizona. They invited the Parham museum group to the dedication next March of a second 390th museum in Arizona.



Members of the 390th Bombardment Group watch as a Flying Fortress passes over Parham airfield. Montage picture by John Kerr.



Some members of the 390th Bombardment Group.



Home of the CAF at Rebel Field — lower right: bomb wing hangar; lower left: indoor museum, CAF offices and officers club; upper right: fighter wing hangar and maintenance hangar; top left: static display area.

**SEE YOU IN
THE SPRINGS
WHEN IT IS
SPRINGTIME
IN THE ROCKIES**

Whose body?

Turin cloth authenticity still shrouded in mystery despite exhaustive testing

The Shroud of Turin. The linen cloth bearing the image of a man has fascinated people, religious and non-religious alike, for centuries. Many believers venerate the shroud as the burial cloth of Jesus.

But even many of those who reject the cloth's authenticity are strangely curious about it.

The U.S. Air Force Museum found out just how extensive that fascination is last month when it scheduled a talk by one of the scientists on the Shroud of Turin Research Project. More than 700 people turned out on a sleety night to hear Maj. Eric Jumper talk about his experiences as a member of the team that was permitted to perform scientific tests on the shroud while it was on exhibit in 1978.

Jumper, who has doctorates in mechanical engineering and laser physics, is stationed at the Air Force Institute of Technology at Wright-Patterson Air Force Base.

The 30-member scientific team, which included Christians and non-Christians, believers and non-believers, came from the Jet Propulsion Laboratory, Los Alamos National Scientific Laboratory, Air Force Academy and Air Force Institute of Technology.

The project was financed by donations, and all the scientists took vacation or leave to participate. Before departing for the northern Italian city of Turin they did a dry run using their \$500,000 of specially constructed equipment, which was then crated and shipped.

The tests performed by the team had to be non-destructive, Jumper said, and focused on whether the image was a painting, ultimately addressing the question of the chemical composition of the images.

Jumper described the elaborate



preparations of the rooms in which the team examined the shroud: cleaning and mopping to turn the area into a laboratory; "Then, after all these careful preparations, in came the shroud thumbtacked to a piece of plywood."

The tests involved electromagnetic examination of the shroud, including x-rays, fluorescent photos and bombarding the cloth with various wavelengths of radiation. The idea was to see how the cloth absorbed light to help determine the molecular composition of the images. "The spectrograph of colors was a very good fingerprint of the images," Jumper said.

This was especially helpful when compared to the other images on the cloth, whose origin was known, such as the fire and water marks, wax and patches.

But the "ace in the hole" was physical testing by pressing tape onto the cloth and removing minute fibrules, then examining them microscopically.

The team found that what appears to be blood is actually blood in all stages of decomposition.

Jumper described the shroud as "not very impressive to look at directly, though it does have some interesting markings, especially in the center: horizontal lines from the 1532 fire, triangular patches placed on the cloth to repair the fire damage, fold marks and water marks.

But most striking is the image of a man: head, pectorals of the chest, arms crossed over the groin, legs. Then, because the cloth apparently wrapped the body lengthwise, the back of the head, shoulder blades, buttocks, legs.

What's more, Jumper said, "superimposed on this body image are images of what appears to be blood on

the side, head, back of the scalp, all over the back, on the buttocks and backs of the legs and trickle marks along the arms."

Jumper said this coincides "very closely to the gospel descriptions of what Jesus of Nazareth was supposed to have undergone in the passion and death described in the New Testament."

For many, this circumstantial evidence is compelling.

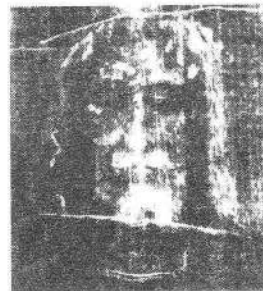
The image on the cloth became even more clear when, in 1898, a photographic negative was made in which "we see now clearly the image of a man."

Jumper asked rhetorically, "Why would a medieval forger have painted an image which could only be fully appreciated with the advent of photography? That was the first time objective thinkers began to think maybe there was some basis of fact in the claim that this could be the burial cloth of Jesus."

Perhaps most interesting about the body image, which is very faint, is it is darkest where one would expect contact if there were a body under the cloth. But "there are no places of complete dropout of the image, even where it would not be touching the body."

The darkness of the image correlates mathematically to the body's distance from the cloth. "That's important, because it forms a circular argument, a closed-loop argument, a self-consistent argument that there was a body shape under that cloth that formed the image. All the things you expect from such a model are present, including distortions from the cloth draping," Jumper said.

Unlike the blood image, the body image does not penetrate the cloth, and the fibrules are not cemented together. The body image is not water soluble, and there is no evidence of paint chemicals or any protein source. In addition, there are similarities between the body image and the lightly scorched areas, although the body



Head on the Shroud of Turin

image did not fluoresce and the scorched areas did.

The team concluded "the chemistry of the body image is just normal degradation of the cellulose, the aging of the cellulose in the cloth," but "we don't know how that's on there," Jumper said. A simple contact image, for example, would not have an image where the body was not in contact with the cloth.

Of the image on the shroud, Jumper said, "One thing we can say for sure is it is not a painting; it is not an art form as we understand art forms today. I myself believe, as do many of the people on the team, that this image was produced by a dead body under the cloth."

But he hastened to caution the audience against "running out and saying it is a miraculous image," because "it could have been produced by any dead body any time. I think it is imperative before anybody starts jumping to conclusions that, at a minimum, we find out the date of that cloth."

The only way to definitively determine the age of the shroud is by carbon dating, which until now has been impossible because it would have required destroying about a third of the cloth.

But there are techniques available now, Jumper said, that can make

fairly accurate carbon dates to within 150 years with a piece of thread nine inches long. He predicted such a test will be done in the next two or three years on material removed from the shroud in the past.

"I don't think it's a forgery in the sense that I do think it covered a dead body, but I don't know whose dead body that was and I don't know what period of time. I refuse myself to consider the arguments, the circumstantial evidence, until I find out what the carbon date is," Jumper said.

One big problem, he said, is the cloth turned up in a period of history when many relics were being made, which "makes it extremely suspect, to say the least."

The shroud, which is roughly 14 feet long and three feet wide, first showed up in the 14th century. It was damaged by fire in 1532, repaired, exhibited in Italy and, in 1578, found its permanent home in the Cathedral of John the Baptist in Turin.

Jumper debunked a lot of what has been written about the shroud recently as "pure rumor or things people have done who are not scientists. He be-

lieves what have been reported to be images of early coins on the eyes in the body image are "simply an artifact of the weave pattern, a way shadows are playing on the image." Similarly, the team found no aloes, as has been reported, and Jumper called reports of pollens "not too convincing."

In the end, while the team's work answered many questions about the shroud, it cannot answer the ultimate question. "We couldn't decide on a test for Jesus," Jumper said.

Even if carbon dating definitively places the shroud at the time of Christ, acceptance of it as the burial cloth of Jesus must remain in the realm of faith.

Major Eric Jumper is the son of Colonel and Mrs. George Jumper.

Submitted by William Dickison

VETERANS BILLS UPDATE

Last Congress, two major new pieces of legislation designed to provide medical assistance to veterans were enacted.

The two were:

The Veterans' Health Care Act, which provided medical assistance to veterans who are suffering from exposure to Agent Orange. The Act also continued the "storefront" readjustment center program,

The Veterans POW Benefits and Health Care Services Act, an Act that provided for the following: 1) monetary compensation to former POWs with psychological problems regardless of when the condition first appears; 2) a reduction from six months to sixty days the minimum amount of time a POW must have been imprisoned to establish an automatic presumption of service-connection for malnutrition-related diseases and disabilities; and 3) provisions for VA medical treatment on a priority basis to former POWs regardless of how long they were imprisoned.



REUNION
OF THE

EIGHTH AIR FORCE

"CINCINNATI"

OHIO
OCTOBER 7

THRU

OCTOBER 10 '82

Prez Sez

I wish to take this opportunity to thank the membership for their wholehearted cooperation during the past year. Our life members number more than seventy and our dues paying members have more than tripled.

Planning for the 40th Anniversary Reunion is progressing well. All indicators point in the direction of a super 40th reunion.

The October 15th issue of the newsletter will contain an up-to-date roster of all of our members, life, active, inactive and associates. During the past week I have received the names of 15 more former members of the 385th B.G. There are many more lost souls out there just waiting to be discovered. If we could all spend some 30 minutes or an hour once a month most of our lost souls would be welcomed back into the fold again.

This year is the 40th Anniversary of the 8th Air Force. The 8th Air Force Historical Society is holding a gala reunion in Cincinnati, Ohio on October 7-10 to mark the occasion. All 385th BGMA members who live within a 150 mile radius of Cincinnati are encouraged to attend. The 385th will have their own hospitality room. You all come!!

LATE NEWSLETTER?

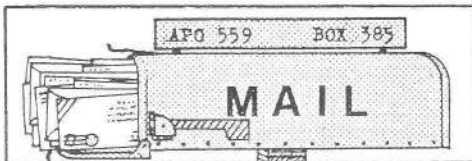
Everyone, by now, is well aware that the Newsletter was late being published. The reason for this dereliction of duty is simple: The editors were out of town for almost a month enjoying themselves. The occasion was their attendance at a reunion of post war folks who were stationed at Lockbourne AFB, Ohio and flew B-47's together some 26 years ago. This is a sure sign that we are all getting older, especially since some of those First Lieutenants that worked for me then are now General Officers.

We had a great time renewing old acquaintances, saw our former neighbors in California and also neighbors from Columbus, Ohio. When the hanger flying came to an end and the last story was told we gathered for a Sunday Champagne brunch and then went our separate ways. The next gathering is scheduled for October 1983.

Elaine and I then proceeded to Bartlesville, Oklahoma where we visited Sam and Mary Lyke, parking our fifth wheel travel trailer in their driveway. Then on to Ponca City, OK where we visited Truman and Margot Smith, and finally on to Pueblo, Colorado and a visit with Robert and Mabel Douglas. On our way back to Billings we stopped off in Cheyenne, WY to visit some old friends and I became involved with yet another reunion. The 20th reunion of the 90th Strategic Missile Wing (Minuteman) will be held in June 1983. This will be quite convenient as we will be on our way back from Colorado Springs at that time.

Perhaps with a little planning on my part I could make a new career out of attending reunions. Just a thought, however.

When we finally arrived home, with our RV, we were confronted with mounds and mounds of mail to be sorted out and answered. Our first priority has been the publication of the newsletter. Please be patient and I will answer all my correspondence.



Edwin F. Pollack, 1 Wheat Lane, Dorien, CN 06820

I have just read the latest issue and was particularly intrigued with the article on Thunderbolt. I was in the 548th, but for some reason - probably being fairly new - did not go to Bremen on 29 November. Sergeant Schatz, the Radio Gunner, had trained with me in Peyote and Dalhart, Texas. My crew was put together in Peyote in July 1943. Schatz was actually overage for combat. He had lied, so he said, about it to get gunnery training. I believe he had at least four children; he was from Oregon - worked as a lumberman. While at Dalhart the FBI grounded him because they thought he might have Nazi sympathies. He was a top radio man which was recognized at once. I think Bremen was his first mission. As you well know, those were rough days. I enjoy the publication very much.

I received your address from Elmer and Jean Fessler of Opa-Locka, Florida. I wrote to them about the 8th Air Force meetings and Reunions or any information they would have.

I am sending my application to become a member of the 8th AFHS. Also the Veterans of Foreign Wars Club I belong to has several members that were with different units and organizations of the 8th AF that are interested.

I was with the 549th Bomb Sq, 385th Bomb Group and we were stationed just outside of Enswell, England and I also made a scrap book with articles from Yank, Life and The Stars and Stripes and pictures of different crews and members, missions and other members of the 385th. The name of our plane was "Mr. Smith".

I would appreciate any information you may have regarding the 385th B.G. on reunions, Meetings or special events. Also if I have any information that you think could help you please feel free to ask.

Will be looking forward to hearing from you.
(EDITOR'S NOTE) Reunion June 1-5, 1983, Colorado Springs, CO.

Raymond A. Flora, 3440 Lindale Ave., Dayton, OH 45414

I am sending in a membership application to Mr. John Pettenger.

I was a radio operator on Lt. Roger Shock's crew and wasn't with the 385th very long.

We arrived late April or early May, 1944, assigned to 551st Bomb Sq, and were shot down June 2, 1944. On June 2 we were assigned to fly a plane called "Stormy Angel" and made a very short run over the coast of France in the morning. We flew a second mission into southern France in the afternoon but didn't drop our bombs and were headed back when we were hit by flak.

I spent the rest of the war in Stalag Luft IV.
(EDITOR'S NOTE) Glad to have you with us, Merritt and Raymond

Harold E. Jansen, Dr., L.J. Rogierstraat 112, 2552 LB THE HAGUE, The Netherlands

Mr. James H. Emmons
1649 Via Tovita
San Lorenzo, CA
94580 USA

Dear Mr. Emmons,

I have not the pleasure of being known to you. Allow me then to introduce myself: Harold Edward Jansen, air war historian.

I am writing a book about the USAAF air raids on 26 September 1944 when 1,100 bombers escorted with fighters attacked Hamm, Bremen and Osnabruck.

One of the airplanes shot down on that particular day was the B-17G serial number 42-107035 of the 385th Bomb Group 548 Bomb Squadron.

The entire crew was captured by the Germans and returned after the war to the United States.

I am in contact with the son of the pilot of the bomber but I wasn't able to get in contact with the rest of the crew. So I am wondering if you are able to help to locate the rest of the crew members. I will list them below, perhaps they are members of the 385th Bomb Group Association. If so, I would be most pleased if you are able to send me their current addresses, so that I can ask them for more information concerning their flight to Bremen.

They are; 2/Lt J.M. Ellzey, 2/Lt Robert E. Smallman, 1/Lt John W. Wise, T/Sgt Cosmo Rabasco, T/Sgt Forrest O. Sampson, S/Sgt William R. Sizer, S/Sgt Jack M. Walker S/Sgt Edward D. Morgan, Sgt Alexander J. Behr (Photo Man).

Your help in this case would be appreciated, if I can be of any help in crashed B-17s of the 385th Bomb Group please let me know. (EDITOR'S NOTE) None of these men are members of the 385th BGMA. Can anyone help?

Truman Smith, Box 507, Ponca City, OK 74601

Well--what does it feel like to have the president of the 385th Bomb Group Memorial Association, the editor and publisher of the Newsletter, the Group Lead Navigator (all one person), Paul Schulz and his Better Half, Elaine, (I can verify that she is his better half) drop in on you unexpectedly??? Having followed him from one lost place to another lost place all over enemy occupied Europe in World War Twice, I figured he was lost again. After all Ponca City, Oklahoma is not at the crossroads of the world. But - No - they did it on purpose. They actually intended to stop in and say "Howdy".

So what does it feel like??? It's great! Of course it is, especially when you haven't seen anyone from the old Group in decades. But it's even more...my wife, Margot, and Elaine - who did not fly in the 385th - are Air Force wives and, having never met,---well, it's a phenomenon of some kind-- , seemed to have known each other for a long time. I can only guess that the Air Force doth make brothers and sisters of us all through our common experiences and--hardships too.

"So what was it like over there in the Big One?", I asked Paul, and he expressed a feeling we all share. And since you had to have been there to share it, because it really defies description, you can't discuss it with those who have never experienced the sensations.

How can you convey the awesome sight of more than two thousand bombers in the air at one time--for as far as you can see--to someone who has never seen more than ten or twenty planes in the sky at once?

Did it really happen? Paul is my assurance that it did. We discussed the other "miracles" we were part of and both look forward to the Reunion in Colorado Springs, when and where there will be others who will also confirm that IT REALLY HAPPENED.

Reid H. Lowe, 4850 Palm Ave., Hialeah, FL 33012

To John Pettenger
Dear John,

I have just returned from my home in Abiquiu, New Mexico which is located abt. 40 miles south of the Ski Resort at Taos, NM, when I found in the mail the last newsletter.

I am enclosing my check in the sum of \$100.00 for a Life Membership.

I wanted to let you know that Mr. Alfred Johnson of Hunston Lodge near our old base, died just before Christmas. He and his wife Cath had been Africa on a vacation when he was stricken. They returned to England and he died a short time later. During the war he farmed part of our Base, going in and out on a bicycle to farm and back to his home. During our last reunion trip they had Sally and Myself as well as David and Rose Framer to their house for dinner following the services at Great Ashfield Church. They were lovely hosts and loved the 385th. They were at our original Wine Reception as well as the meeting for dinner in the Community building at Great Ashfield. I called her upon learning of Alfred's death and she seemed most appreciative.

Since I am also a part time resident of New Mexico, will try to make the mini reunion later this year.

Ian McLachlan, "Tasdale", 1 Joy Avenue, Newton Flotman, Norwich, Norfolk NR15 1RD, England

Many thanks for your letter of 9th March.

The weekend of 5/6/7 June saw a very distinguished guest in our home. One John C. Ford was with us for all too short a time but it was a delight to see him again and natter about matters of family and, as always, the 385th. John's memory is remarkable and my pencil was busy jotting down notes to accompany the tape I have of his recollections. A couple of the topics touched upon may jog a few more memories if you can squeeze this in the next Newsletter. John spoke of the occasion when Great Ashfield tower talked down a batch of RAF Mosquitoes piloted by Poles. They were lost in fog and looking for a safe haven. One of your guys spoke Polish and assisted them in. Two other visitors arrived in the summer of '44 - one with tragic consequences. On June 12, 1944 a 445th B-24 crash landed following a mission to support the invasion - no lives were lost. Less lucky was another 445th Liberator which crashed on 16 July. One of the crew (ball turret?) was killed and a British workman died when the B-24 careered over a building site.

Another subject that intrigues many of us over here is the story attached to every airfield of equipment being buried at the end of the war. Great Ashfield is no exception and there is a legend of a pit being created and filled with chairs, desks, bikes, unwanted parts and other debris thrown away before you departed. Trouble is with this story, no one can tell us exactly where. Now, of course, yesterday's rubbish has historical interest and I'd dearly like to excavate it, so come on you lot, someone must know where you hid it!

I doubt if we can make it to Colorado Springs but we'll be with you in spirit. If you're planning to visit the UK again, let us know and we'll help all we can.

(EDITOR'S NOTE) There was a recent article about airplanes and jeeps buried on the island of Guam, however no one could prove it. Is there any truth to this rumor? Can anyone help Ian?

Lamar Peeples, P.O. Box 403, Eugene, OR 97440

I have just finished a book, "Target Berlin - Mission 250: 6 March 1944". This book covers the mission in detail (more than I ever wanted to know!) from take-off of the first plane at Rattlesden to the landing of the photo recon plane at Mount Farm.

As I remembered the 4th Combat Wing furnished two wings-A and B. A wing composed of the 385th Gp and 447th Gp with two Pathfinder aircraft from the 482nd Gp. This was the lead wing for the 3rd Division and was led by Gen Wilson in one of the Pathfinder aircraft. I flew in the other Pathfinder aircraft with a Colonel from Division (or Wing) Hq, which was the Deputy leader and actually led the A Wing on the bomb run. The book has nothing about this. Maybe the brass recorded Wilson as the leader since he was shot down. There is a picture of Wilson's B-17 after it was hit and was on the way down.

The B Wing was more normal with most of the aircraft coming from the 94th and the remainder from the 385th and 447th Gps.

The 385th got very little coverage (under Combat Losses; one line, quote: Nine aircraft of the 385th Bomb returned with light or moderate damage) because the book is primarily directed toward losses - both sides. Many cases of German fighter vs bomber are matched up with follow ups on what happened to EVERYBODY! Same for fighter vs fighter.

The 100th hogged the limelight in the book with 16 B-17s lost and only ONE returning to land at Thorpe Abbots! Even the Gen Wilson plane was not charged to the 385th but to the 482nd!

Now my idea for Mail Call: Why not run a note about the book? Everyone who flew with the 8th AF and especially those who flew the 1st Berlin mission, #250 should have a copy of the book even if just to leave to descendants. I am inclosing sources for the book but I wonder if the 8th AF Assn couldn't make it available to members at a volume price? The book retails for \$19.95 and is just recently out. Copyright 1981

Some of us would like several copies for gifts.

Even tho the book appears to have some errors (especially with the 4th Wing and 385th Gp) it is about the best book I have read about the bombing of Germany by the 8th AF.

Available from: Milbooks, P.O. Box 92, Stanton, CA, 9068C
Price \$19.95 plus \$2.50 shipping

(EDITOR'S NOTE) I will contact the publishers and see if we can sell them through our PX.

Verne D.J. Philips, 1011 W. Thirty first, Austin, TX 78763

On page 9 of the 385th newsletter for 15 April 1982 you stated that you wanted the serial numbers of several of the aircraft in our group. One of the names listed is "Hesitation Hussy" which I suspect is that of the aircraft our crew took to England, the "Hesitatin' Hussy", number 42-5911. After a near-by aircraft caught fire and exploded on the ground one morning, heavily damaging the "Hesitatin' Hussy", our airplane was junked. I took the numbered acceptance plate, which I still have.

The number on the acceptance plate checks with the flight orders issued on June 12, 1943 at Bangor, Maine, setting out the names and numbers of eight of our crews, along with the aircraft numbers. Enclosed is a photocopy of that order. Hope it helps you match some of the others.

You are doing an excellent job of keeping the Association going and you are putting out an enjoyable and readable newsletter. This is not surprising, as we navigators are superior people, although I think I can recall some other adjectives sometimes used to describe navigators by the crew I flew with.

(EDITOR'S NOTE) Me too, Verne. Thanks for the serial number responses. I still need tail numbers for: Ruby's, Mr. Lucky, Spirit of Chicago, Ohio Air Force, Winnie the Pooh. Can anyone help out there?

FLORIDA MINI REUNION Nov. 12 - 14, 1982

John Pettenger would like to have a mini-reunion in Lakeland, Florida, November 12-14, 1982. The reunion would be held in conjunction with the Florida Chapter of the 8th Air Force Historical Society. The reunion will be held at the South Holiday Inn, 3405 S. Florida Ave., Lakeland, FL. For more information contact:

John F. Pettenger	Ken MacNicol	Wm. T. Sweet
Box 117	4904 Devon Circle	447 - 20th Ave.
Laurel, FL 33545	Naples, FL 33942	Indian Rocks Beach, FL 33535



THE WINE PRESS

By DR. VINCENT MASTERS



There is a large selection of wine bottle openers now available to you. I would encourage you to investigate some of the newer openers now on the market. Some of these have the advantage of not destroying the cork, thereby preventing the deposition of cork bits in the wine.

THE "AH-SO"

My favorite opener is the "Ah-So" cork remover. Rumor has it that this opener was designed by the Germans, popularized by the Italians and named by the Japanese.

The Ah-So is a T-shaped instrument so designed that the double pronged stem will fit on either side of the cork. Gentle pressure with a lateral rocking motion on the instrument will force the prongs of the device down

alongside the cork. A twisting upward force is then applied to the handle of the T. As the cork is extracted, the operator may exclaim, "Ah-So," and display the cork to all admirers.

THE AIR PUMP

Another recent introduction is an air pump extractor. This instrument looks like a horizontal air pump having a hollow, vertical needle. The needle is inserted through the cork until the tip is barely visible in the bottle. Air is then pumped through the needle, and the resulting increase of pressure in the bottle will gently force the cork up and out of the bottle. Be sure to hold the bottle securely during this process.

This device has the advantage of preventing the cork from being pushed down into the bottle, and also

preventing grinding up of the cork. It is most unique.

CORKSCREWS

There is still a large variety of corkscrews available. Attempt to find one which has a small diameter screw part. This also will prevent large amounts of cork from being ground up and being deposited in the bottle.

The favorite opener of many waiters is the jackknife or folding type of corkscrew. It can easily be carried in a pocket, and has a leverage arm to make opening easier.

A simple corkscrew for most of us to use is the double-winged screw type of opener. This corkscrew gives even more leverage in removing the cork.

If you find yourself without any opener at all, you can try using the twisted portion of a wire coat hanger. This looks something like a corkscrew, and acts something like one, also. While not perfect, it is better than nothing.

In desperation, you can always push the cork down into the bottle. Be careful not to splash the wine all over yourself and your guests. This is not considered good form by most wine connoisseurs, but is better than going thirsty.

Whatever type of opener you choose to use, please be sure to always remove the lead foil capsule or cork covering. Pouring the wine over the lead foil will taint the taste of the wine. The best way to remove the capsule is to carefully trim it away from the neck of the bottle below the lip.

Try your hand at one of these wine openers and see how easy it is. Be sure to cleanse the neck of the bottle with a clean, moist cloth. This will free the lip of the bottle from any dust or debris. Pour your wine and enjoy.

385th BGMA PX

From time to time the association has received inquiries concerning the availability of specialty items such as the Group History, back copies of the newsletter, programs from past reunions, belt buckles and other items. Since the 385th BGMA has several of these items in stock, we have decided to offer them to our members. Those items not in our inventory will be supplied by the vendors at no inventory cost to us. The 385th BGMA will realize a profit on all items sold. The following are offered for sale, prices include postage and handling.

The Letter, author Frederick H. Ihlenburg. Hard cover, Novel. A story of a B-17 crew based at Great Ashfield, how they lived and fought. Fred Ihlenburg is a 548th Pilot who wrote the book ten years ago while recuperating from open heart surgery. \$5.95

385th Bomb. Group History - a reprint of the Group History, an exact duplicate, hard cover. \$22.25

Sixth Reunion, paper cover. A detailed history of the All Saints Church in Great Ashfield and a short history of the 385th Bombardment Group(H). Contains several unpublished pictures. All monies collected are used to support our Memorial Altar in the All Saints Church. \$2.50

Seventh Reunion, paper cover. A complete reprint of all newsletters beginning August 1975 through February 1979. \$4.75

Pennsylvania Dutch Gourmet Cookbook, paper cover. Authors Laverne and Shirley Rohrbaugh. Laverne was a 385th member and a member of Rosener's crew. They were shot down on August 15, 1944 and ended up at Barth, Stalag Luft 1. This cookbook contains 333 recipes of the Pennsylvania Dutch (German) origin. I can remember both my grandmothers and mother preparing many of the recipes when I was young. If you like German cooking, this cookbook is for you. \$5.00

Squadron Tee Shirts

Men's	S-M-L-XL	\$6.75
Women's	S-M-L-XL	7.75
Squadron Sweat Shirts	S-M-L-XL	7.75
Children's T-shirts	S-M-L-XL	5.25
Golf Shirts	S-M-L-XL	9.00

Please state size and Squadron desired on shirts.

Belt Buckles, B-17 and 8th Air Force insignia with 385th Bomb. Group (H) identification. Hand crafted, had case, hand polished, solid golden bronze. \$21.00

Address all orders to: 385th BGMA PX
2049 Phoebe Dr.
Billings, MT 59105

Make all checks payable to 385th BGMA-PX. Allow four to six weeks for delivery.



385th's "01e Doodlebug" and its owner and "pilot" Joey Seppy

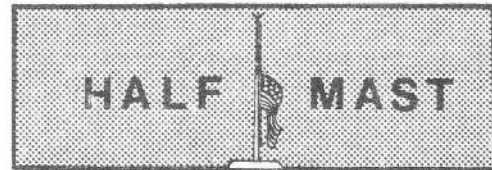


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 Williams, J. P.
 Williams, James T.
 Yawn, James Q.
 Zorn, Howard J.

*New Life Members **Deceased



Robert E. Bailey
 5235 Glenridge
 San Antonio, TX 78229

Deceased 3-16-81
 Buried in hometown of Poseyville,
 Indiana on 3-20-81
 Reported by Cousin, Andrew Cavett

Robert F. Sevrá
 Rt. 2, Box A8518
 Osage Beach, MO 65065

Deceased 11-27-81
 He was a Bombardier and completed
 35 missions.
 Reported by his wife, Mrs. R.F. Sevrá

The new graphics were submitted by Robert C. Cribb.
 Thanks a lot, Bob. EDITOR

MEMBERSHIP APPLICATION

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 STREET _____ CITY _____ STATE _____
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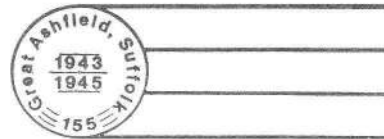
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