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11th Reunion 44th Anniversary 1987 DAYTON, OHIO

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"The Mighty Eighth Reunion Group"

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION

GREAT ASHFIELD — SUFFOLK, ENGLAND

STATION 155

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 Gen. E.P. Partridge
 L/Gen. Ira C. Eaker
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 John C. Ford
 James H. Emmons
 Paul Schulz
 Forrest V. Poore

NEWSLETTER

VOL. XIV NO. 2

JUNE 1987

Printed by Interstate Printing
 Fargo, North Dakota

First, see you at the Reunion!

Second, this Newsletter is coming a month early to get last minute up-date on the Reunion with latest list of registrants, Reunion Program schedule, and Tour registration forms.

Third, the next Newsletter will be the regular October one.

Fourth, Newsletters are normally mailed about the middle of the month -- October, January, April, and July. Since they are mailed 4th Class, it seems to take up to 2 weeks in some cases for arrival. If you haven't received your copy by the end of the month listed, drop us a line and I'll send another -- but take it easy! Regular postage is around 39¢ and rising.

Fifth, Pres. Bill is enjoying a trip to Europe, so his front page letter is missing. He probably would have said what we've said in our first sentence -- See you at the Reunion!

11th Reunion of 385th BGMA
 Dayton, Ohio
 July 24, 25, 26, 1987

Send Reservation Fee to: Sam Lyke
 4992 S.E. Princeton Dr.
 Bartlesville, OK 74003

Reservation Fee \$60.00 X _____ = \$ _____
 (number) (Total)

ENCLOSE CHECK MADE PAYABLE TO 385th BGMA

Reservation fee includes: Friday sit down dinner
 Saturday continental breakfast
 and dinner dance
 Monday sit down breakfast

Information

NAME _____ Spouse's Name _____

ADDRESS _____ PHONE _____

_____ ZIP _____

Guest(s) Name _____

Arrival Time/Date _____ Departure _____

HAVE YOU MADE RESERVATIONS?

From Ian

Dear Ed:

Thank you very much indeed for the 385th Bomb Group Newsletter gratefully received today.

It contains many very interesting items for the serious researcher, in fact, each issue is a mini 385th B.G. anthology.

About three weeks ago I sent you a copy of the March 1987 issue of "Framlingham Times" (via surface mail) which I hope you will find to be interesting and informative.

Apparently, Tom Helman is unaware that a book has been written on the Munster raid 10-10-1943 in his letter to Martin Hols (Mission to Munster) so I've sent Tom the 385th B.G. newsletter review of the book which includes the full story of William Whitlow's escape with three other gallant members of his crew.

Incidentally, I went to Holland last May and had the very great pleasure of visiting Joop Noest a former member of the Dutch Resistance at his lovely home in Northern Holland. "Joe" Noest watched Bill Whitlow parachute to the ground near Holten, Holland, 10-10-1943. (see the Munster book).

In August 1983, Joe Noest was awarded the Dutch Resistance Cross by Queen Beatrix of the Netherlands, because up until then, no one in the Dutch Resistance Organizations (post-war) was aware that Joop Noest had survived the war. His wartime code name was "Joop van der Elst" and he very kindly gave me a photograph of him wearing the Resistance Cross, in fact, that photograph (copy) was originally sent to the publisher (part-time) of the Munster book with a request that it be included in the book. (To no avail. . .)

Getting back to Tom Helman's letter: (regarding German Air Force fighter losses), you maybe noticed that G.A.F. fighter losses for the 8th, 9th and 10th of October, 1943 are listed in the appendix of the Munster raid book. In every case, the pilot or the radio operator was either killed or wounded. This fact was extremely puzzling. Where were the records of G.A.F. pilots who had been shot down and bailed out uninjured ???

So I wrote to my expert and very thorough G.A.F. researcher, Arno Ubendroth, in Berlin. His reply confirmed what I strongly suspected.

Apparently, the G.A.F. Fighter Groups were forbidden to give their true losses by the Luftwaffe High Command. The reason being that if Hitler ever discovered the Luftwaffe's true losses, heads would certainly roll in the Luftwaffe High Command.

For example, the 390th B.G. had 62 confirmed and the 95th B.G. had 42 confirmed fighters shot down during the Munster raid alone. Even after allowing for the duplication of G.A.F. fighters is still leaves a total of 52 (is half of 104), quite apart from the fighters claimed by the 25 bombers of the 13th Combat Bomb Wing (ie 95th, 100th and 390th groups) which were themselves shot down during the Munster mission.

In July last year I received a letter from a very distinguished 3rd Air Division Bomb Group Commander, with whom I'd been corresponding regarding G.A.F. losses. QUOTE: "Others have talked to me about the fact that German records, both as to their kills and their losses, were doctored from time to time to give Hitler a hero to decorate and talk about on the one hand, and to minimize losses on the other."

"Secondly, toward the end of the war, Dave Schilling (the C.O. of the 56th Fighter Group) and I were told to go to a certain suite in one of the London hotels and there we were to question a Gruppe Commander named Muller who had just been captured. An A-2 officer greeted us and we all sat down and talked. We soon zeroed in on certain missions where Muller had opposed us or the 56th Fighter Group. We really had a great 3 or 4 hours getting information from Muller who was all too willing to talk. I understand the conversation was taken down through some type of surveillance device.

"However, one of the points Muller made was that when their fighter took off to intercept us, they were set up to land at a different airfield. Some were sent to one field and some to another. In this way, even the German fighter pilots would have no idea of their losses. Secondly, the roster on this field from which they flew would generally just take them off the roster, so that air field had no idea of their losses.

"Perhaps this will ease your mind about no records. I believe they deliberately did not keep them. "End of quote"

The official German losses for 10-10-1943 from the German records office gives a total of 22, but I found 4 more during my 5 1/2 year research for the Munster raid book, giving a total of 26 G.A.F. fighters shot down. Bearing in mind all of the foregoing, I think it is reasonable to assume that the true figure of G.A.F. losses on 10-10-1943 (and for that matter every other date during WWII) will probably never be known.

I think it is therefore reasonable to assume that the G.A.F. fighter losses for 10-10-1943 were somewhere between 60 and a 100 fighters shot down.

For a start, the five 8th A.F. Fighter Groups (which helped escort the bombers during the Munster mission 10-10-1943) and 21 confirmed "kills" (which were verified on the 47's gun cameras).

I've enclosed a copy of a book review which mentions the 385th B.G. Mrs Rosemary Bishard (Frank Creegans sister) very kindly sent it to me from Fort Scott. We still correspond.

All well here in Bacton. Roll on Spring! I

Sincerely

Ian Hawkins

THIS IS TRULY A GREAT BOOK!

It needs to be read by "... anyone who wants to know what war is like, we recommend it even more highly for its factual tale of a heroic Air Force unit that suffered mightily and came back for more." (Norman Bowman In *California Legionnaire*.)

The Fort Staff (Tribune)

Wednesday, October 9, 1985

Fort Scott, Kansas

Wednesday EXTRA

Book weaves vivid tale of 'Black Week'

By Peg Anderson

Forty-two years ago, Friday, Oct. 8, 1943, was the beginning of "Black Week" for the United States Eighth Air Force. Munster: The Way It Was is a vivid, detailed account of that week and specifically the daylight raid over Munster, Germany, one of the most vicious single air battles of World War II.

Author Ian Hawkins of Bacton, Suffolk County, England, became interested in the history of the Eighth Air Force as a young boy growing up surrounded by the airfields from which the air crews flew. The book is a result of five years work in gathering stories and pictures from more than 200 participants on both sides, then piecing them together with official reports.

The result is not patchwork in effect, however. Hawkins' skillful blend of personal narrative, eyewitness accounts and scholarly research results in a totally engrossing story of incredible courage and ability. It is the story of those people directly involved: the bomber crews, the ground crews and the fighter pilots on both sides, as well as civilians who were involved in the attack. It is the story of those doing the shooting and those getting shot at. It is also the story of aircraft of fantastic reliability and capability.

The raid on Munster took place on Oct. 10, 1945, following heavy losses in previous raids over Germany on the eighth and ninth. Swarms of Luftwaffe fighters and vicious flak over the city cost the Eighth Air Force 30 bombers and two P-47 Thunderbolt fighters — all in about

Check it out at the library

25 minutes. The Luftwaffe lost 26 fighter pilots, either killed or wounded. Four battle-damaged B-17's, two P-47's and seven German fighters crash-landed in England and occupied Europe following the raid.

The Munster raid gave the American crews stationed at Thorpe Abbots in Norfolk the grim epithet, "The Bloody Hundredth." Only one 100th Bomb Group crew survived the raid, returning to Thorpe Abbots Field on two engines in the B-17 "Royal Flush." Of the remaining crew members, 31 were killed in action, 84 were taken prisoners of war, and one, Lt. John Justice, pilot of the ill-fated "Pasadena Nena," evaded capture after parachuting into occupied Holland. The story of his rescue and journey through Holland, Belgium, France and Spain via the underground resistance is a fascinating and inspiring testimonial to the courageous civilians who risked their lives to help downed air crews.

The book also stands as a testimonial to the survival of the human spirit. The final chapter and epilogues relate the reunion, in 1981, of those who flew together during that "Black Week" of 1943. They also tell of the reunions of those who flew against each other in the sky over Munster. Both reunions were held in friendship and high regard for the courage and ability required during that tragic week.

Of the many responses which Hawkins received from those directly involved, one was an hour-long tape from Maj. Gen. John B. Kidd, U.S.A.F. (Ret'd), the former operations officer of the 100th Bombardment Group at Thorpe Abbots. He said:

"There is great meat here for telling the story of air warfare ... philosophising about warfare ... about the courage, and the lack of courage, of men ... about the humorous and tragic incidents ... certainly the tragic isn't hard to find. But there is also a need for a balanced treatment in this kind of story.

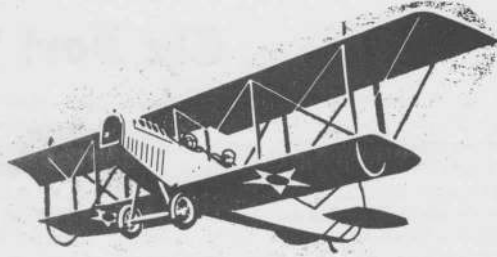
"I have read other books along the lines of this one, and I must say that ... I think a lot gets lost in trying to foist one's views, distaste, etc, concerning warfare off an the public through this kind of vehicle. f* *

"If it is, the story can be told just as it was, for good, for bad, and without embellishment, it seems to me that fit greater service is done."

Ian Hawkins has done that "greater service" in a moving and scholarly fashion. As one who was born on the morning of the Munster raid, totally unaware of the world I had entered, I thank him.

The book, *Munster, The Way it Was* has been added to our library in honor of the memory of Sgt Frank Creegan, Eighth Air Force Photographer, killed in an air crash returning from a mission over Europe. Sgt. Creegan, the son of Mr. and Mrs. Frank Creegan, was with the 385th Bombardment Group stationed at Great Ashfield. This book honors as well the other Fort Scott men who gave their lives in that war.

**385th Bomb Group
11 th Reunion
44th Anniversary
July 24 - 26, 1987
Dayton, Ohio**



Marriott Hotel, Dayton, Ohio
1414 So. Pattersen Blvd.

PROGRAM

Thursday - July 23rd

- 1 pm - 6 pm - Registration - Early arrivals. Main Floor Cloak Room
- 1 pm - 6 pm - Hospitality Room open. Room 542
- 4: 30 pm - 385th BGMA Officers and Reunion Committee meet with hotel staff. Executive Offices.

Friday - July 24th

- 9 am - 5 pm - Registration
- 12 am - 6 pm - Hospitality Room open
- 1 pm - 4: 30 pm - Outstanding Homes Tour.
- 7 pm - 11 pm - Reception & Dinner* - Speaker from Air Force Museum - Grand Ballroom

Saturday - July 25th

- 8: 30 / .1 - 11 am - General Session - Squadron 8 Headquarters meeting - Grand Ballroom
Continental Breakfast*
- 8: 30 am - 9: 45 am - Ladies' Program - Continental Breakfast* - Grand Ballroom
- 11 am - 12 am - Shuttle buses depart for A.F. Museum - Cost \$4.50 Round trip - (minimum 35 people), or you can drive. You buy lunch at A.F. Museum,
- 3 pm - 4 pm - Buses A.F. Museum for Marriott
- 10 am - 4 pm - Shopping & Antiquing Tour - Lunch included at Ohio's oldest Inn
- 11:15 am - 4:15 pm - Aviation Trail Tour - Lunch included
- 12 am - 6 pm - Hospitality Room open
- 6:30 pm - 12 pm - Reception & Dinner dance*

Sunday - July 26th

All day Dayton Air Show. Cost Senior Citizens \$4.00. All meals on your own. Buses depart from University of Dayton Stadium every 10 Minutes and return on same schedule. Cost \$.75 one way. It is suggested you take a folding chair, or blanket, sun lotion, hat and umbrella.

- 9: 30 am - 4 pm - Cincinnati tour with 2j hour boat cruise including lunch. Cash bar.

Monday - July 27th

- 8 am - 11 am - Business breakfast* - Grand Ballroom
Reunion over.

* - Included in registration fee.

Please check the attached form for the tours you want and return the form with your check made payable to the 385th BGMA to:

Wm. "Kelly Melillo
641 5 Marshall Rd.
Centerville, Ohio 45459
Phone (513) 433-7021

- [] Tour #1 - Cost \$16. 00 per person, Number of people
- [] Tour #2 - Cost \$28.00 per person. Number of people
- [] Tour #3 - Cost \$23. 00 per person. Number of people
- [] Tour #4 - Cost \$29. 95 per person. Number of people

Name _____

Address _____

DAYTON Marriott Hotel



•H'trtiou

To arrive at Marriott, exit from 1-75 at Exit 51. Turn Northeast on Edwin Moses Blvd, past Univ. of Dayton stadium. You will see Marriott across the river.

RV parking is available at Marriott, but no hook-ups.



For those who do not wish to attend the Air Force Museum or the Dayton Air Show, other tours have been arranged. We have reserved two buses for each tour, 46 people per bus. More buses are available if early reservations are made. All reservations must be in by July 1st, 1987.

Tour #1 - Friday July 24th, 1987
Outstanding Homes Tour
 Depart Marriott Hotel 1:00 P.M.
 Return 4:40 P.M. - Cost \$16.00 per person
 Minimum 35 people

Join us as we view some of the loveliest, most interesting and most historic homes in Dayton. As we become acquainted with the city through our guide, we'll view Patterson Homestead, home of John Patterson (founder of NCR) and Hawthorne, (home of the Wright Brothers). We'll tour our oldest neighborhood "Oregon" and meet with one of the owners and view her home listening to her tales of restoration. Finally, we'll visit the Weisenborn home, Deerwood Farm. This home has been featured in Good Housekeeping, Early American Life, Longabergers Catalogue and was just a feature home in Country Living 1986 Christmas issue. It is the epitome of "country charm" and the owners are delightful. A personal look at Dayton with a little shopping time as well.

Tour #2 - Saturday July 25th, 1987
Shopping, Antiquing Tour
 Depart Marriott Hotel 9:30 A.M.
 Return 4:00 P.M. - Cost \$28.00 per person
 Minimum 35 people

We'll sample a wide variety of shopping when we visit Town and Country and Cobblestone Shops. After a pleasant drive through the countryside, we'll enjoy lunch at the Inn of the Golden Lamb, Ohio's oldest Inn, probably the best known restaurant in Ohio as well, marvelous food, beautiful atmosphere. Three floors each with rooms named after the famous people who visited, Charles Dickens, etc., and furnished with priceless antiques of the period. After lunch, we'll visit the antique capitol of the Midwest, Waynesville - a treat whether you like antiques or not! Lunch included.

Tour #3 - Saturday July 25, 1987
Aviation Trail
 Depart Marriott Hotel 11:15 A.M.
 Return 4:15 P.M. - Cost \$23.00 per person
 Minimum 35 people

We'll tour Dayton highlights associated with Aviation and make the Wright Brothers "come to life". We'll weave the story of the birth of Aviation as we visit spots important to the history of flight. Carillon Park, Woodland Cemetery, the old Wright neighborhood and Kettering-Moraine Museum. We'll enjoy a delicious lunch and 2 million dollars worth of antiques in the Old Spaghetti Warehouse. Tour fully narrated. Lunch included.

Tour #4 - Sunday July 26, 1987
Riverboating in Cincinnati
 Depart Marriott Hotel 10:00 A.M.
 Return 3:30 P.M. - Cost \$29.95 per person
 Minimum 150 people

Brief Cincinnati tour en route. Board Funliner for 2 1/2 hour cruise. Entertainment - Delicious buffet lunch. Two enclosed decks, one open air. C.O.D. Bar available. Lunch included.

For those eligible for "Space Available" flights, here's the latest on rules and regulations, courtesy of Verne Philips.

Space-A: The Price Is Right

Military retirees may take advantage of space-available seating on military flights between worldwide Army, Navy, Air Force and Marine Corps air facilities and on commercial military contract flights departing the international airports at Oakland, Los Angeles, St. Louis, Charleston and Philadelphia with military families for overseas assignments.

Retiree spouses may travel Space-A on international flights only and must be accompanied by the retiree. This means that on United States-bound flights, a spouse normally must deplane at the first domestic stop (even if the aircraft continues on to your ultimate destination). And if you haven't kept up, there have been some important changes in the Space-A program that may make a difference in your next trip.

Fees Charged

The Military Airlift Command is required by Congress to collect a \$10-per-individual charge at each of its terminals handling more than 1,000 international space-available passengers per year. This charge applies to international travel only. This is a one-time fee collected for each one-way trip from origin to a specified destination (not necessarily in a direct line of travel or even on the same aircraft). In addition, MAC must charge a \$3 head tax for each Space-A passenger departing one of the 50 states on its international commercial contract flights (but not for those flights that begin and end within the Continental United States).

Also, to help cover the costs of U.S. customs inspections, retirees now are required to pay \$5 more than the standard \$10 individual charge, above, when returning to the continental United States, Hawaii and Alaska aboard commercial contract flights. Military aircraft passengers are exempt from these charges. Read on.

Sign-Up Procedures

There have been significant changes in passenger processing for Space-A flights. Travelers now may sign for flights up to five countries at one time, or for a particular city or MAC terminal and, when a flight is scheduled, you have the option of taking it or waiting for another. After signing the MAC terminal passenger roster, you no longer have to wait in the terminal for a flight. You now remain on the roster and "keep your place in line" for up to 45 days (30 days for non-retirees) by merely validating your travel intentions, in person, every 15 days at the MAC passenger counter. Validation is required for all Space-A flights *except for retirees awaiting flights from Hickam AFB, Hawaii.*

Check-Ins and Baggage

Computer check-ins like those used by the commercial airlines have been installed at 22 MAC terminals, and will be in all the major MAC terminals by 1987.

Another new travel convenience saves a lot of passengers flying part way on MAC aircraft from lugging

their bags between terminals. If you are connecting with one of 21 participating commercial airlines, MAC automatically transfers your baggage directly to the connecting commercial flight.

Space-A Guide Books

The wise retiree relies on a travel guide written by travel-smart Space-A aficionados, and there are several good ones (paperbacks) on the market. Recommended: *CAT-4, The Space Available Handbook*, Travel Service/CAT Publications, Dept. AB, 1707 H St., NW, Suite 600, Washington, D.C. 20006, phone 1-800-638-8784 or (202) 463-4260; *Military Space-A Air Opportunities Around the World*, Military Living Publications, P.O. Box 2347, Falls Church, VA 22042, phone (703) 237-0203; and *Space A '86-87*, Military Travel News, P.O. Box 9, Oakton, VA 22124, phone (703) 281-9323. You might also be interested in the publishers' subscription newsletters which offer additional travel advice with first-person travel experiences and Space-A tips from around the world.

Editor's Note: Some MAC terminals are reducing their operating hours, so make sure of your time schedules before making travel arrangements.

Space-A travel is governed by DoD Regulation 4515.13, *Air Transportation Eligibility*. Contact any MAC aerial port or passenger terminal for current information. Happy Traveling!

4



Earl Cole returning from a mission. Note the lack of oxygen mask, failure to have parachute attached, closed bomb-sight, ammunition loaded, 5 o'clock shadow.

Do we want this man to lead us during 1987-1989? Nominations can be made from the floor at the Reunion if deemed advisable!

Fargo Reunion

A 1989 Reunion in Fargo will insure a tour of the SAC B-1 Bomber Base at Grand Forks, ND in June or July 1989, according to word received from Col. Robert W. Parker, Base Commander.

In his invitation, which is printed below, Col. Parker points out the huge importance of the Grand Forks Base in the over-all deterrence capability of the U.S. Air Defense.

Additional facilities available for inspection will be the Missile Silos which have been installed, upgraded, and are operational, along with a visit to America's only ABM site. This site, completed in the early 70's was deactivated as a part of the SALT 2 agreement with the Soviets. It remains as a 7 billion dollar bargaining chip in the on-going negotiations.

Col. Parker's letter follows:



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 321ST STRATEGIC MISSILE W/LG (SAC)
GRAND FORKS AIR FORCE BASE ND 58205-52

Dear Mr. Stern:

Please accept this letter as an invitation to "The 385th Reunion Group" to visit Grand Forks Air Force Base in June and July 1989.

By that time we will have made several weapons system conversions which will put the base and the people assigned here at the forefront of deterrence. We will have an operational squadron of 17 B-1B aircraft and along side them will be a squadron of 20 KC-135R Stratotankers. In addition, the base will be well into the preparation to begin construction of the Central Region Over-the-Horizon-Backscatter radar system.

As the time for final arrangements nears, within nine months of the event, please contact my public affairs personnel to begin the actual planning of your activities here. They may be reached by writing at 321 SMW/PA, Grand Forks Air Force Base, ND 58205-5000, or by calling (701) 594-6621.

If I can be of further help to you or your organization, please let me know.

Sincerely,

ROBERT W. PARKER, Colonel, USAF
Commander

Additional activities planned for a 1989 Reunion in Fargo include visits to the Roger Maris Baseball Museum, Flights with North Dakota's William Tell Champion Air Force National Guard unit, visits to turn-of-the-century Bonanzaville historic western village, legalized gambling casinos, and activities connected with North Dakota's celebration of its 100th anniversary of Statehood.

Golf, fishing, a trip to the source of the Mississippi, viewing Bonanza farming operations. City tours on an authentic London bus, tours to Museums housing Viking ship Hjemkomst and Norwegian heritage artifacts, shopping in huge regional Mall, luxury or economy housing accommodations all are promised in this visit to an unspoiled part of our country.

Further details will be presented at the Dayton Reunion.

Dear Ed:

I must compliment you on the newsletter. . . you have earned a lifetime job. . . If I haven't thanked you before for the past copies, let me do it now and you have the computer straightened out I got the April issue yesterday!

As to the '89 Reunion. . . I believe Nashville will "Pass". . . In a city as Tourist and Convention oriented as Nashville, it really takes four years to block off good dates at a first class hotel with the facilities this meeting needs. I also think Dayton and Nashville are too close together to follow each other. . . we are only about three to four hours driving time if you push it. While there are several of us that will go where ever it is we do tend to draw strongly from the immediate vicinity and Dayton and Nashville would tend to draw from the same area. I would hope that at this meeting we would select the site for 1989 and 1991. . . and being the eternal optimist, I would invite the Group to Nashville in 1991. . . But I feel that the dates available here in 1989 would not be at the time of year when the meeting would be enjoyable... I would look forward to a trip to Fargo in 1989.

See you in July in Dayton ... let me know if there is anything I can do to help.

As Ever,

Tommy Harrison

Mr. Stern:

Mrs. John Ford gave me your name, hoping you can help me out. I got his name from an old 1980 8th yearbook and she said Mr. Ford passed away and you are now your bomb group editor. I am a B-17 and 8th buff, I was only a kid during the 42-45 era. I am trying to collect all B-17 bomb group newsletter and history books. Enclosed is a 1.00 for a couple of your newsletters and info on your history book if any are for sale.

Thank you,

Richard Larson
Box 144
Milan, Kansas 67105

Remember that leave before taking off for England?
There are some good old friends on this list!

S --
"ftMjgBt" PSOGSSmHG LEnDQil'PTERS
"77rmy Air Base, Kearney, Nebraska

SPECIAL ORDERS)

May 29, 1943.
AHK/tt

NUMBER 25)
I.

EXTRACT

gr lv
1943.

1. The folwg named 0 385th Bomb Gr>, atcd this Hq,
of absence for a period of six (6) days o/a May 30.

STO

1st Lt	Herbert O. Hamilton	0-727985
2nd Lt	James D. McKee	0-67 8291
2nd Lt	Edward F. Grabowski	0-728199
1st Lt	Mfir'ion-Gw HA 11A	0-77 94*79
1st Lt	Gerald D. Binks	0-662727
2nd Lt	Robert W. Meyer	0-672843
2nd Lt	Charles E. Shaw	0-730302
2nd Lt	Charley F. Hughes	0-731070
2nd Lt	Lyle V. Fryer	0-665675
2nd Lt	Clifford G. Mollveen	0-073542
2nd Lt	John S. Durakov	0-735982
2nd Lt	Edwin L. Rinkenberger	b-75335^
2nd Lt	Herman M. Gurgel	0-665302
2nd Lt	Jacob Silverstein	0-738271
2nd Lt	Paul L. Fauerso	0-735984
2nd Lt	John W. Hendricks	0-734343
2nd Lt	John H. Noel Jr.	0-793154
2nd Lt	Henry Wilczyk	0-672535
2nd Lt	Leonard H. Marion	0-436431
2nd Lt	GimmM H. Rsnelnt	0-735923
2nd Lt	Herbert F. Powley	0-793156
2nd Lt	Fred G. Montgomery	0-672850
2nd Lt	Lloyd J.S. Boor	0-796475
2nd Lt	Pat H. Ruffin	0-20411205
2nd Lt	William A. storr	0-703860
2nd Lt	Robert P. Blakeley	0-672535
2nd Lt	Clinton Weaver	0-788799
2nd Lt	Athel J. Milller*	0-754572
2nd Lt	John D. Schley Jr.	0-793444
2nd Lt	Arthur H. Wiegand	0-673707
1 2nd Lt	John (NMI) Ellingson	0-670718
2nd Lt	Earl R. Bates	0M7386.96 J
2nd Lt	Warren E. Ceroni	0-7940636
2nd Lt	William F. Flagler	0-799367
2nd Lt	Richard S. Proctor	0-798873
2nd Lt	Robert E. Selby	0-730058 J
2nd Lt	Sam P. Dixon	0-792240
2nd Lt	Warren E. Bock	0-674451
2nd Lt	James H. Wishert	0-731351
2nd Lt	George W. Inderlin	0-735862
Capt	William M. Tesla	0-398533
Capt	Orville B. Ross	0-412951
Major	Williston B. Bunting	0-381900
1st Lt	Horace T. Witherspoon	0-726536
2nd Lt	William W. Richards	0-672868

Each 0 will keep this Hq advised at all times. ofj
his eddy. in case-of -emergency and will report for
dy o/b Midnight, June 4, 1943, at AAB, Kearney^Nebr.

By order of Lt Colonel MUELLER:

HUNK T. MCCORMICK, JR.,
Captain, Air Corps,
Adjutant.

OFFICIAL:

Alvin H. Kirsner
nLVIN H. KIRSNER,
2nd Lt., Mr Corps,
Asst. Adjtpnt.

Dear Ed:

Thank you so much for sending an extra copy of the newsletter to our new address. The original, sent to Florida, was never forwarded to Oregon.

While I'm at it, I think a lot of guys, like Paul C. Jadro (April newsletter) and I would like, very much, to have new "Lucky Bastard" certificates. Mine was supposed to be sent to my home after I left Great Ashfield, anyway, just thought I'd mention it.

Also, I am enclosing part of a letter I just received from one of my waist gunners, Danny Altman. I told you last year that we'd finally located him after trying for 42 years, and now, as you'll read, we missed seeing each other by a couple of hours. FATE! I hope we both live long enough to get another chance.

I can also vouch for two of the three low altitude missions that Mike Pappas mentioned in his letter to Homer Groening (April newsletter) they were my 30th and 31st. I still remember the groans when they told us the altitude at briefing. We thought sure somebody had lost his mind.

Fraternally

Fred Ihlenberg

Dear Fred:

We missed you by only a few hours in Ocala, Fla. March 13th, 1987. This sounds just like a fairy tale but it is the absolute truth. We planned to spend several weeks in central Fla. (Dayton - Sanford). We left Florence March 12th, drove to Lake City, Fla., spent nite (12th) there in Holiday Inn on 1-75. 13th we left Lake City arrived Ocala approx. 11:00 am. Located your house (with some difficulty) talked to your neighbor who said you had sold the day before . . . while we talked a van pulled up and it was the new owner. We talked, he said you had left for the West Coast that morning. From what he said, we most likely passed you on 1-75. Can you believe that! !

I am happy you closed the deal and happy you are with your children; but regret terribly missed you f. Jeanne.

Sincerely

Danny Altmann

WANTED

Volunteer with a Video Camera who is going to the Reunion. Secretary George Hruska would like to hear from you -- would like someone to video the Reunion. Write him at 7442 Ontario St., Omaha, Ne 68124, or call 402-397-1934.

*These orders moved you into those comfortable
barracks at Geiger.*

March 27, 19UJ

QUARTERS ASSIGNMENT)

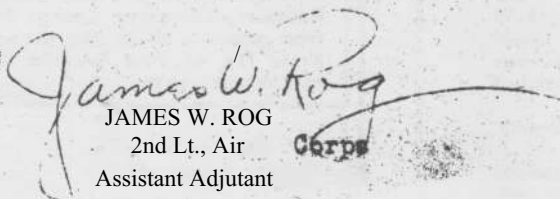
ORDERS NO..... 56)

VOCO on dates indicate^, assigning quarters in the BOQ to
the following named Officersj Are hereby confirmed and made a matter
of record:

RANK	NAME	ASN	DATE REPORTED
1st Lt.	POWERS, DAVID J.	0-317993	March 21, 1943
1st Lt.	REED, JOE G.	0-499902	March 22, 1943
2nd Lt.	MARION LEONARD H.	0-436481	March 24, 1943
2nd Lt.	COOPER, JAMES L.	0-738762	March 25, 1943
2nd Lt.	RAMELOT, GEORGE H.	0-735923	March 24, 1943
2nd Lt.	KIRBY, JESSE G. JR.'	0-670567	March 24, 1943
2nd Lt.	WALLS, FRANK B.	0-733753	March 25, 1943
2nd Lt.	HORR, WAYNE L«	0-793773	March 24, 1943
2nd Lt.	BANKS, DAVID H. JR.	0-797233	March 24, 1943
2nd Lt.	MUDGE, JEROME H.	0-731889	March 24, 1943
2nd Lt.	RUBY, BILLY E.	0-672871	March 24, 1943
2nd Lt.	ZAVISHO, JOHN E.	0-788684	March 24, 1943
2nd Lt.	ROTI, BRUNO	0-672870	March 24, 1943
2nd Lt.	SULLIVAN, CLEMENT A.	0-738899	March 24, 1943
2nd Lt.	BAIRD, ELMER S.	0-797231	March 24, 1943
2nd Lt.	BROWN, GEORGE B.	0-738689	March 24, 1943
2nd Lt.	SHEFFIELD, SAM H.	0-738668	March 24, 1943
2nd Lt.	PHILIPS, VERNE D, J.	0-407703	March 24, 1943
2nd Lt.	LARSEN, GEORGE G.	0-670570	March 24, 1§43
2nd Lt.	KL3USER, THEODORE J.	0-670568	March 24, 1943
2nd Lt.	RUFFIN, PAT H.	0-2043705	March 24, 1943
2nd Lt.	MONTGOMERY, FRED G.	0-672850	March 24, 1943
2nd Lt.	SOMMERS, PAUL A.	0-793450	March 24, 1943
2nd Lt.	WINTON, TYLER C.	0-670200	March 24, 1943
2nd Lt.	WALKER, HENRY S.	0-738676	March 24-, 1943
Capt-.	BEGKEL, RONALD W.	0-406510	March 25, 19U3
1st Lt.	PURYEAR, Jnx-IES L.	0-725479	March 25, 1943
2nd Lt.	ELLINGSEN, JOHN JR.	0-670718	March 25, 1943
2nd Lt.	BATES, EaRL R. :-	0-738686	March 24, 1943
2nd Lt.	WIEGAND, ARTHUR H.	0-673707	March 25, 1943
2nd Lt.	SCHLEY, JOHN D. JR.	0-793444	March 25, 1943
2nd Lt.	BETOW, THOMAS H.	0-738687	March 25, 1943
2nd Lt.	LINDSAY, PAUL F.	0-670575	March 24, 1943
2nd Lt.	SMITH, ROBERT C.	0-7337^2	March 25, 1943

By Order of Major BURGER:

OFFICIAL:


JAMES W. ROG
2nd Lt., Air Corps
Assistant Adjutant

■ JAMES W, ROG
2nd Lt., Air Corps
assistant Adjutant

*Remember when you left Ephrata for Geiger? Here
the orders that did it.*

SPECIAL ORDERS)

HEADQUARTERS ARMY AIR BASE
Ephrata, Washington
March 21, 1913

NO. • . . . 83)

EXT R A C T

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1§. Under the provisions of par
to " the following named 0 is

13, AR 210-10, the assgmt of public quarters
terminated, effective March 21/13 •

2nd Lt	LEONARD H MARION	011361181	2nd Lt	CHARLES A WARDLE	0738679
2nd Lt	GEORGE H RAMELOT	0735923	2nd Lt	THEODORE J KLEUSER	0670568
2nd Lt	HERBERT F POWLEY	0793165	2nd Lt	THOMAS H BETOW	0738687
2nd Lt	FRED G MONTGOMERY	0672830	2nd Lt	DAVID S LEVENTHAL	06671111
2nd Lt	PAT S RUFFIN	020U3705	2nd Lt	WILLIAM J DORNEY	0738968
2nd Lt	WILLIAM H ROBBINS	07938116	2nd Lt	FRANK B WALLS	0733755
2nd Lt	WILLIAM M BRICK	0798735	2nd Lt	JESSIE G KIRBY	0670567
2nd Lt	PAUL A SOMMERS	07931150	2nd Lt	CHARLES F BAKER	0797232
2nd Lt	TYLER C WINTON	0670200	■2nd Lt	JAMES L COOPER	0738762
2nd Lt	HENRY WALKER	0738676	2nd Lt	WAYNE L HERR	0793773
2nd Lt	HERBERT A HEUSER ■	067051:3	2nd Lt	DAVID H BANKS, JR	0797233
2nd Lt	HOWARD J ZORN	0670203	2nd Lt	ROBERT C SMITH	07337112
2nd Lt	EL®R S BAIRD	0797231	2nd Lt	PAUL F LINDSAY	0670575
2nd Lt	BILLY E RUBY	0672871	2nd Lt	NATHAN UNGAR	0738906
2nd Lt	ROY E THOMPSON	0793865	2nd Lt	CHARLES A STEVENS	0738670
2nd Lt	JAMES J HIGHLEY	06705115	2nd Lt	EDWARD S STONE	07337115
2nd Lt	GEORGE A BRAST	07961*78	2nd Lt	GEORGE G LARSEN	0670570
2nd Lt	WILLIAM T McDONALD	07311369	2nd Lt	GEORGE B BROWN	0738689
2nd Lt	JOHN D SCHLEY, JR.	0793111111	2nd Lt	JEROME H MUDGE	0731889
2nd Lt	JOHN ELLINGSEN, JR.	0670718	■2nd Lt	VERNE D J PHILIPS	01107703
2nd Lt	EARL R BATES	0738686	F/0	WILLIAM CLARK	T-161
2nd Lt	ARTHUR H WIEGAND	0673707	2nd Lt	SAMUEL H SHEFFIELD	0738668
2nd Lt	PAUL M YANNELLO	0733769	2nd Lt	CLEMENT A SULLIVAN	0738899
2nd Lt	FREDERICK E WILSON	0663975	2nd Lt	JOHN E ZAVISKO	07386811
2nd Lt	GAYLE N BLACK	0670709	2nd Lt	BRUNO ROTI	0672870

*

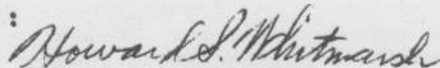
4t-

it

By order of Major ENO:

HOWARD S. WHITMARSH
1st Lt., Air Corps,
Adjutant.

OFFICIAL :



HOWARD S. WHITMARSH

1st Lt., Air Corps,
Adjutant.

Letters to the Editor

Dear Mr. Pettenger,

Ed Stern suggested I write you and ask for your assistance. You will note from the attached information that I am investigating the service career of my uncle, S/Sgt. Douglas "Peter" Binford, who served with the 385th until his death on 26 September, 1943.

I am an associate member of the 8th Air Force Historical Society and would like to join your association as well. The truth is, I thought I HAD joined!

While working with Ian McLachlan and Bill Nichols on my research, I acquired (from Bill) copies of the Ninth and Tenth reunion booklets containing reproductions of your newsletter, as well as separate copies of the October 1985 and January 1986 newsletters. I thought that I had sent your association a check and membership application upon receipt of this material from Bill. In the mean time it appears that Ian submitted some of my materials to Ed, and a story about the "Pregnant Portia" and my uncle appeared in a recent edition of the newsletter.

I found out about the story when phone calls started coming in from "all points of the compass" about two weeks ago from people who served with the 385th and either knew my uncle or had information about the unit in general! You can imagine that we (myself and Peter's eight surviving brothers and sisters) were flabbergasted, because we had no idea that the article had been published.

I called Ed Stern when I discovered that I had simply neglected to send in my membership application, and he recommended I forward this information to you. You will find my check for \$20 enclosed. Please put the extra \$12 into whatever pot would most benefit the Association, and enroll me as an associate (family) member if possible.

I would also appreciate your help in obtaining additional copies of the 385th Newsletter. I have the few copies that Bill sent me, as explained in paragraph three above, and would like to have copies of everything else you folks have printed about the 385th, particularly the latest edition with the story on "Pregnant Portia" and my uncle!

Ed also informed me that a book called the 385th History was published at one time, and that a reprint is being considered. Please put us down for two copies and let me know where to send the money.

Our family has been overwhelmed by the kindness and cooperation we have received from members of the 8th AFHS and the 385th BCMA. I hope that we will be able to repay you and the others who have been of so much help during the last two years. Please write or phone if you need additional information. I will gladly send funds to cover reproduction or mailing costs of anything you can furnish.

Sincerely,

C. Bruce Smith
3808 Alexandria Dr.

Austin, TX 78749

Dear Mr. Stern:

Received your correspondence of 14 April on Monday and I am delighted to assist you.

I seem to be coming along with my two year running project of obtaining a photograph of the Dorsal Queen for Lt. Kananowicz but only with the helpful assistance of all of you 385th guys and Mr. McLachlan. As you can see by the correspondence, I have asked Mr. McLachlan if he would trust me with the negative that he gave me the photograph from, of the Dorsal Queen, the official US Government photograph would be right off of the production line and not be one of a combat veteran airplane. If he chooses not to, and if the tail number proves correct, then a copy of the photographs from the Smithsonian Institution will surface.

I seem to be, as Curator of the Hurlburt Field Memorial Air Park, becoming more and more involved in reunions. I am really very pleased to assist.

We were reactivated in 1962 as the 1st Air Commando Wing by an order from President Kennedy. Later, during the height of the Vietnam Conflict, the name was changed to Special Operations Wing, thus we are the 1st SOW or 1st PIC, however you want to say it. One thing that will never leave the Air Force, be it USAF, USAAF or USAAC, humor,, we will always find humor somehow.

I've been reading about the 8th Air Force in a large book that I purchased sometime back. Funny, how many B-24s flew for the 8th AF and yet the rugged B-17 took almost all of the glory, and rightly so I guess. It started the war in Hawaii landing at Hickam Field during the attack and ended it in Europe. Although the B-29 ended the war in Japan it never, got all of the glory that the B-17 did.

With warmest regards, we of today's Air Force salute those of you who went before and set a standard so high that we have to work to stay abreast of it.

Respectfully,

Allen P. Holtman, MSgt, USAF
Curator, Hurlburt Field
Memorial Air Park

Want to get a new perspective on World War II?
Read Studs Terkel's "The Good War".

It's now in paperback and it consists of personal interviews with all different kinds of participants in WWII - - Navy, Air Force, Infantry, German, Japanese, Rosie the Riveter, Black, White, Enlisted, Officers, the works. A fascinating, spell-binding, often shocking story of how it really was. Not from the authors standpoint, but from the participants.

REMEMBER REMEMBER REMEMBER

The 11th Reunion will be July 24th, 25th, 26th, 1987. Make reservations direct to Marriott Hotel, 1414 So. Patteson, Blvd Dayton, if you haven't already reserved through Ruel Weikert.

Dear Ed:

I have found these pictures up, amongst our things, and thought you might be interested. They were taken by an American serviceman, during 1945, while he was at Great Ashfield Base, awaiting transportation back to the states, we are still great friends, but his base was Kimbolten.



Does anyone remember, the "ThurLOW Arms", Public House, we lived close by that pub, and often had G.I.'s call for eggs.



The other picture is Elmswell Railway Station, and "The Fox" public house nearby.

I suppose you have had a newsletter printed in January, but I haven't received one yet, but I had had two letters from American ex-servicemen who saw a letter I had written to you, so I am hoping I will receive one in the near future.

Do you have such a thing as a car sticker with 385th group on it, as I would love to obtain one for my car.

Thank you for everything.
Best Wishes,

Kathleen Sapey (Carter)

Dear Mr. Stern,

I would like to address several subjects in one letter.

#1 - I have been puzzled by references to the 551st as The Wolf Sq. in the newsletter for sometime. I was with the 550th and had the Wolf with Bomb on my A-2 jacket Mr. Roberts wrote about. I have one of the wolf emblems that I sent to my wife the summer of 1944 and will try to get a decent copy made to send you.

#11 - The group history lists a mission to Furth and no crews lost for Aug. 9, 1944. On that day I was with Lt. Bristol's crew. The mission was recalled and we were shot down by "Flak" S.W. of Stuttgart on the way home. The target was to have been a M.E. 110 assembly plant. (Trivia) - (Furth is Henry Kissenger's home town.) I left my A-2 jacket, (with the wrong emblem? in the tail when I bailed out.

#111 - Mike Pappas on the supply drops to the Maquis - I think I remember two of these trips? One was July 14, 1944 on the way in a B-17 with Triangle J on the tail (351st group) came up and flew off our tail at 7 o'clock level, to my right in the tail. I could see the name "Scotch & Soda" on their nose. After some difficulty making contact, it was learned Triangle^A was carrying bombs, and they were told "DON'T DROP!" "Scotch & Soda" followed us through the drop then salvaged their bombs (on safe) on a M.T. Top on the way out.

Later, in Staig Luft4, I met a gunner from the 351st group who knew the "Scotch & Soda" crew. He said they were mystified as we kept letting down in the Corsican Highlands.

If a German flown B-17 tailed the group, it must have been on a different day.

Mike Pappas must have been on the same lovely 8 night box car trip from Luft-4 to Luft-I-That-I Was.

#1V - When I was with Lt. Fred Borns crew, we went to Paris on June 22nd. Does anyone remember if this was the unusual afternoon trip with the Red Tlak? It seemed extra cold and we came back after dark and McDonald's crew was shot up by a JU-88 night fighter and they landed at an A-20 base. (The Red "Flak" crunched one of my ammo boxes.)

I made two Paris trips but Al can't coordinate any Paris missions in the Eighth Air Force diary with my Form-5 that the group sent to my wife after we went down, and some of the missions are not legible in the group history. Could you print a list of the groups missions and dates?

Thank you

Buell Martin

*P.S. - McDonald's tail gunner was flashing an Aldis Lamp at the time.

Editors Note: The 551st was the Wolf Squadron. The 550th was "Teslas Terrors". The insignia, a monster with a bomb in his teeth resulted from a contest to design an appropriate insignia. The winner, one of our radio experts, won an extra 2 day pass for his efforts.

Dear Mr. Hruska:

Thank you so very much for your very quick response to my letter of 21 January. I have to admit that I had written the 8th AF Historical Society and 385th BG Assn at Camp (something), Maryland address about one year ago and never received a reply.

I am interested in your organization. My reason for writing the original letter was to obtain a photograph of the B-17E "The Dorsal Queen" for one of your members, 1st Lt. Bernard Kananowicz, 551 BS, of Lt. Johnson's crew. I would like to obtain complete information on how he may join your organization, when and where your next reunion will be conducted and anything else you might like to send to me that you feel he would enjoy.

As an additional duty, I am the Curator to the Hurlburt Field Memorial Air Park and have constant contact with the United States Air Force Museum, at my request they sent me a list of the B-17 aircraft on display that the USAFM knows about, a copy of which I have attached for your information (Atch 2).

Frequently we have people stop in to see our ten aircraft on display and I will speak with them. Some of them are World War II veterans and some feel that their contribution is forgotten. I am very emphatic in my answer to them that none of the World War II veterans are forgotten, especially those of the Air Force. Had it not been for you and men like yourself, none of us would be here today enjoying the life as we know it.

Today's Air Force is not really different from the Air Force of your day, the men complain about the food, missing their girl friend/wife, get "Dear John" letters, work long and odd hours, but they can be and will be the fighters that are required to be victorious over the enemy of our great nation. We have to, and will, because we have to meet or exceed the standards established by the members of the great 385th Bombardment Group.

God bless you and should you come to Florida for a vacation, please stop by Hurlburt Field, about one hour driving time east of Pensacola, Florida on US Highway 98 (Fort Walton Beach) add visit us.

Sincerely,

Allen P. Holtman, MSgt, USAF
Curator, Hurlburt Field
Memorial Air Park

Dear Ed:

In response to a letter from Paul Jadro in the April newsletter, I dug out my old "Lucky Bastard" certificate. I made a copy and just mailed it to him. The interesting thing is that when I looked on the back, there were several names of guys that had signed it for luck.

William J. Gays, L.L. Meyers (Ardmore Flash), Leo B. Stackhouse, Albert E. Lawrence, James P. Hoffer and Donald E. Smith. We were in the 548th Sq. from Sept. 1944 thru May 1945. If anyone knows of them now, please tell them to try to make it to Dayton in July.

Looking forward to seeing you there.

Sincerely,

Karl Stubenazy
P.S. I spent my term as the ball turret gunner on the Oscar Heintz crew, on the "Wandering Duchess"

Dear Editor Ed:

An idea came into my head that might help us meet our Quota in getting reprints of the 385th history books^A—Since our fair town, 2500 population, is dedicating a library soon, I thought this would be a good chance to donate a copy. This is nice for small towns, county library or our V.A. Hospitals, as well as schools. In order to make our town. White House, library dedication and international event, I am communicating with Clint Cansdale, "The White House", Elmswell - whose address got my attention. The date of dedication is not exactly set yet. The library will be a replica of the original "The White House", a stage coach stop used by Pres. Andrew Jackson on his trip to Washington from Hermitage, Tenn, where Vance Archer lives.

I am 74+, painted my bar'n roof the other day. I didn't fall, but something else did - snow 2 days later, so did daffodils. Clear skies and smooth sailing.

"Moe"

Dear Ed:

Thought the enclosed key and story might be of interest to you and the group.

The key was for a B-17 in which we were flying on a raid to Frankfort when we were forced to bail out over Belgium on our return. We lost an engine on the way in due to flak, made the drop but couldn't keep up with the formation after leaving the target area. Was hit by flak but mostly by fighters who literally tore the "Hustlin Hussy" to shreds.

Everyone bailed out except for a waist gunner who was killed. We were close to the town of Lobbes, Belgium when we parachuted. We were rescued by the people of the area and later placed in various homes.

Now for the story of the key. Palmer, the pilot, was the last one out. He landed near a small town and was helped by a Belgium man. He was taken to a farmhouse where the family agreed to hide him.

Palmer gave two keys to the man who helped him, one was a GM car key, the other he said was to the B-17. I suppose he was trying to get rid of any evidence that might tie him in with being an American airman. My wife and I were in Belgium in September 1984 to visit the family who had helped me to evade capture for 6 months. While there, I received word that a Mr. Cordier wished to see me. We went to see him at his home near Charleroi and he gave me the keys. Seems that his wife's father was the man that Palmer met after bailing out. He had kept the key hoping that someday maybe Palmer would return. Thought it quite unique that after 40 years, I was presented the key of the plane we had lost. Incidentally, the Germans came to the farm where Palmer was hid. They searched the place and found him. The farmer and his wife were shot by the Germans in front of Palmer. This affected Ralph and he died in a VA hospital in 1984.

Thought the incident might be of interest. You may do what you wish with the key. As I understand it, the "Hustlin Hussy" was flown by Phillips.

Regards,

Bill Powell
548th Sq.

Editors Note: Anyone wanting the key, see me at Dayton, or write to Box 2187, Fargo.

Aloha Ed:

I received a telephone call from Mr. Clinton Cansdale, The White House, New Road, Elmwell NR. Bury St. Edmunds Suffolk, England telling me that Mrs. Patrina Miles, our FOTE member and keeper of our memorial at All Saints Church was alive and well.

His call was in response to a letter I had written to him stemming from the article in our January issue of the 385th newsletter. In letters to the Editor, NOSTALGIC VISIT TO GREAT ASHFIELD sent in by Jerry Leichman, he said "He then took us on a tour of Great Ashfield Church. He told us that Mrs. Patricia Miles had passed away, but he got the keys from a neighbor and took us inside." end quote from our paper.

Anyway, I wrote to Clinton Cansdale, whom we had met while in England last summer, and asked him if he would give me the details about Mrs. Patrina Miles, as we had visited her and her husband Stephen at their home in August 86.

While on the phone, he said he hadn't yet received his January issue of our newsletter. He is a paid up member, according to him. Could you please send him his newsletter, if he is paid up.

Summer isn't very far away now Ed, and we are looking forward to making the trip to Ohio, and hopefully stopping by Fargo to say hello to you and yours on the way.

The January issue was superb, as usual, and I really enjoy and look forward to receiving it. I read it over so many times I can almost quote from it.

Take care Ed, stay as healthy as you can and above all, have fun. See you in July, I hope.

With warmest personal regards,

Jerry H. Ramaker

Treas., 385th B.G.M.A.

Please find attached my dues for 1987 in the 385th B.G.M.A. I would like very much to receive the Newsletter from Editor, Ed Stern who was my squadron Exec. Officer, the 550th headed by Major Tesla, back in 1943 8 44.

I was a B-26 pilot who transferred in with my brother Victor, Art Ray, Carl Larsen Wills, Creath & Bob Totaro. Totaro is buried at Cambridge, England. That was Jan. 7, 1944 in the first burials in that brand new U.S. service man cemetery.

I never knew there was a memorial assoc, for the 385th until very recently when Carl Larsen sent a xerox copy of the Oct. 86 Newsletter to my brother, Victor, who gave it to me'. I thoroughly enjoyed it! We all plan to attend the reunion at Dayton, Ohio.

See you there,

Arthur Linton
P.S. Forty-four years ago today, (Feb. 16-1943) my brother Vic and I received our wings and 2nd Lt. Commissions at Ellington Field, Houston, Texas - a long time ago!



LIFE MEMBERS:

- Frank E. Hoyle
- George H. Selkeld
- Smith J. Roland
- Elva B. Brown

385TMBGMA

ED STERN, EDITOR
P.O. Box 2187
Fargo, ND 58108

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