

OHIO AIR FORCE GOLDEN GOOSE THUNDERBIRD WANDERING DUCHESS CURLY'S KIDS
 SKY GODDESS OL' WAR HORSE BLUE CHAMPAGNE MARY ELLEN
 ROUNDTRIP TICKET PICCADILLY QUEEN DRAGON LADY
 SALLY B RAUNCHY WOLF CHOWHOUND YANK GELDING WINNIE THE POOH
 HONKY TONK SAL "HAYBAG" ANNIE MISS AMERICA STARS AND STRIPES
 HESITATIN' HUSSY "HAYBAG" ANNIE MISS AMERICA STARS AND STRIPES
 LIBERTY BELLE HUSTLIN' HUSSY PREGNANT PORTIA DORSAL QUEEN WAR WEARY
 BIG GAS BIRD ANGELS SISTER LI'L AUDREY LEADING LADY ALEXANDER'S RAGTIME BAND
 STAR DUST LONESOME POLECAT HARES BREADTH
 SKY CHIEF MARY PAT
 MR. LUCKY SLY FOX
 PERRY'S PIRATES SLO JO TARGET FOR TONIGHT SHACK N LADY
 MADAME SHOO SHOO GIZMO SACK TIME JUNIOR OL' DOODLE BUG
 PAT PENDING ROGER THE DODGER IMPATIENT VIRGIN RAGGED BUT RIGHT SWEET CHARIOT
 POSSIBLE STRAIGHT MICKY RUBY'S RAIDERS SWINGING DOOR
 ROUNDTRIP JACK HOMESICK ANGEL LATEST RUMOR MAIDEN AMERICA MISSISSIPPI MISS
 SHACK BUNNY MY GAL SAL SLEEPYTIME GAL LULU BELLE
 SPIRIT OF CHICAGO BIG STINKY VIBRANT VIRGIN MISSION BELLE SLICK CHICK
 SOUTHERN BELLE RAGGEDY ANNE OL' RUM DUM FOOLISH VIRGIN

HARD LIFE



HERALD

NEWSLETTER OF THE

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION



COMBAT UNITS

HQ. SQUADRON
 548th BOMB SQ.
 549th BOMB SQ.
 550th BOMB SQ.
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VOL. XVII, NO. 3

Editor: Ed Stern
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 Fargo, North Dakota

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JUNE 1990



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Prez Sez:

Our host Dr. George Menkoff has asked each member to find a lost soul and invite him to Tulsa in 1991. Also guests are most welcome. Bring children, grandchildren and friends. Lets share our reunion with our loved ones and friends. I have enjoyed meeting the children and grandchildren at other reunions.

Some of the highlights planned are — A musical of Rogers and Hammerstein, "Oklahoma" performed at Discoverland, an outdoor amphitheatre. Preshow activities include a barbeque and an old-fashioned hoedown. See Gilcrease Museum, one of the worlds outstanding museums, a collection of Indian artifacts and historical art. See Oral Roberts University, shopping at Saks, many more things to do. If you want more information on Tulsa write Visitors Information Center, 616 S. Boston, Tulsa, OK 74119.

Be sure to take the trip to Bartlesville to see Wollaroc (Woods, lakes & Rocks) - a 3,600 acre wildlife preserve, an amazing collection of animals and birds, includes a lodge (country home of Frank Phillips - founder of Phillips 66). Also see Will Rogers Memorial in Claremore one day. This is a beautiful housed collection of Will Rogers Memorabilia.

All activities planned are going to be great. We, the host and committee, will be proud to show you OKLAHOMA.

Sam Lyke

SPECIAL NOTICE

If you are overseas and want to continue getting Hardlife Herald, please let us know at once. So far, we have requests from Archer, Burton, Cockerton, Bech and Hammond.

13TH REUNION - 48TH ANNIVERSARY
TULSA, OK — JUNE 5-9, 1991

50TH ANNIVERSARY REUNION — SPOKANE, WA - 1993

New Members

David M Cates
 James M Kenan
 John M.Povey
 Rial O. Purnell
 Rudolph L. Vapor
 William N. Whitehead
 Robert R. Walton
 Robert B. Click
 Ronald J. Webster

Editor's Note: Where have you been all these years? Drop us a line telling what you've done, how you happened to hear about us, anything else that will make a future Hardlife more interesting!

Other Reunions You Might Want to Get In On.

The 16th Annual 8th Air Force Historical Society Sept. 30 - Oct. 4 in Las Vegas. For further information, or if you want to join that organization, call Bob Nolan 1 -800-833-1942.

The 94th Bomb Group Assn will be going to Rougham England Sept. 12-21,1990. The cost if \$825 per person plus air fare. For further information, write Tamarac Travel, Tamarac FL 33319-2897, or call 1 -800-228-9690.

TREASURER'S REPORT

	12-31-88	12-31-89
Balance Sheet		
ASSETS		
CD'S	12,000.00	8,000.00
Checking Account	7,634.36	11,370.97
Group History	200.00	0.00
Total Assets	Tff,834.*3S	T37370T97 (1) (17,015.97)
Profit and Loss Statement		
INCOME		
Dues and Donations	7,285.00	7,897. 83
Life Members	1,300.00	3, 800. 00 (2)
Interest	1,292.24	1,186.90
Group History Sales	1,080.21	200. 00
Video Sales	57.00	126.00
Total Income	11,014.45	13,210.73
Expenses		
Newsletter	7,734.71	7,631.56
President	0.00	207.15
Secretary	67.66	29. 09
Treasurer	93. 50	148. 50
Great Ashfield Church	0.00	1,122. 50
Great Ashfield Trust	Fund 1,807.30	1,763. 98
Sally B	0.00	962.16
Reunion (loss)	0.00	1,809.18 (3)
Trust Fund	0.00	2, 355.00
Reunion Advance	2,464.87	0. 00
Total Expenses	12,168.04	16,029.12
Net Gain or Loss	(1,153.59)	(2,818.39)

Respectfully submitted

John F. Pettenger, Treas.

Note 1 December 1989 Bank Statement included Trust Fund
 Note 2 Includes \$1000.00 Donation by Gene Silberberg
 Note 3 Don't PANIC-Half our assets are Reunion Surpluses

385th BGMA APPLICATION FOR MEMBERSHIP

Please Print

 LAST NAME, First, MI.

 Spouse's Name

 Street or P.O. Box #

 Telephone Number

 City, State, & Zip Code

 Squadron or Support Unit

The annual dues are Eight Dollars (\$8.00)
 Life-time memberships are one payment of \$100.00
 Make out check to "385th BGMA" and mail to:
 John F. Pettenger, Treas.
 Box 117
 Laurel, FL 34272-0117

POW Capture Data
 Date
 Place
 Stalag Unit

Life-time memberships are used to perpetuate the memorial at All Saints Church in Great Ashfield, Suffolk County, England.

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 Harry E. Woltman
 Clifford N. Woodley
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 Jim Young
 Wayne C. Zeigler
 Howard J. Zorn

If you're not on this list and should be, please write to Treasurer John Pettinger and either send him \$100.00 or remind him that you did.

Dear Mr. Stern,

Here is a few newspaper articles from our tacial area about the new film the Memphis Belle. Now I know she wasn't one of our's (I say ours because I lived at Great-Ashfield from 1942 till 1950 so I remember quite a few American only none of them seem to be in your association still. Hope you like reading about this little episode here in England. It has our Sally B in it too and as a member I know you all support her too... We lived on the Airfield when I was just a child (6 to 8 yrs) but I had free range almost anywhere on the airfield and the guy's were just great to me - chewing gum, ice-cream.

We were never short of sweets for the aircrews who lived round the bottom of our garden used to check the wax cartons of flying rations over the hedge after every flight. They went down a bomb at school during the sweet rationing I can tell you.

And now could you ask is the magazines if anyone remembers Homotka and Lubriski. I dont know if I have spelt them right but neither of them are in the Memorial book, not on the Wall of Remembrece that was listed in the newsletter. Mum and Gran did washing (laundry) for quite a few aircrew and ground men and Homotka was separated for a flight from Lubriski (as they usually flew together) and he told us that Homotka went down. He was so upset at the time he kept on saying that they should have been together. Within a short time later Lubriski also went down and we were never told anything more except that someone else collected his laundry. If they did not survive the war, it seems so unfair that their names are not recorded. Is it possible that they could have survived do you think?

Also have included a map in pieces of airfield - can you please pinpoint which squadrons were at the back of our garden and also where the others were? As a fourteen year old here in Grimsly 1951 I got laughed out of the-house because I went to the cinema and said I'd seen one of our Bomber Badges from Ashfield and I've had to wait till 1st year to read about that jacket being meant for Ken Fobey for the part in (The Thing) and I can now brag I was right, NOBODY LISTENS though the kids think I'm mad. But I have got my husband as keen on BI 7s as I have always been.

Well I must stop now, I've run out of paper. Best wishes,

Eileen Burton
2 Claremont Rd., Grumsby, St. Humberside DN32 8NU
England

P.S. Anyone remember the Boxing Ring at back of No. 6 site. When I said I could lick the lad from the farm Don Look as 6 yrs olds the glover came up to my armpits and I couldn't even lift them up. Should have kept my mouth shut. He slapped me all round the ring and I went home crying in disgust because I didn't win. I never learn.

Eileen.

Editors Note:

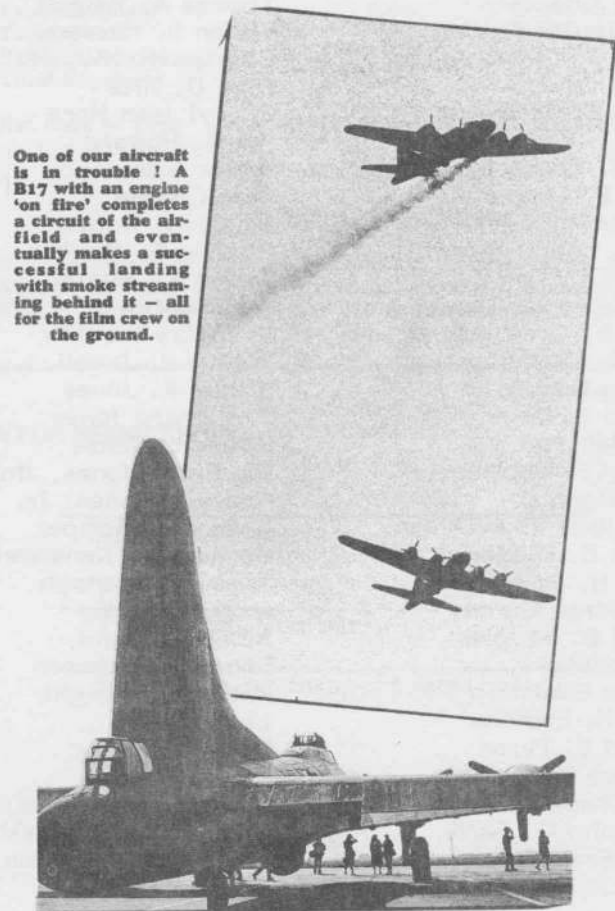
As Eileen says in her letter, the Memphis Belle wasn't one of "ours".

It's a movie we'll all probably see, and you probably saw a couple of segments in the Today Show in December telling about the making of the film.

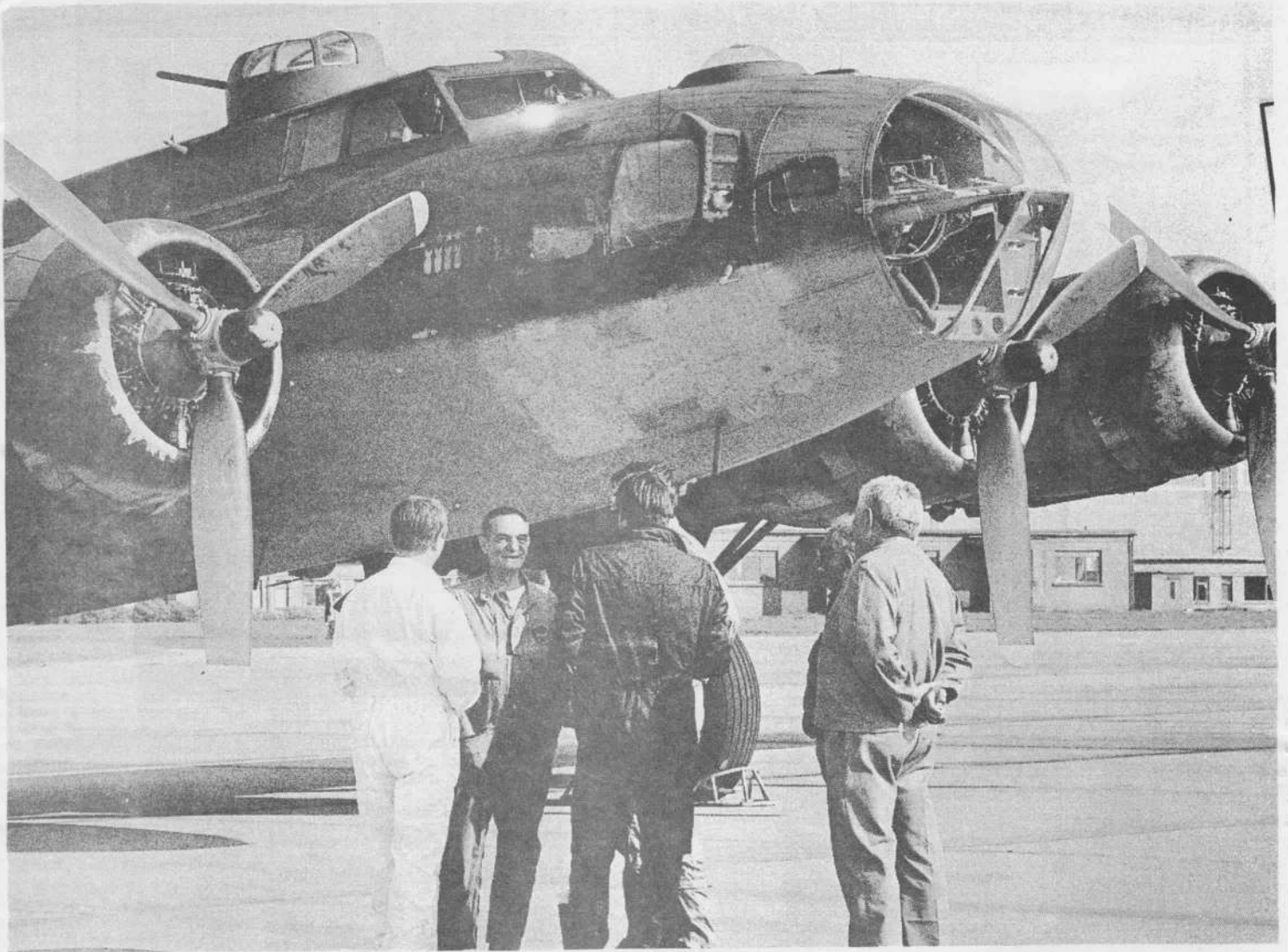
These stories from the British papers of July 1989 should have lots of interest for all of us.

Binbrook Belle!

It was the day that all the aircraft enthusiasts had been waiting for — the arrival of five BI 7 Flying Fortress bombers to RAF Binbrook for the filming of the multi-million dollar wartime epic Memphis Belle. The pictures on these pages form a unique record of their arrival at the base.



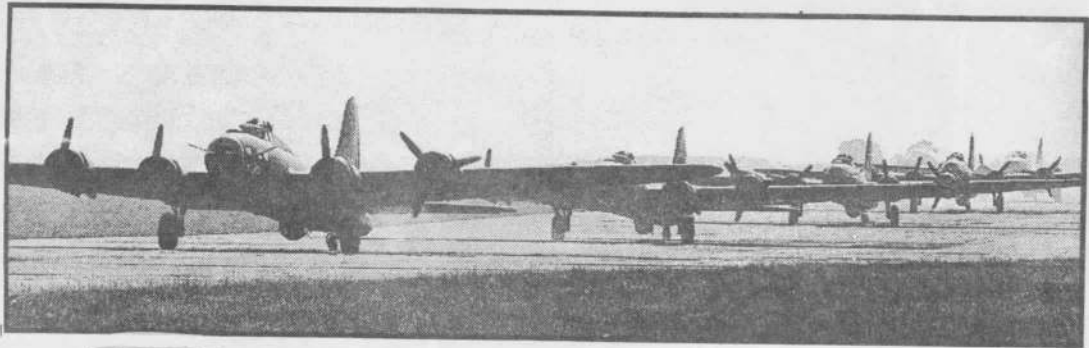
ABOVE: Rear view - an unusual shot of one of the bombers.



Exchanging stories – the crews of the Flying Fortresses chat after landing.



All down safely – the B17s on the tarmac.



**BELOW: New Waltham film extra
Ian Reid takes in the scene.**



Film director Michael Caton-Jones in his special 'one-off' flying jacket on the set.

THE TRUE STORY BEHIND MEMPHIS BELLE

Love is in the air — again

MARGARET Polk stood underneath the bomb bay of the Second World War American B-17 Flying Fortress.

Her eyes took in the Nazi swastikas — signifying the Luftwaffe fighters it had shot down — blazoned below a gun turret.

They fell to the beauty in a red bathing suit, painted life-size on the nose-cone.

She was some dame. The artist had given her nylons that shimmer to this day. And put legs inside them that could have a man arrested for what he was thinking.

Beside this calendar girl pin-up were the words Memphis Belle.

Margaret Polk stood silent for a while, then said: "You'd never guess that was me, way back when, would you?"

Way back in 1942 to be precise. In those days Margaret was a desirable much-sought-after Southern belle.

Dashing airman

Lieutenant Bob Morgan, of the American Eighth Army Air Force, was a dashing airman. They met, fell in love and became engaged.

Then Bob was posted to Britain — to Basingstoke, near Cambridge — as a pilot with the 91st Heavy Bombardment Group.

The group's role was to take Flying Fortress aircraft at high altitude over Occupied France, Holland and Germany, in some of the most dangerous daylight raids of the war.

Far from the woman he loved, facing death every

FILMING of David Puttnam's epic wartime movie *Memphis Belle* begins at RAF Binbrook, near Grimsby, next week.

Some 800 young people from South Humberside and North Lincolnshire will be taking part as extras in the film, which stars American Matthew Modine, who shot to fame with his part in *Full Metal Jacket*.

The film tells the story of the *Memphis Belle*, a B-17 bomber aircraft, and five of the famous Flying Fortresses will be flying in to Binbrook this weekend.

The planes will be joined by Messerschmitts and other original wartime aircraft and vehicles as the now disused RAF base springs to life once again.

The film's producers chose RAF Binbrook for its "beautiful location" and because it fits the era.

time he took to the sky, Bob had a signwriter paint the glamorous image of his Memphis belle as a good-luck talisman on Flying Fortress number 10B03170-485.

This plane was to become the most famous US bomber of the war, completing the designated 25 missions over Europe's angry skies, shooting down eight enemy fighters, blowing up Nazi submarine pens and becoming the focus of Hollywood director William Wyler's famous propaganda film *The Memphis Belle*, which was shown in British and American cinemas.

Spirit

Of course, the cameras focussed on the painting of Margaret and it came to symbolise the spirit of American courage and glamour.

Now, 46 years after its final mission, Bob Morgan's Flying Fortress will take to the air again in what promises to be a remarkable new film about the bomber, its crew and its famous last mission.

It is being made by David Puttnam, the man who produced *Chariots of Fire* and *The Killing Fields* and who was for a year the boss of Columbia Pictures, one of Hollywood's major studios.

The film, to be called *Memphis Belle*, will be directed by Englishman Michael Caton-Jones, who made *Scandal*, the story of the Profumo affair.

It will star up-and-coming Hollywood actor Matthew Modine as the pilot, John Lithgow as an army public relations man, and a host of as yet unknown American actors in his crew.

It is an amazing story. The *Memphis Belle* was one of the luckiest planes in the war, in which some 1,500 B-17 aircraft were lost and 2,000 more written off.

The plane was so successful the German High Command demanded that a special squad of elite pilots blow it out of the air if it were spotted.

Engine gone

After one mission, when it was attacked by swarms of Messerschmitts, it was

so badly shot up that it just managed to limp home, with one engine gone and gaping holes in the tail and wings.

The fame of this fabled plane became so great the King and Queen requested a meeting with its crew and an inspection of it.

Margaret Polk, now 66 and living in Memphis, knows all the stories by heart. Naturally she's delighted about the new film — although it is unlikely to tell perhaps the most fascinating story of this remarkable aircraft and the men who flew it.

Media tour

For despite the great love between Margaret and Lt Morgan, the couple never did marry. Their affair was wrecked because of the plane's fame.

Margaret recalls: "On June 19, 1943, Bob flew the *Memphis Belle* back to America, to Memphis.

"It was the first time I had seen him in more than a year and, of course, I was waiting on the apron to meet him.

"We were going to get married but the War Department, realising the publicity coup they had on their hands, wanted us to wait while Bob and his boys went on a media tour.

"The image of a romantic couple made a better story for the newspapers and television than that of a married couple."

Margaret was left in Memphis while Bob went on a war bonds tour.

"I wanted to be with him but I realised there was a war on and I wanted to do my bit," she said. "Later I learned that Bob and the boys were enjoying too much wine, women and song.

"I telephoned him in Denver and a young woman picked up the phone.

"That was it — I got

myself disengaged. It was a Saturday and the following Monday I mailed Bob's engagement ring to his father.

"The publicity about our romance was so great I had to get written permission from the War Department to break the engagement."

She later married a local businessman but it ended in divorce after a few years. Lt Morgan also married and he and his wife live in North Carolina.

Margaret tells her story as she stands in the shadow of the plane, on an airbase on Mud Island in the middle of the Mississippi.

Come to rest

It is here that the *Memphis Belle* has come to rest as a permanent exhibition. After being discovered on a scrap heap in Oklahoma, she was shipped to Tennessee and turned into a kind of shrine.

Although Margaret's love affair with Bob floundered, they kept in touch.

"Bob is now an executive with a property company and I'm pleased to say that we have stayed friends," said Margaret. "He and his wife come over and stay sometimes and we have a fine old time."

Of course, the *Memphis Belle* has been considerably spruced up since those wartime pictures were flashed around the world showing it shot almost to pieces.

And strangely enough, the Luftwaffe never did put a bullet through the glamour-girl on the nose-cone.

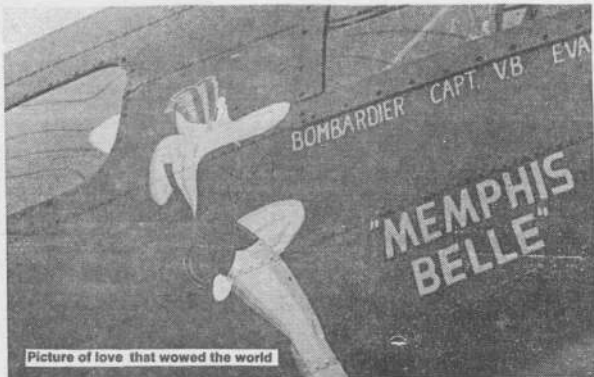


Margaret Polk, the original Memphis Belle, with her famous namesake

-----By BAZ BAMIGBOYE-----
Chief showbusiness writer, Daily Mail



The perfect romance — until the war got in the way. Margaret with Lt Bob Morgan

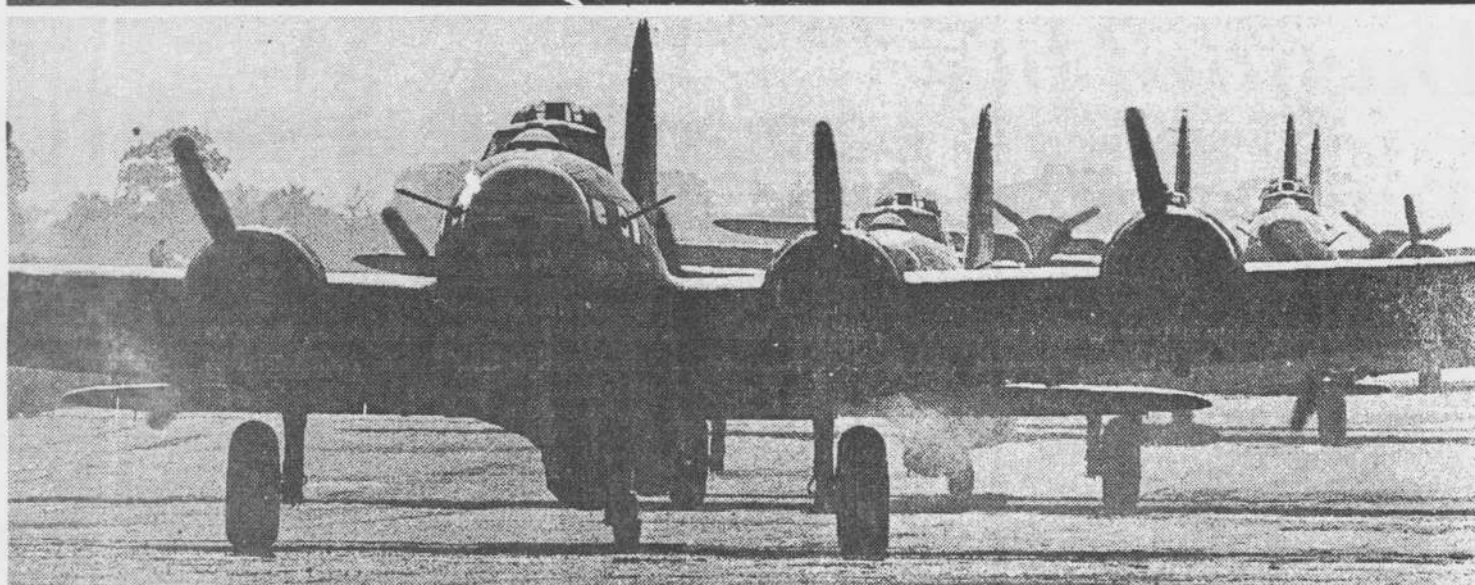


Picture of love that wowed the world



HBiO

Memphis Belle — the original and the best, soon to fly again' from RAF Binbrook



A magnificent sight as the B17s taxi along the runway after landing at Binbrook yesterday (Pictures by BRIAN FRITH).

Stars in their skies!

LIGHTS, camera, action — Hollywood is htye!

The world of showbusiness focussed its attention and cameras on RAF Binbrook as actors, producers and directors arrived to film Memphis Belle, a multi-million-dollar wartime epic.

But the real stars of the movie are five B17 bombers — the Flying Fortresses.

Once there were about 12,000 aeroplanes like these in the world; now there are only 12.

Villagers turned out in force to see the arrival of the famous B17s, watching from fields and other vantage-points near the now-disused RAF base as the aeroplanes circled the area before landing, one by one.

Even John Hurt, one of the world's most respected actors who

By JONATHAN SMITH

once lived in Cleethorpes, turned out — his girlfriend, Jo Dalton, is director's assistant on the Memphis Belle production team.

Unique

Director Michael Caton-Jones, fresh from the highly-acclaimed film Scandal in which Mr Hurt starred, said after the bombers landed: "There has not been such a formation of these planes for more than 40 years.

"There were 12,000 during the war, but now there are only a dozen. To get five together is unique."

Looking forward to three weeks of filming at Binbrook, Mr Caton-Jones added: "It is very

exciting. We have a terrific script, good actors and a good crew."

Surveying the Lincolnshire countryside and the aeroplanes lined up in front of the hangars, he said: "I think I have died and gone to heaven. And I get paid to have tremendous fun with it all."

The cameras finally began to roll yesterday teatime after rain, low cloud and poor visibility delayed the arrival of the aircraft by almost four hours. Without the benefit of modern radar technology, the B17s are flown only in near-perfect conditions.

But the powerful green hulks looked as good as new when the eerie drone of war planes returned to the skies above the small

Lincolnshire village after a lengthy absence.

Technicians, prop workers and almost everyone else involved with the film watched in awe when the B17s circled Binbrook, touched down and taxied round to their resting-place.

The airbase itself is going back in time — set designers, constructors and artists have been busy recreating 1940s scenery in recent weeks, ready for the start of shooting. Across the concrete runways and broad grass verges, replica aircraft and trucks have been springing up, while the real control tower was covered and a new one built.

• Binbrook at the movies — see Page EIGHT.



A surprise visit to the set by John Hurt.

Duxford has replay of its B-17 days

AS A FLIGHT of B17 bombers roars in low over Duxford airfield there is a rattle of machine-gun fire from three German Messerschmitt fighters swooping down out of the clouds to make a kill.

This is not an expensive air display — the movies have come to Duxford.

Duxford is playing host to a camera crew from Engima Films who are shooting the story of *Memphis Belle*.

The director is Michael Caton-Jones, the man who brought us the controversial film *Scandal* earlier this year.

The stars of the picture are 16 genuine Second World War aircraft that are once again twisting and turning in the sky — replaying the dog-fights of forty-five years ago.

RAF pilot

Sitting in the cockpit of one of the German Messerschmitts is Duxford aviator and ex-RAF pilot Mark Hanna.

He is the man responsible for transferring the script-writers' ideas from the page into thrilling airborne action which the movie cameras can explicitly capture.

He said, "Out of an hour's sortie you are lucky to get three minutes of film. The camera plane has to be got into position, you have to rehearse the moves, and the operators inside the B17s have to know when to set off the pyrotechnics that simulate the cannon strikes on the fuselage."

Experience

"Then when all that is worked out, you have to hope that the clouds look right to match the last shot."

By Andrew Clarke

Mark, who is co-owner with his father of the Duxford-based Old Flying Machine Company, is used to the rigours of film work.

Last year he flew many of the aircraft featured in London Weekend Television's wartime drama *A Piece of Cake* and Steven Spielberg's tremendous tale of war-torn Shanghai, *Empire of the Sun*.

Mark's experience of film work means that he can quickly tell if the film company's requirements are feasible.

Enigma Films has gathered together some of the rarest remaining flying aircraft in the world for this film.

They have hired the only three genuine Messerschmitt 109 fighters left flying in Europe, five of the ten B17s and have acquired eight original Mustangs.

Authenticity

Co-producer Catherine Wyler said authenticity was important because so much of the movie took place in the air.

"The film is about the crew of one particular aircraft, a Flying Fortress called The Memphis Belle, and its historic 25th mission."

"The movie is set in May 1943, a time when the casualty rate for bomber crews was so great that they did not issue changes of uniform."

"Bomber crews only had a one-in-three chance of survival. The ruling at the time was that if you flew 25 missions, then you were taken off frontline duties and sent back home to the States."

The film is

drama/documentary — part fact, part fiction.

The film crew have spent three weeks shooting important flying sequences at Duxford.

British summer weather has already caused problems. As Mark Hanna said, "Clouds have been our biggest problem. There is a lot of flying in this film and some days it is really frustrating when you get very little done because the camera teams are unable to match cloud shots."

"Sequences are not always completed in one day, so when we resume filming we need similar cloud formations so we can match the shots."

All the aerial sequences for *Memphis Belle* were shot from inside one of the Flying Fortresses, looking out from the gun bays.

Vietnam epic

The film will star Matthew Modine, who saw "active service" in Stanley Kubrick's Vietnam epic *Full Metal Jacket* and who gave a critically acclaimed performance in Alan Parker's *Birdy*.

Working alongside Modine will be John Lithgow, who co-starred in *Terms of Endearment* with Jack Nicholson and Shirley Maclaine.

The cast start principal location photography at RAF Binbrook in Lincolnshire this week before moving to Pinewood Studios for nine weeks on interiors inside a mock-up of a B17 Flying Fortress.

Why film it in Britain and why at Duxford? Catherine Wyler said, "Although it is basically an American story, the events did take place in Britain and when you have places as authentic looking as Duxford and Binbrook, you



Founder of the Duxford-based Old Flying Machine Company Ray Hanna, left, and son Mark Hanna.

would be a fool not to use them.

"Duxford is also great because it has all the support facilities for the aircraft here and has a host of specialists we can consult both in terms of historical accuracy and in times of engineering emergencies."

Memphis Belle should be ready for release by the late summer 1990.

Old war planes

The Old Flying Machine Company was formed in 1981 by Ray Hanna with the objective of acquiring as many old warplanes as possible.

Ray, a former RAF pilot and ex-leader of the Red Arrows, said, "It was just my way of keeping some of these wonderful old aeroplanes airworthy."

They currently own a Spitfire, Mustang, Messerschmitt 109, a Kittyhawk, Corsair, Meteor, Newport 24, Fokker D7, Fokker Triplane, and a Grumman Avenger.

Volunteers

Each aircraft in the collection is flown for at least 50 hours every year.

"If they are flying then, they are easier to maintain."

They keep in better condition."

The company employs engineer Roger Shepherd to service all the aircraft, and he has an enthusiastic staff of volunteer helpers.

Ray learned to fly with the

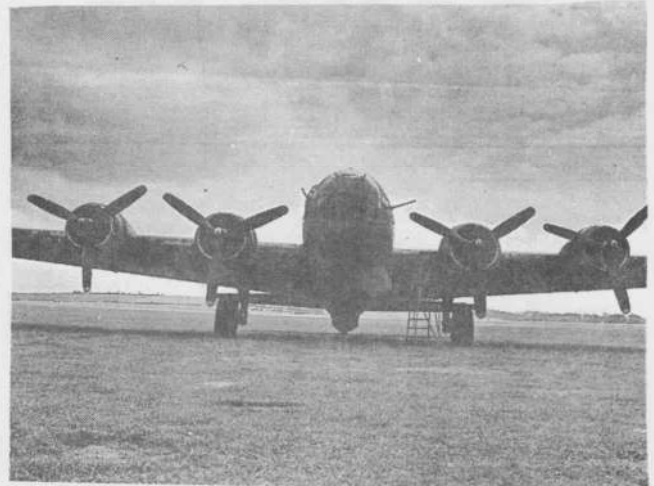
Royal New Zealand Air Force just after the Second World War.

Red Arrows

When the Red Arrows were formed 25 years ago, Ray

Hanna was a member of the original team for five years and led them for four.

Mark left the RAF in 1984 to take over the running of the Old Flying Machine Company from his father.



As the storm clouds gather a B17 sits on the grass runway waiting for its next sortie.

A timely reminder



AS A FLIGHT of B17 By Andrew Clarke

drama/documentary — part fact, part fiction.

ANGLIAN

THE pall of smoke which hung over Binbrook this week was a reminder to us all that the film currently being made on the airfield is not just a way for a lot of people to make a lot of money by providing entertainment for the masses. It is about the dangers young men faced while fighting for their countries 40 years and more ago. The events of Tuesday afternoon were all too common on airfields through Eastern England in the 1940s. Then we took the courage of those young men for granted.

Today we should thank God that they displayed that courage when faced with such enormous dangers.

LOCAL NEWSREEL

Beetles bug film actors

MILLIONS of flying beetles are making life unbearable.

And they are causing particular problems for actors on the set of Memphis Belle at RAF Inbrook.

The mini-menaces have been pestering the actors who can't swat them while the cameras are rolling!

Co-producer Catherine Wyler said: "It's becoming very uncomfortable for the actors because they can't move their hands."

"There's no problem with the clothing because most of them are wearing khaki."

The Ministry of Agriculture said today the little black bugs are pollen beetles, which have come from oilseed rape owing to the unusually hot and humid weather.

The man from the Ministry said the beetles were adding to the usual summertime problem of swarms of midges coming from the cereal harvest.



Yankee dandy

The Yanks are here — but he is not one of them! Find out the identity of our USAF 'officer' on Page THIRTEEN.

Dear Ian:

I guess you know you pushed me into some quick and serious research when you corrected me on my information on Ed Kregutec. My combat log (the daily "slightly sub rosa" diary I kept during those dark days) didn't show anything I thought) on the date he was killed nor the crew he flew with. I was operating only on a creaking 45 year memory (mine).

It was an assumption on my part that Ed was with Bob Smith when—he, Smith and crew, bailed out (I think) white marshaling over England. The 13 November date was also an assumption. All this from remembering that Smith was in the hospital in a leg cast when I got there on November 29th, the day I was hit over Bremen.

It was not unusual for a copilot to be handed around, like the girls in a house of wayward women, so think it not strange I had no idea Ed was on the Ruby Crew, not until someone told me so a day or two later, a fact I failed to note from the log when I wrote you last.

From excerpts from my log that awful week, you can see there was neither time nor energy for concern with but one's own (and crew's) survival, notwithstanding that I usually wrote each night just as I dragged into bed.

Here is six days of log:

20 Feb 44, Sunday. UP at 0330, briefed 0415 to Tutow- 75 miles northeast of Berlin. Logged 10 hr. 15 min. What a ride. I am beat! We went in from the Baltic and back the same. They threw the usual bunch of junk at us. We flew No. 4 low squad behind Gregg. Lost Ruby this morning, he caught on fire after takeoff. No. 19 for me. (Post note made Tuesday the 22nd: Ed Kregulec was Ruby copilot.)

21 Feb. 44, Monday. Up at 0500, briefed to Kiepzhold, airfield north of Osnabruck. Fighter support better, but not to hurt their damned ground guns. Lost Binks. And Hutch and Pease cracked up. Let down was too fast and somebody didn't get their cockpit windows open and they iced up i bet. Form 1:6 hr 10 min. No 20 for me. Gregg and Grasyk (his nav.) finished. Big 25. Altitude burst Gregg's hop pocket scotch flask, soaking his shorts et cetera. He figured on celebrating on the ride home, but with frozen balls? So far no voice change.

22 Feb. 44, Tuesday. Up at 0400. I flew tail gun - Major Kennig, Richey, Grabowski, Obrien leading A Group to Schweinfurt but scrubbed mid channel. Form 1: 5 hr 05 min. Drats, tail gun's nice. What a view.

23 Feb. 44, Wednesday. Up at 0300. Schweinfurt again but scrubbed at alert time after an hour time setback. Somebody's playing games. Weather ain't that bad.

24 Feb. 44, Thursday. Another 0300. To Tutow again, flying lead of low low group. Hit hard by TE's 210 110 and 88s. Lost Madiveen and Terrace. Johnnie Lap (Lapcyinski) was with Mac. We flew Bailey's 977 for 9 hr 40 min. Moats flew no 4 in low. Descognets, Watzke and Winnerman finished today - Lucky Bastards! No. 21 for me. Hope Lap's okay.

25 Feb 44, Friday. Up at 0400, flew 10 hr 05 min. high squadron lead to Regensburg. Fighter support good, but no effect (none!) on flak. Lost Gray and Davis of the 551st over the target direct hit (Jimmy Friend was with Gray). We took flak hit over Abbeville on way out and feathered no 2, landing at 447th BG when we got screwed in the dark. Hard life cleared us to land but we were on the wrong final, wrong field. We took truck home. No. 22 forme and 24 for Richey. This is the shits: Ed got it on Sunday and J. Lap was lost on Thursday and Jimmy dead on Friday. And I've got three to go.

You asked me if I was with Richey on the wild ride to Munster and if so could I tell some of it. The answer is yes twice, and that was but one out of 22 others i flew with him and the best Bp17 crew ever. And for me to leave this love for another was unthinkable.

I am enclosing a photoed copy of the Ohio Air Force Reunion booklet which I put together for the Dayton Reunion in 1987. It should help fill in with a few gut wrenches for your file. You may keep it.

I wish I could help identify the Swope crew. I remember the name Swope just as I remember names like Ruby and Yoder and lots of others, having recognized them from the formation assignments on the big board at briefing so many many times.

We lived somewhat cloistered in our own quarters you might say, fraternizing mostly with the other pilots and navigators and bombardiers, of the four crews in our quarters and other squadron members, leaving there only when necessary; like for the mess hall and the ablatory and the flight line and operations, and briefing and debriefing and critiques and ground school and practice missions. And combat.

Occasionally there was a nocturnal visit to the Officers Club to lift a few, but not often. Richey and I saved ourselves for the sweet young things called English girls of London town who we so fondly attended there on our not infrequent three day passes. With spare shorts and lots of cigarettes in our musette bag and trench coat attired to thwart the famous fog, we rode the rails south about once a month for duty at our Strand Palace headquarters. All with the help of some mild and bitters and a bit of scotch.

The picture you sent of that good looking 23 year-old American bomber pilot pointing at some swastikas painted on the side of a B-17 named Ohio Air Force is indeed John Richey. He's in Class A Uniform there and all grins as they had just pinned the DFC on him for the Munster job. Handsome ain't he? (And still is today.)

You will note there are fourteen (count! swastikas painted on the airplane, which is two more than the twelve of Munster, and seven short of the total twenty one for which this great bunch was credited.

Also, not you see no whit of bosom, butt, nor leg art on the skin of our sweetheart, dear young virgin OAF; to our sorrow.

But there was good reason for both "shortcomings". First, there was no art, simply because we had no one to paint same; and no pretty young thing for a model either. That's reason enough.

And the swastikas, alas, were a pain in the bucket, at best, and possible bad news at worst. I was unhappy because they were improperly placed (they were inverted so that the arms did not turn clockwise as they should) and for some reason, they were planted under MY window (copilot), making me possible target for some eagle eyed nazi gunner.

And this was the worst part, of anything extra painted on, swastikas, girlies, or names. Lord Haw Haw claimed the fancy paint jobs gave the Abbeville Kids an easy go at fin-

ding the hot dogs. And the old buffoon liked to menace the G-Boys (we were the G-Boys of Great Ashfield) with all that rot.

This didn't fall on deaf ears you might say, and we talked about painting our baby dean. However, we never got around to that, but never added another thing either.

We came by the name Ohio Air Force simply because we couldn't think of another and PR Officer Earl Mazo was promoting an "Air Force" from every state. There was a Michigan Air Force I can remember for one, and of course Richey is a native of OH- Ten, hence the Ohio Air Force.

But air crews at Great Ashfield were not known nor called by any other name than the pilot's, although each crew did have a number. Names such as Gregg, Mudge, Richey, Vandiver, Whitlow, Moats, in our barracks alone. Richey was not known at Great Ashfield as a hero, or for notches on his gun, nor the fame of his ship, but recognized just as a real nice guy, a journeyman pilot, hanging on and hoping to finish his tour all in one piece, just like the rest of us.

And not every time did any particular crew fly their own airplane. On the October 10th Munster mission, our plane 42-0737, was grounded from flak damage from the mission to Marienburg the day before. So on that record day to Munster we flew another plane, 42-5963. I think it's name was Slo Jo.

I know there were many other times our baby (737) was laid up with battle damage, so that we flew another crew's airplane. We didn't mind, especially if we'd get a newer one than our's, one with electronic supercharger controls, a vast improvement over the old hydraulic controls we had; and an oil reservoir to give us prop feathering oil when an engine suddenly went gunnysack.

Funny thing, of all the raw excitement of combat, of having the butt hung out to dry, deep-in-the-heart-of so many times, of being shot at both air to air and ground to air, what stands out in memory more, parts of which I'll never forget, is the utter challenge (not the right word) of the absolutely stinking weather of that 1943-44 winter.

Confounding to the basic state of the weather though, to me, was the even drastic effect that so very very many petroleum burning engines, in the air and on the ground, had not on just the weather, but even on the climate.

Burn a gallon of gas and produce about 40* of that in water, a bucket of carbon dioxide and a load of cooked nitrogen. It is that water, seeded by the CO2 and condensed and frozen into the form of ice crystals, that makes contrails.

I saw and was a part of, on several occasions, an air armada climb into dear skies, only to build by contrail nearly solid cloud all the way up. It was eery indeed to peer down a twenty thousand foot canyon where the trails were not.

Simply said, isn't weather the effect of temperature and

humidity upon the atmosphere? And wind, caused by pressure change, caused by temperature change?

Think on how this affected an overloaded and under-powered B-17, running the gamut of a mild temperature but wild humidity, to the ultra dry and extremely cold sub-atmosphere, both extreme ends of a lousy climate.

Jerry was a formidable opponent indeed, but he wasn't nearly the threat that a soaking wet airplane encountered as she climbed into an environment that froze her controls, her guns, electric motors, propellor hubs (one thing worse than a runaway prop: two runaway props, or more), and engine and flight instruments prone to tell lies, etc. And last but not least, the popsicle men who flew her.

Call the cockpit crew great, and salute the hot shot squirrel hunters of every crew, but my hat's off, with a throat lump, to those poor guys of the backroom. Who knows the chill factor by an open hatch of a 150 mph minus 70 degree tonado that would ground the green hornet. Back there it was numb dumb and too damned cold to care, but my heroes.

How about this? Fog so thick that more than one time we had to start engines to raise the ceiling enough to taxi. And then a takeoff into a wild white nothing, and a grinding spiral of three minute legs bored upwards for twenty thousand feet, so awfully alone but reminded there are so many many others as the old girl more than once bounces through a wake made by a phantom, unseen, unheard, that has crossed the trail dead ahead and too damned close.

A constant change of the prop pitch, meant to keep warm oil in the prop hubs, results in the sounds of a flak attack as prop ice, whipped off by the pitch change, slams loudly against the fuselage.

And everybody pinches hard a hemorrhoid, when and if, any one of our trusty Wrights so much as hints a fart. What if, you say, (this makes the belly crawl) Escapte? Turn around? Back down? Crazy!

Think thats rough? Try formation instruments. For this, you need much punch in your baby milk. You suck it in. And you suck it up.

A formation of any size, confronting cloud of any kind, has no choice but none. You suck it in, and you suck it up, and you bore right through, to grips with the darndest case of vertigo you cannot imagine. EscapeEr To whereEr Get close to your leader and never let him go.

What to do upon the return to the Isle, and only radar can find the nest? There is no choice. You. tsuck it in, dose to your mother, while G-radio leads the big leader down the runway at 600 feet. And when your turn, you peel to the left, holding at a single needle width, and descending at 300 feet per for two minutes (hack), and there you are, at the threshold, and on your own. So suck it up, and set it down. El Salute!

Tom Helman

Letters to the Editor:

Dear Ed,

A while back I wrote a letter to Hardlife Herald wondering what had happened to some of the old B17's that we flew out of Great Ashfield.

Replies came in re: "Back to the Sack"

Survived combat operations but was lost on her hard-stand to accidental fire while preparing to return to Bradley Field after the war.

Thanks to Ed Korbel, Tailgunner, Ted Stells crew.

Re: #48762 "762"

Assigned to Jerry Steils crew 549th BS Feb. 14, 1945 #762 was badly damaged by flak over Dunkork while flown by Lt. Driscolls crew. Landed safely at nearby allied airfield but never flew again. Scrapped....

Thanks to Dick Knoght, Navigator 549 BS

I sent Dick Knight a letter re: #762.1 am enclosing a copy for general interest.

Thanks Ed,

Ron Me Innis
2496 Minivet Ct., Plesanton, CA 94566

Hi Dick,

Thanks to your letter in Hardlife Herald, one of my questions as to the fate of "762" has been answered.

762 was assigned to us after twenty-two missions. Our first mission with her was on Feb. 14, 1945 and I remember she was SO new that no relief tube had yet been installed in the tail gunners position, and when the inevitable necessity arose, I did my best to hit the opening in the floor through which spent cartridge cases drop out of the tail compartment. Due to the freezing temperatures, the "handle" was a bit short, and the hatch was a little more than range available, so some of the "overrun" accumulated in the pockets formed by the lower fuselage ribbing. Here before me was a problem. How to "unfoul" the nest in our new bird....As I was pondering the dilemma the solution magically appeared when the yellowish solution solidly froze before my eyes. We had already test fired so with the help of one of the spent cases, I chipped the offending stuff and with gloved hand swept it to the open hatch and out. End of problem.

On March 2, '45 we (Steils crew) were flying our regular spot as high element lead (just over the Sq. lead ship) when the attack came. We had the call "Bandits in the area...." and shortly thereafter I spotted a "gaggle" of aircraft at about

Letters to the Editor con't.

nine o'clock level going exactly opposite to our course. As you will remember our 51s always seemed to travel in fours (finger four formation) but these guys looked more like a swarm of bees, and were dark compared to our natural aluminum 51s, so the flag went up immediately. Sure enough at 7 o'clock they turned in 90 degrees to our course, then directly behind at 6 o'clock but well out of range. I called the pilot and bombardier. Well, I thought it was all over...but strangely felt more a feeling of resignation than of fear. They fanned out into a company front formation of two waves of about nine across, then increased speed as they came in on us. As per training I picked out the one aircraft directly bearing on us and concentrated entirely on him. I remember the fireballs of bursting 20mm walking toward us. They raised hell with our lower elements, and I remember the 17 directly below us had fire pouring from behind #1 and #2 engines and that one wheel was down (might have been Tripps crew). We came through OK but it was more to our high element position than anything else. The low elements of the low squadron always seem to get the worst of it. There were a couple of passes from the front if I remember correctly, then it was over and that was when I got dry mouth SCARED....

Well, Dick, I was sorry to hear that 762 and its new crew was shot up so badly over Dunkirk (If I remember correctly, the Germans held out in Dunkirk until the very last days of the war, and we avoided Dunkirk like the plague, especially on the way home). I was puzzled that such a relatively new BI 7 such as #762 would be scrapped, but your letter now makes clear what happened. I intend to inform the rest of our crew, if they haven't already read *Hardlife Herald*.

Once again, thanks for you letter in HH. I guess it would be fair to say that we both belong to a pretty exclusive club....those few who flew in ole #762.

Thanks Again,

Ron Me Innis
2496 Minivet Ct., Pleasanton, CA 94566

Ian McLachlan
1 Joy Avenue, Newton Flotman
Norwich, Norfolk, NR151 RD, England

Ref: Your inquiry in the April 1990 *Hardlife Herald* regarding Lt. Arthur C. Naylor.

Dear Mr. McLachlan:

Art Naylor and I were quonset-hut mates in the 551st Squadron and had become friends in the few brief weeks allotted us.

On the day in question, 11 Nov. 1944, the 551st was conducting a formation-flying training exercise. Lt. Naylor was flying right wing of the high element and I was flying left wing. I had a front row seat for what occurred.

As the formation was climbing through 16,000 ft., Lt. Naylor called that he had a fire in the right wing of his aircraft. He then moved the aircraft out to the side of the formation and, apparently, ordered a bail-out. My crew reported seeing eight crewment leave the aircraft. Seconds later, I saw what proved to be Lt. Naylor's legs protruding from the forward hatch as he prepared to bail out himself. Unfortunately, the aircraft chose that exact moment to explode.

To the best of my memory, Lt. Naylor was the only casualty of that incident. I believe he is buried in the Cambridge Cemetery. I will always remember his as a real gentleman and a friend.

Yours,

Robert A. Krahn
308 Miracle Strip Pkwy. #29, Ft. Walton Beach, FL 32548

Dear Ed:

I just located the 385th Bomb Group and joined this past summer.

I hadn't been in contact with any of these good people for all these years.

Originally I was right waist gunner and flew eight missions with Ferguson-Hill-Snow-Harmon-Salkeld Et Minco. I have been in contact with all of these fellows.

When I had eight missions completed, they eliminated all right waist gunners and I finished up my thirty-five missions with another crew as tail gunner.

It is members of this second crew that I would like to locate. The pilot was Lambert; Co-pilot Girkoff; Navigator Kane; and radio operator Ruth. I can't even remember the rest of the crews names. Isn't it amazing what forty-five years will do to you memory.

Would you print this in hopes that some one might get me in contact with some of my second crew?

I sure would appreciate it. I found out about the reunion too late to go to Fargo but do look forward to attending the one in Tulsa if at all possible. Thank you very much and

Best regards,

Fred Wolf
10170 Oceanspray, Englewood, Florida 34224

P.S. The navigators name might have been Lane instead of Kane.

Letters to the Editor:

Dear Ed,

Trust this note finds you well and your throat is back to normal "I've got sixpence". We were both pleased that the reunion went off well for all of you. The picture of you and your daughter Jane looked as though you had a wonderful time.

In case you haven't heard from this side of the world and of the Three Trees and 1200 dollars, Stephen Miles who as you know has to do with Gt. Ashfield Church, telephoned me to tell me the 1200 dollars is going towards a stained glass window to be installed at Gt. Ashfield Church as a means of perpetuating the 385th. It certainly pleased us very much and brought a lump into the throat feeling. We certainly hope that the others of the 385th are as pleased as us. God Bless them all. When the window is installed, I will send you a photo. Ray Goodwin our artist friend was more than pleased when the church authority wrote and told him and thanked him for his help.

I see the 91 reunion is at Tulsa. I am hoping to have something for another raffle but at this stage I cannot say what because it involved another specialist if I can get one.

The Mighty Eighth in England and the East Aylion Tourist Board is organizing the biggest reunion ever with 4 July celebrations, concerts, fly if displays and memorial services to honor those who never got as far as the first reunion.

So that more of Vais Valiants could get to visit us in 92, may I suggest that you or John Pettinger organize some scheme whereby more of the 8th get over (the less well off ones) possibly the ones concerned, pay so much a month into their bank to the 385th Britain Fund and if there's enough a little bit of interest would accumulate by 1992 possibly helping more guys to make it, or possibly you organize a raffle within the group.

I have contacted the Tourist Board and have supplied them with all the names and addresses of all who are in the 385th newsletter list, so they including yourself, should receive a brochure of the Big 92 Reunion.

I have made suggestions as to make it less expensive, like airlines giving a big discount and hotels and restaurants where they gather up a while. I haven't forgotten.

Les & Peggy Gordon
39 Combs Lane, Stowmarket
Suffolk 1 PI 4 2DD, England



Bill McInerney — Nov. 1989

H.T. (Boots) Witherspoon Jr. — Feb. 1990

Jack Daniel — May 1990

Sad news from Bob Douglas — Trapper John MD, our Scottie mascot had to be put to sleep after a bout with cancer.

If anyone wants to propose a new mascot, bring him (or her) to the Tulsa Reunion for our approval. If more than one nominee shows up, we will have a fight-off.

Dear Ed,

Just a note to say thank you for publishing the map of Great Ashfield in the April issue. It meant so much to me. My father, Maurice Simpson, was a waist gunner in the 385th on the Ohio Air Force and I was raised on the stories that he told me about England, the war, and especially the fellows he flew with. Putting the map on paper gave my memories real locations.

I have wanted to attend your reunions in the past, but have yet been unable to do so. Meeting Milt and Ivy Lane, Jack Gesser and Tommy Haire would be a real thrill for me! I hope someday to make it to what seems to be a great time for everyone.

Your hard work on this newsletter is greatly appreciated and hopefully will continue for a long time to come. Daddy was always so happy to get his issue each month - he'd read it and then forward it to me. Keeping the subscription going since his death has helped to keep him alive for me.

Thanks again Ed, and keep up the good work!

With warmest personal regards,

Samantha Warren

Mr. Ed Stern, Editor

I was a member of the 549th Sq. stationed in Great Ashfield, England. I really like getting the 385th BGMA Newsletter. It brings back many memories of the Air War over Europe.

Can you please tell me how I can get information on the B-17 "Mission Belle". My friends brother, S/Sgt. James R. Willis, was radio operator - the BI 7 crashed in Holland around December 1943 and he was killed. They were shot up over Germany and crashed in Holland. He would like some information on that mission and names of the crew that survived the crash. I'm sure someone has the serial number of "Mission Belle" and what happened? The pilot was "Clyde Hughes" of Montgomery, Alabama.

Thanks a million!

Harry L. Shovan

2728 Grassmere St., Shreveport, LA 71108

Letters to the Editor con't.

Dear L«..

In reading some of my dad's 385th BGMA Newsletters, I came across mention of ABC-TV (&) having videotaped your reunion at Great Ashfield in 1988. I've written to ABC-TV in New York to find out if and when they would show this reunion, but have never recieved any word back from them. Do you or any of your members know anything about this? If so, please ask them to write me so I might tape this for posterity.

Also, I'm enclosing a \$5.00 check to buy a copy of your most recent Reunion book (Newsletters from Sept. '87 thru June '89 and group history). Are other Reunion books available from past reunions? I have those from your 9th (in Colorado Springs) and 10th (in Los Angeles) Reunions.

Thanks again for putting together a very interesting newsletter. I always enjoy reading my Dad's.

Dave Coggiola
1529 Jabbet Drive, Plano, TX 75025

Aloha Ed,

There is a part of the history of our bomb group that I would like to have some comment's and some pictures of. When we returned from a mission, the Red Cross was always there with some sandwiches, donuts and tea or coffee and possibly a package of "CHELSIA" or other brand of cigarettes with 3 in a package. Also at this time, the AAF had a card table outside with an officer sitting at it with a list of names of those who were on the mission. He was the bartender, for a better explanation, and would dispence out one each jigger of scotch, whisky or what ever he had to the returning airmen. As all crews did, we had 3 non drinkers, so the lushes, like myself, would team up with the non-drinkers and as we went through the booze line, we would quickly down their ration along with our own, giving us 2 shots. Of course, the officer on the table knew what we were doing, but let it go by.

If anyone would happen to have any photos of any of the above operation that Ed could print, or could add any stories to mine, please write in and let him know.

Those Red Cross workers were always there, and I will give them lots of credit for being so dedicated and never missing a mission, at least during my time with the 385th BG.

The article about the Tulsa reunion in the last HARD LIFE HERALD sounds great, and I am trying hard to find a new member Sam.

Take care, stay as healthy as you can and above all "HAVE FUN"

Jerry H. Ramaker
76-6176 Lehua Rd., Kailua Kona, Hawaii 96740



Don Klosterman & Ed Stern ran into each other at the Pima Air Museum in Tucson in March. It's a great place to spend a nostalgic few hours.

Dear Ed,

Perhaps the leader of the next reunion would like the following info:

I was idly punching the TV buttons when lo and behold, I see a B-17.1 watch. Was quite nostalgic! Pictured the crash of the only B-17 in the Army selection process - a B-10 won! Then the effort to build one or two. The success with LeMay as the Navigator - the ire of the Navy because a land-based interloper could find the naval target and then theoretically destroy it.

The beginning of the production lines and the bomber sqd ns of B-17. It takes us to England and WWII, in the air with B-17's.

On & On.

Since it might affect others as it did me, I called the TV station and all they could do was to give me the telephone number of the Discover Channel which put on the program.

The Channel — Discovery
The Title "WINGS"

The Telephone number of Discovery is 301-577-1999, address unknown.

Time of showing on Jones Inferable probably 2-20-90.

All the best

Jim McDonald
950 Mandalay Bch Rd.
Oxnarel, CA 93035
Telephone No. 805-985-2980

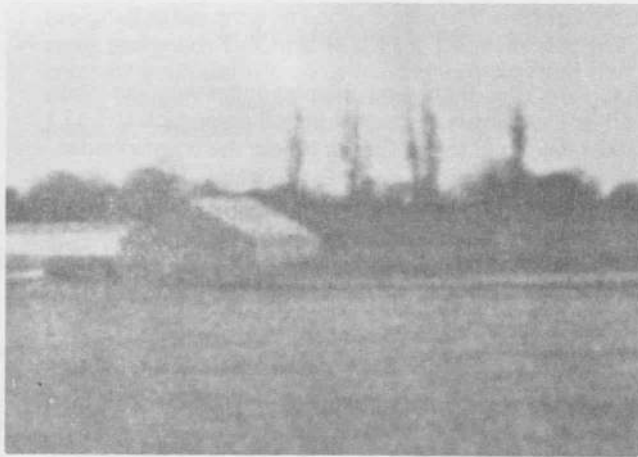


Mr. Ed,

Just to let you have a little something that was in the mail the other day. These photos show how "THE THREE TREES" are doing these days. The "colored" one shows trees from one of our runways (I think). The other one is a close-up that had to be done in black and white. A fourth tree has found its way into the picture also.

The Pleasance family made and sent them over. They just live 7 or 8 miles away.

May and Robert C. Cribb
104 Granger Road, Spartanburg, SC 29301



Mr. Ed Stern,

First I want to thank you for the enjoyable time my wife Ruth and I spent at the reunion in Fargo last August. The tour and meal at Bonanzaville could not be beat.

In the listing of planes published in June '89, we found the number of our plane - #48428. This plane was assigned to me as 428-N and we had named her "Mac's Hack". The nose art was to be that of a London taxi with a comic strip type person as cabbie. The plane was lost by another crew before we could get it painted.



I enclose a picture of our crew washing the reachable areas—so we could get that last 5 mph while in formation.

Near the end of my tour, I flew "Rum-Dum" for five missions. A copy of my "Lucky Bastard" diploma is enclosed.

Best regards,

C. W. McCauley, 550th Squadron
252 Maple Avenue, Timberville, VA 22853

For students of Shakespear from the Wall of 390th at Pima Air Museum.

Rep. Markey's somoquy

WASHINGTON (AP) — borrowing Itamtel's soliloquy Irmn WtHtnio Shakespeare, Rep. Edward J. Markey, 0-Mass., argued like riow.w floor yesterday o gainst the IM Stealth bomber. Here b (he text of tils statement:

1-2 nr not D-2: Thai ls (he question.

Whether 'lts nobler in the mind to suffer the slings and arrows of outrageous expense. Or to take arms against a sen of deficits. And by opposing end them. To cut; to spend; No **more**; and by a cut to sny we end the heartache and a thousand cost overruns That D-2 is heir to. 'Tls a consummation Devoutly to be wished. To cut; to spend; To spend? Perchance stretch-out! Ay, there's the rub; For tn those stretch-outs what new overruns may come. When we hvve shuffled **off** deciding. Must give us pause. There's the respect **1** hat makes calamity of delay.

For would Stealth bear (he whips nnd scorns of time. The lack of mission, the untried technology. The great expense, the inevitable delays. The excessive secrecy, nnd the cuts That must be made for Gramm-Rudman target's sake. When we ourselves might today Stealth's termination make With a bare majority. Who would new tax burdens bear.

To pay lls \$70 billion price tag. When the dread of a turkey worse than Bl, A flying bat-winged bomber whose cost per pound. Is that of gold, puzzles the mind And makes us rather keep those bombers that we now have Than fly to others that we know not of? Thus conscience should moke cautious legislators of us all; And thug (he hue of B-2 buesterlism Must be replaced with the sober cost of iMugfct, And (his enterprise of great pith nnd moment, **De** halted now before It further proceeds, A handsome bomber yea. but better **Not to be.**

The Arizona Daily Star July 27, 1989

Letters to the Editor cont.

Dear Ed:

Just a few lines to let you know about an incident that happened while hauling a load of P.W.'s out of Linz, Austria. You may have been on that detail. Anyway, we landed at Chintilly, France, the 1st Ferry Command base, to unload the P.W.'s (not really P.W.'s - they were soldiers captured and put to work in labor camps or factories - mostly Belgium boys). Our number four engine starter went out so Wb could not crank the engine. Captain Warren Hall was piloting the plane, Betty Jo (named after my baby). I was the Crew Chief and flew the engineer position. We only had a skeleton crew and no chutes. Captain Hall asked me if we could take off on three engines and I said that I had never heard of it, but I thought it could be done. He asked the tower for clearance and they gave it. He got as far as he could to the left because we did not have any pull on the right side. We made two attempts and could not take off. I told Captain Hall lets try one more time. I told him to line up the same way, hold the brakes with twenty five hundred RPM and fifty six inches of (mere.) manifold press with flaps half down. He let her go. We used up all of the runway, got airborne, unfeathered number four engine. It began to windmill and we cranked it up. We then came on back to Great Ashfield (Praise the Lord).

Captain Warren Hall lives in Sacramento, California. Betty Jo's ship number was 893. 551 Squadron.

This plane flew 78 missions without an abortion. I flew back to the States in it. Six months later, I received the Bronze Star for crewing this plane 78 missions without a mechanical abort. That beat John DeBerg and Lil Audrey.

Sincerely,

Joseph W. Zorzoli
P.O. Box 264, Walls, Mississippi 38680

Dear Ed,

About that B-17 that the Yellowstone Park fire uncovered. I was a little surprised that that plane was still sitting there after all these years. It did belong to the 385th Bomb Group 548th Bomb Sqdn when we were training at Lewistown, Montana.

The plane went down on a training flight from Marysville, CA back to its base in Lewistown. It was flying with an 11 man crew which included the crew chief. I think the crew chiefs name was McCune. The bombardier was the only survivor and I don't believe he was seriously injured. I

I remember the "old" training plane I was flying in. It had nose art and was named the "Witches Tit". I don't know who named it but they sure named it right. It was a cold plane especially back in the waist and the oxygen system was antique.

The oxygen system was not automatic. You had to set the needle on the oxygen guage at what ever altitude you were flying. The Pilot would tell you the altitude and you would adjust the guage. Also the oxygen mask was the old style with what looked like a football baldder attached. The condensation from your breath would go into this bladder and actually freeze. You could feel the slush in the bladder.

And while I am thinking of nose art. Have you ever noticed when you see old movies of B-17's that most Bomb Groups had their nose art painted on the Pilots side of the nose and we the 385th had our nose art painted on the co-pilots side. Also we always started #1 engine first and the other groups started #4 engine first.

Hell, we were the only ones doing it right.

Come to think of it, there was one plane that was lost while we were at Lewistown. It was the little 2 engine job (AT-11 I think) that belonged to the Group. It flew the correspondence between Squadron and Group and went down somewhere between Lewistown and Great Falls. It was not found while we were at Lewistown. I only hope it was found and is still not laying there somewhere.

The arrangements for the 548th Engineering Dept. Reunion the weekend of Oct. 5-6-7, 1990 have now been completed. We will be staying at the Monroeville - Holiday Inn (Monroeville is a suburb of Pittsburgh). You don't have to have been an engineer to join us. Everyone is welcome. Just mention 548th Bomb Sqdn when making your reservation. The address is: Monroeville Holiday Inn, 2750 Mosside Blvd., Monroeville, PA 15146 - Phone No. is 1-800-465-4329.

This is an informal reunion. We will have an open Hospitality Room and a Bus Tour and Dinner on Saturday. Most of the time you are on your own. Oh yes, the price of a room is \$51.00.

Sincerely,

Marty Girson

Editors Note: The AT-11 referred to in Marty's letter was being flown by your Editor's room-mate in Great Falls (April 1943), Winston Lindsay from Ohio). He had been removed as a B-17 pilot and was flying Courier for Group. A great guy. Operations thought he probably was following the RR tracks to Lewiston and took a wrong turn when the tracks forked. They did find the plane and Win's body crashed in the mountains—I think maybe after the War. I sent his belongings back to his folks and kept in touch with them for awhile. One of our first losses.



Dear Ed,

I was just browsing through one of our Newsletters in which there was a serial listing of the 385th aircraft. I cannot remember the serial numbers of the aircraft we flew, however, I do remember the last three digits, our letter designation and that they were assigned to the 550th Squadron.

They were as follows:

P (Peter) 481 (2102481)
X (X-ray) 123 (339123)

I'm reasonably sure that 2102481 was the first aircraft assigned to our crew as Locke acquired the aircraft when we were assigned X (X-ray) 123. Sgt. Callahan was the crew chief of P (Peter) 481. We had named the aircraft "Wee Willie Wilbur" however, we never did find time to paint the name on the ship.

We were members of the	550th Squadron and the crew
members were:	
Thornton Audrain	Pilot
John Kokos	Co-Pilot
Robert Keenan	Navigator
Victor Iverson	Bombardier
Gordon Stead	Engineer
Joe Muzz	Radio Operator
Ralph Smith	Ball Turret
Ed Ashley	Waist gun
Victor Lindberg	Tail gun

We arrive at Station 155 in October 1944 and left in April, 1945. John Kokos our co-pilot remained to finish his thirty-five missions and was one of the pilots on Rum Dum when it was forced down in France April, 1945.

So many years have passed Ed I doubt if you will remember us. However, you might recall the characters who used to lay in bed shooting at pictures of pin up girls hung on the barracks ceiling. The pictures were drawn by Paul Maurince.

I have been involved with the National Championship Air Races in Reno since their inception and have had the opportunity to work with and see many of the old war birds still flying.

I enjoy the Hard Life Herald and look forward to receiving each issue. Hopefully, I will be able to attend one of our reunions in the near future.

Best regards,

Thornton Audrain
P.O. Box 40852
Reno, Nevada 89505

Dear Mr. Ed,

Shortly after I got your letter concerning the map, that I got a letter from Sam Lyke. In it was a map I had been looking for a long period of time. It was a map of the old base complete with building #'s, site, etc., and it was readable. It was better than my map by a long shot. Maybe you have seen it. I wrote to the company who printed them, and was told that they had what I wanted. So, now I have 4224/44 and 4225 44. One is of the Runway, bomb stores, technical sites #1 & #2, and MP/Fire Station Site. The other is the dispersed sites #2 through #14. I would leave it up to you what to do with this map. Those interested may write to AFTER THE BATTLE Magazine, 3 New Plaistow Road, London E1 5 3JA, England. 4225/44 cost me three dollars and forty-three cents (\$3.43). I imagine 4224/44 and 4225/44 would cost twice as much. And American checks would be acceptable. These are unusually clean, well-kept maps.

I would like to see a bunch of these maps sold so as to have contributions made that we could put it on there.

Tell all "Hey". Write Soon.

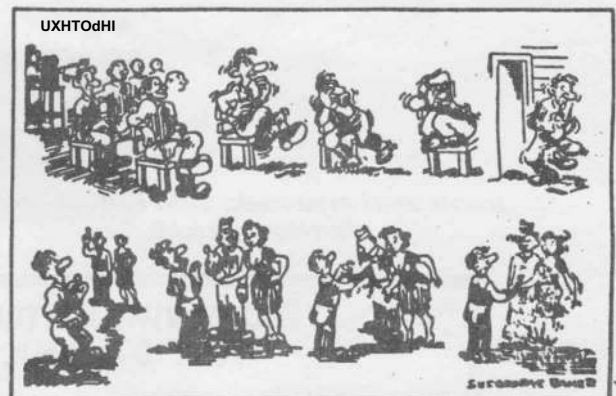
Bob and Mary Cribb
104 Granger Road, Spartanburg, SC 29301-4822

Dear Ed,

Thank you very much for publishing the letter from Charles K. Price, he is a long lost crewmember. I never thought that the association would be the tool for finding long lost buddies.

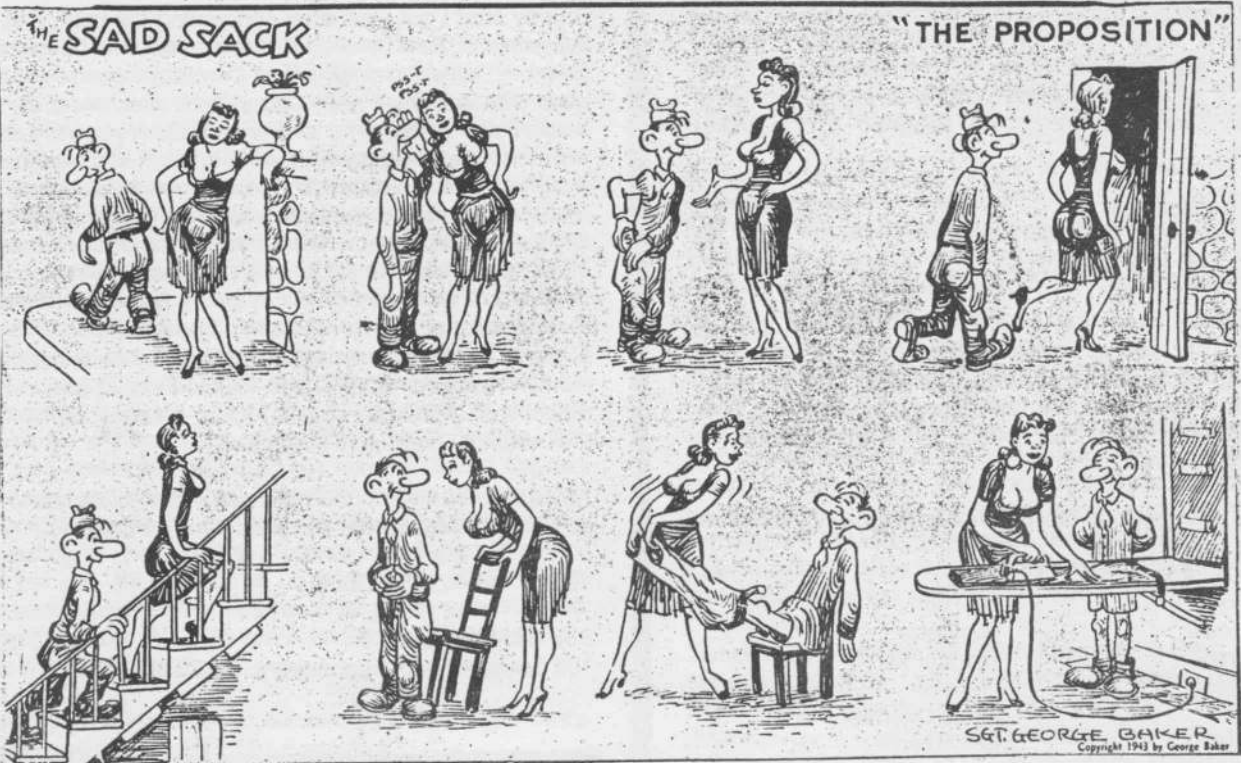
Thank you,

Anthony M. Klasinski
7933 So. Natchez Ave., Burbank, IL 60459-1737



PRETTY GOOD "EH"

YANK The Army Weekly



385th BGMA

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