



NEWSLETTER OF THE

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION



COMBAT UNITS

HQ. SQUADRON
548th BOMB SQ.
549th BOMB SQ.
551st BOMB SQ.

VOL. XVII NO. 2

Editor: Ed Stern
Printed by Interstate Printing
Fargo, North Dakota

SUPPORT UNITS

424th AIR SVS. GP.
877th CHEM. CO. (AO)
STATION COMPLEMENT SQ.

March 1999

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**17th Biennial Reunion
385th Bomb Group
Memorial Association**

**Savannah, Georgia
April 11-15, 1999**

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M/Sgt John Mckay, Jr. USAF
LTC Raymond B. Tucker

PAST PRESIDENTS *DECEASED
Ruel G. Weikert
*Frank B. Walls
Vincent W. Masters
*John C. Ford
*James E. Emmons
*Paul Schulz
Forrest V. Poore
William A. Nicholls
*Earl L. Cole
Sam Lyke
Sid Colthorpe
Robert C. Smith
Bob Valliere

Chaplain Sez

Hi Everybody,

Years ago when I was ordained in the Evangelical United Brethren Church I had to answer this question from Bishop Warner. "Have you reached perfection and are you striving on toward perfection?"

That sounds redundant but let me explain that question. Have you accepted God's forgiveness that makes you perfect in His sight. Then the second part: are you striving on toward perfection? Means this. Are you, as human, continually striving to be perfect.

The answer to both parts of the question had to be "yes". You see we can be perfect in God's sight but being human we, in ourselves, are not perfect.

Rev. Dr. Dale Turner wrote in the Seattle Times Newspaper on Saturday, March 13, 1999 these words. "There is no dishonor in imperfection. The dishonor lies in neglecting and failing to turn to full account whatever possibilities exist. It is better to do something imperfectly than to do nothing perfectly."

After an illness, years ago, I came to realize God loves me with all my imperfection. And I still am working toward perfection. I won't reach it in this life but I am promised it in the next.

God bless and I hope to see you in Savannah.

Sincerely,

Jim Vance

PRESIDENT'S REPORT

This will be my last formal report to you as President of the 385th Bombardment Group Memorial Association, and it is said with sadness as it has been a pleasure to serve you and to work with my fellow officers and the executive committee. The executive committee consists of the elected officers, plus Robert Smith, Ed Stern and John Pettenger. Their diligence has made my job an easy one.

In addition to his officer's duties, Bob Valliere has acted as Chairman of the Monument Committee; similarly, George Hruska accepted the added responsibility for hotel arrangements with Tom Newton helping generously in key areas; Verne Philips took on the double burden of minding both our monument funds and our general account; Bob Smith chaired the Nominating Committee, handling its delicate issues with skill and diplomacy; finally, last but not least, Ed

Stern continued as editor of the Hardlife Herald, the crown jewel of our association, with serenity, as if it were no work at all.

I would be remiss not to express my appreciation to Sam and Mary Lyke who volunteered to handle registration with all the minutia and aggravation it involves.

God providentially gave us Reverend James R. Vance, our chaplain, with no doubt (among other things) our monument in mind. Jim has prepared a beautiful and inspiring service for the Heritage Museum dedication. I'm hopeful that a copy of his Order of Service appears in this Hardlife Herald issue.

SAVANNAH REUNION: As of March 15, 1999 we have 200 registrants for the April meeting. With four weeks to go, and the typical last minute registration surge of those tardy or uncertain, this augurs well for surprisingly good attendance.

MONUMENT: The design of the monument was completed a number of weeks ago and has been turned over to the DePue Monument Company artisans for cutting, shaping, polishing and inscribing, with delivery to the Heritage Museum to be well in advance of the dedication service on April 13.

MONUMENT FUND: Additional funds have been coming in slowly. The exact figure will appear elsewhere in this issue. It is hoped that new contributions will help us pay off our obligation in full. For those of you who enjoy black humor, contemplate this polished granite verions: if we don't pay the balance due, what will DePue do? Forclose? Hardly, the monument will be emplaced on a concrete foundation and is considered immovable. An amusing conundrum, but, of course, DePue's dilemma is no justification for our default.

RIVER CRUISE: I am advised that the river cruise ship can accommodate only 175 persons. Reservations must be on a first-come-first-serve basis. If you are interested, submit your reservations to Sam and Mary Lyke as soon as possible.

NOMINATING COMMITTEE: A slate of proposed officers has already been published by Bob Smith on behalf of the Nominating Committee in an earlier issue of Hardlife Herald. Additional nominations can be made by contacting Bob Smith directly. Also, nominations can be made from the floor at the time of our Association business meeting on Wednesday morning, April 14.

Yours very truly,

Michael R. Gallagher
President

ORDER OF SERVICE
DEDICATION OF THE 385TH BOMBARDMENT GROUP
MEMORIAL
THE MIGHTY EIGHTH AIR FORCE HERITAGE MUSEUM
APRIL 13, 1999

Assembly - by Bag Piper

Welcome - by President Michael R Gallagher

Presentation of Colors

Pledge of Allegiance - led by Vice President Robert R. Valliere

* Remarks - by Executive Director of Museum, Barry Buxton, PhD

Address - by President Gallagher

Dedication Service - Chaplain James H. Vance

Invocation

Responsive Reading - "We Remember Them"

Chaplain: In the rising of the sun and its going down,

People: We remember them.

Chaplain: When we are weary and in need of strength,

People: We remember them.

Chaplain: When we are lost and sick at heart,

People: We remember them.

Chaplain: When we have joys we yearn to share,

People: We remember them.

Chaplain: So long as we live, they too shall live, for they are now part of us,

People: We remember them.

Chaplain: In the blowing of the wind and in the chill of winter,

People: We remember them.

Chaplain: In the opening of buds and in the rebirth of spring,

People: We remember them.

Chaplain: In the rustling of leaves and in the beauty of autumn,

People: We remember them.

Chaplain: In the beginning of the year and when it ends,

People: We remember them.

Chaplain: O, God of both the living and the dead, we praise your Holy name for all your ser-

vants who have finished their course in faith. We pray that, encouraged by their ex-

ample and strengthened by their fellowship, we may be partakers with them in the in-
 heritance of the saints.

Unison: AMEN

Amazing Grace: by Bag Piper while 8th Air Force wreath is brought forward and monument is un-
 veiled.

Dedication Prayer: by Chaplain Vance

Color Guard retrieves colors

Benediction - by Chaplain Vance

Taps-by Bag Piper

Ceremony concluded

BULLETIN BOARD

TO ALL 7TH AIRFORCE VETS OF WW2

Time is getting short. So would like anyone out there who knew my brother S/Sgt Dwain R. Rasmussen. He was stationed near Ipswich England. They flew a mission to Frankfurt Germany on Jan. 8, 1945. They landed in France that day and was on their way back to England on Jan 9, 1945 when they went into the English Channel. He was with the 385th AAF Bomb Group. His remains came ashore at Fort Quest Dunkerque on Oct. 3, 1948. We know it was his body as his billfold was recovered in what clothing remained. His laundry mark was there as well aswell as his serial No 37266500. Also recovered was a enlisted mans pass made out to T/Sgt Steve J. Malinowski. This man was discharged on the 9th of April 1945. Anyone out there that knew my /' brother or Mr. Maiinowski please write or call collect.

Mr. Dean J. Rasmussen
P.O. Box 1
North Loup, NE 68859
Phone (308) 496-4284

HELP YOUR EDITOR OUT!!!

Frank Sutter and your editor got together in Sun City for a nice visit—and we were trying to remember whether we had sheets on our beds or not in England. Stupid thing to wonder about! Someone drop us a line, please. We also talked about how cold it was taking a shower in the winter and a few other unpleasant memories. Also saw Chas Edelstien in Phoenix.

We received copies of a good 8AF story (not about the 385th) from the "Newspress of Cape Cod" and the "Pittsburgh Post Gazette". Will run it in a future edition when there's room.

MEMORIAL FUND

Donald and Patricia Collins have to cancel for the reunion because of illness. But they are donating the \$220.00 registration fee to the memorial fund. And Jerome C. Leichtman sent \$100.00. Thanks to both of you!!!

REUNION VIDEO

A videotape of the 1999 Reunion will be available. Details in the next issue.

DUES DUES

Time to send \$15 to Vern Philips for 1999 dues. If you aren't sure you paid for 1998, check address label on this issue—whatever number is after your name is the last year you paid. Each issue of the Hardlife Herald costs about \$2,000 to print and mail. Our dues income runs around \$9500 a year—so we **NEED** your dues. No use spending \$300 or so to send bills out — just treat this notice as your bill!

NOMINATING COMMITTEE SLATE - SAVANNAH 1999

PRESIDENT - Tom Newton
1ST VICE PRESIDENT - Leo LaCasse
2ND VICE PRESIDENT - Bob Silver
Marvin Tipp
Bill Varnedoe
SECRETARY - George Hruska
TREASURER - Vern Phillips

Other names, who are willing to serve, may be submitted to the Committee Chairman for consideration at any time. Nominations will be accepted from the floor at the Business Meeting to be held April 14, 1999.

Bob Smith-Chairman
Sam Lyke
Vince Masters
Bill Nichols
Forrest Poore

Committee will meet April 12, 1999 for breakfast at 8 am

E-MAIL ADDRESS

Yes, we do have an e-mair address—it's straus@fargoweb.com, the same as our store. You can use it to e-mail us your stories OR to ORDER CLOTHES from one of America's last great family-owned men's stores.

385th Bomb Group Memorial Assoc
Statement of Earnings
3 MONTHS ENDED
March 9, 1999
Unaudited

	CURRENT PERIOD	CURRENT YTD
REVENUE:		
INCOME		
Income- dues	165.00	2,575.00
income(refunds) Reunion prior	0.00	0.00
Income- interest	0.00	0.00
interest-mmkt checking	0.00	23.74
interest-savings	0.00	0.00
	165.00	2,598.74
MONUMENT FUND		
Income- Monument	0.00	545.00
	0.00	545.00
TOTAL INCOME	165.00	3,143.74
EXPENSES:		
Expenses Newsletters	0.00	1,955.24
Expenses- Sally B	0.00	0.00
Expenses- LM and Raffle to Ch	0.00	0.00
Expenses- treasurer	0.00	0.00
Expenses- president	0.00	0.00
Expenses- Promotions	0.00	0.00
Expenses- l'erle display	0.00	603.10
Expenses- A F Pins	0.00	0.00
Expenses -Postage	0.00	0.00
Expenses -Luxemburg	0.00	0.00
Expenses-Cahpel Fund 8th AF Mus	0.00	0.00
Expenses- Monument	0.00	0.00
Expenses- Reunion prior yr	0.00	0.00
Expense-Reunion Savannah	0.00	0.00
	0.00	2,558.34
Net earnings (loss) for period	165.00	585.40



385th Bomb Group Memorial Assoc.
BALANCE SHEET
March 9, 1999

(Unaudited)

ASSETS

CURRENT ASSETS:

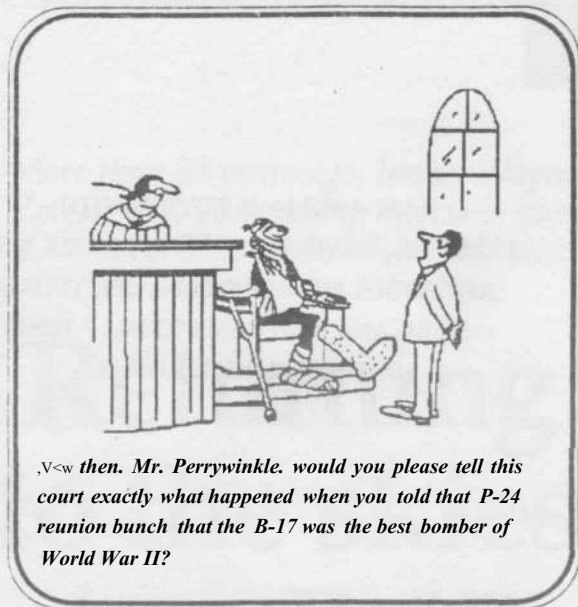
CASH	
United Heritage-mmkt ckg	10,741.37
United Heritage-Svg(Monument)	25.00
United-Cert Deposit 10/9/98	0.00
TOTAL ASSETS	10,766.37
	10,766.37

LIABILITIES AND CAPITAL

CAPITAL:

Retained Earnings	7,817.11
retained monument monies **	2,363.86
Profit (loss) for period	585.40
TOTAL LIABILITIES AND CAPITAL	10,766.37
	10,766.37

** Note: Monies have been sent to Eighth A.F. Museum for deposit on monument in the amount of \$ 15,000. Balance remains to be paid upon completion. This amount exceeds the reserve amount*



Now then. Mr. Perrywinkle, would you please tell this court exactly what happened when you told that P-24 reunion bunch that the B-17 was the best bomber of World War II?

England's

LITTLE AMERICA



8th Air Force Historical Society photograph/Ed Kueppers Jr.

Thousands of American airmen stationed in East Anglia won the hearts of their English neighbors as they helped win World War II.

By Mike Nichols
Universal Press Syndicate

EAST ANGLIA, England - They were bank clerks, mechanics and soda jerks - just boys, many of them - who became swashbucklers in the sky over Europe.

During World War II, 350,000 members of the Army's 8th Air Force - the largest aerial armada ever assembled - were stationed in East Anglia, England, a region of thatched cottages, stone churches and wheat fields northeast of London. In advance of an Allied ground assault on Hitler's "Fortress Europe," 60 air bases were hastily scraped out of those wheat fields in an area the size of Rhode Island. From the bases, many fewer than 10 miles apart, the 8th Air Force flew hundreds of daylight bombing missions, and this corner of

England became known as Little America.

Little is left of the air bases a half-century later. They have reverted to forest and farmland or given way to industrial parks. But here and there a crumbling runway, a derelict control tower, a rusting barracks evoke a time when village girls found themselves dancing cheek to cheek with American airmen, and farmers found themselves living plow to propeller with American B-17s, B-24s, P-51s and P-47s.

Bill Eady is one of those farmers. He was 22 when Lavenham air base was built for the 487th Bomb Group, engulfing his family's Elms Farm. When the dust settled, he had 2,900 new neighbors who drove bombers instead of tractors.

EAST ANGLIA IS DOTTED WITH
MUSEUMS, MEMORIALS - AND PEOPLE WHO
REMEMBER FONDLY THE BRASH, YOUNG
AMERICANS WHO CAME TO HELP THEM
IN THEIR DARKEST HOUR.



GEN. FRED CASTLE'S WATCH RETURNED TO HIS FAMILY AFTER 54 YEARS!

This is a wonderful story and Chick and I have an exclusive first report. As Chick mentioned we met a niece and nephew of Gen. Castle at the 94th Bomb Group Reunion in Cherry Hill, NJ, in October *97. We joined friends of ours who took their Dad to his first reunion with his group. We spoke with Jack Thornbury and Suzanne Glidden and discussed our mutual friend, Norman Valentine, who was Gen. Castle's driver. As they are making sure they get all the information on their uncle that they can, they told us they would be meeting with Norman. Their visit took place January 14, 1998, and Chick and I met Suzie and Trudy Glidden, and Jack Thornbury later that day. They had a wonderful visit with Norman and his wife Lois, shared many stories and pictures, and were thrilled to receive a wrist watch that belonged to Gen. Castle. Norman had been given the watch in 1944 because it needed to be repaired and he was asked to find someone to do this. Norman delivered the General to Lavenham for the fateful mission of 24/12/44, and when he did not return his driver kept the watch-vowing to return it directly to the General's family. The watch is inscribed:

F.W. Castle 20th Reunion Class of 1907, General Castle's father Benjamin was a member of the Class of 1907 at West Point. Frederick Castle was the first child born to a member of the Class of 1907, and was a godchild of Hap Arnold. Apparently this watch was awarded to him at their 20th Reunion. Norman kept it safely all these years, even had it repaired, and gladly returned it to the family during their visit. Mission accomplished. Sergeant Valentine, we salute you!!

We enjoyed sharing in this special occasion!—Ann

◀ From Page 1

with American B-17s, B-24s, P-51s and P47s.

Bill Eady is one of those farmers. He was 22 when Lavenham air base was built for the 487th Bomb Group, engulfing his family's Elms Farm. When the dust settled, he had 2,900 new neighbors who drove bombers instead of tractors.

"Our house was 100 yards from where the nearest Flying Fortress was parked," he recalls. "It was named Shu Shu Baby. It flew 96 raids in all. I remember that it got shot up a lot. The planes were very loud, but we got used to them. Life went on."

And so did death. Thirty thousand Americans were killed while serving from air bases in England.

Eady stands on the roof of Lavenham's cube-shaped control tower and gazes at the fields as if at a ghost town. He slowly turns in a circle and points to buildings, most of which no longer exist.

"I can still see it all," he says. "That's where the bomb dump was. And over there was the shed where they ran in new aircraft engines. The barracks were over there. Back there was the PX. The main runway stretched from that stack of hay to over toward those cottages. And an anti-aircraft gun was over there. A bloke was stationed there 24 hours a day."

Eady, like most East Anglians, remembers the Americans fondly. "You couldn't want to mix with a nicer bunch of fellows. The Americans became part of us."

LAVENHAM IS ONE of the better-preserved air bases in East Anglia. Short stretches of runway and a dozen or so buildings still stand on land owned by farmers Eady and John Pawsey and Trevor Rix. Pawsey hopes to preserve the control tower as a tribute to the 487th.

"So many of the Americans come back to see the field," he says. "That's what keeps us going to keep the control tower standing."

Near the control tower is a pile of concrete rubble, remnants of the main runway. When veterans visit their old air base, Pawsey gives each a chunk of concrete as a memento.

Ten miles northeast of Lavenham is Rattlesden air base, home of the 322nd and 447th bomb groups. John Garrod farms part of the old base. He was a schoolboy during the war and remembers the tremendous noise as planes from bases in East Anglia assembled in the sky for bombing missions. "We once counted 900 planes in the air before we gave up," he said. "If we were in school when they took off, we had to stop our lessons until they were gone.



Mike Nichols photo

The museum at Duxford air base includes many vintage WWII aircraft, including a P-51 Mustang.

No one could hear."

As he speaks, his voice resonates somewhere between nostalgia and dread. Rattlesden's control tower and runway are now used by a glider club. In stark contrast to the bombers, on weekends, gliders soar above the old base in silence.

Like many who lived near the bases, Garrod keeps in touch with some of his former American neighbors. "I still get Christmas cards from them," he says. "And I see them when they come back to visit the old base."

THE DRIVE BETWEEN Lavenham and Rattlesden is typical East Anglia, where milk is delivered in glass bottles to doorsteps at dawn. A narrow, winding country road passes signs announcing "duck crossing," "free-range eggs" and "stud entrance 300 yards." Homes bear signs announcing their names, such as Abbey Farm, Maltling Cottage, Poplar Bungalow, Woodstock Barn. Each home, no matter how humble, has a flower garden.

All the villages of East Anglia have a High Street with a church and a pub. Many of the churches and pubs were already standing when Constable and Gainsborough painted here, when Thomas Paine, Nelson and Cromwell were born here, when the ancestors of Abraham Lincoln lived here.

Ten miles west of Rattlesden is the city of Bury St. Edmunds, in whose abbey English barons met in 1214 to conspire against King John. They eventually forced him to sign the Magna Carta at Runnymede.

The air base of Bury St. Edmunds is just a few miles from the abbey. Philip Sage, from the nearby village of Rougham, was 20 at the start of the war. He remembers the impression that the air-

men made on the local girls. "All the teenage girls were looking at the Americans in their uniforms," he says. "And the Americans had more money than we did to spend on chocolates, flowers and stockings. They could even finagle a silk parachute, which could be used to make underwear."

At the edge of the base is a house that served as its engineering building. Now it is the Flying Fortress pub. Among the memorabilia on its walls are photos documenting visits by Bob Hope and Capt. Clark Gable.

REMNANTS OF THE air bases are not the only reminders of Little America. The British have erected memorials at several bases. At Steeple Morden, home of the 355th Fighter Group, a monument featuring the propeller of a P-51 Mustang stands near three surviving Nissen huts, now used to store hay. In nearby Litlington, in the Cambridge area, the village church has a stained glass window honoring the 355th.

And a few of the control towers are museums. At Framlingham, the control tower of the 390th Bomb Group is wall-to-wall war: bomber engines, uniforms, a Norden bomb sight, a bomb bay door from Joseph Kennedy Jr.'s doomed B-24, German weaponry (donated by ex-Luftwaffe members) and hundreds of items of everyday use on the air base, from Astro compasses to Zippo lighters.

There are other reminders. Each base was near a village, each village had its pub, and each pub had its 8th Air Force regulars. Elsie Hynard of Lavenham remembers how considerate the Yanks were. "They would leave their combat boots out in the ditch and put on shoes to come into the pub," she says.

Gordon Clements of Strad-

broke remembers their capacity: "When the American airmen came to town the pubs ran out of beer."

In the village of Lavenham, amid 15th century buildings, airmen gathered nightly in the pub of the Swan Hotel, whose timbered beams date to 1425. Big band leader Glenn Miller, touring the East Anglian bases, had his last drink there before he and his plane disappeared on a flight to France in 1944. Today, the pub is decorated in late World War II, its walls covered with memorabilia, including signatures of the airmen, photos of their planes and 8th Air Force patches and badges.

In Cambridge, amid colleges that have known the likes of Erasmus, Wordsworth and Darwin, the 300-year-old Eagle pub records lesser-known names on its ceiling. Americans from nearby bases stood on each other's shoulders and wrote their initials and the names of their squadrons and planes — J.T., Sad Sack, Bert's Boys — using candle soot.

Ten miles south of Cambridge is Duxford, the 8th Air Force base that not only has avoided decay due to neglect but is thriving as a national museum of military aviation. It displays 140 airplanes, from biplanes to a Concorde. Volunteer mechanics keep several of the planes flying.

Last year, Duxford opened its American Air Museum, a mammoth concrete and glass hangar that contains 21 aircraft, including a B-52, a U-2 spy plane, a B-17 and a P-47.

West of Cambridge, on a green, manicured hillside, are written more names — many more names. The American Military Cemetery contains the tombstones of 3,812 of the Americans killed while serving at bases in England.

LETTERS TO THE EDITOR

Dear Mr. Stern:

I have just found a very nice web site that the good guys from the 385th will enjoy. The site is called B-17 Flying Fortress: bomb Groups. The web site is as follows:

[Http://www.heavy bombers.com/bombgroups.html](http://www.heavybombers.com/bombgroups.html)

Keep in touch,
Ken Laffoon
4780 N Snyder Circle
Tucson, AZ 85749-9674
E-mail: laffoon@azstarnet.com

P.S. The Pima Air and Space Museum is really booming these days with new construction.

Dear Sir,

Re: B17G Flying Fortress - 385th BG

As a young boy of 7 1/2 years I remember a bl 7 aircraft crash landing within 1 1/2 miles from where I and my parents were living in a village called Higham near Bury St. Edmunds.

It is now many years and I have now retired and with some time on my hands, felt I would like to investigate the aircraft's history in greater detail.

From my own memory the aircraft crashed with very little damage and that the crew had baled out and were safe.

I have enclosed a print off a local map indicating the actual location of the crash.

Although the aircraft was being guarded when I arrived at the site, I was able to climb into the fuselage and eventually sit in the pilot's seat. I also remember seeing spent shell cases lying on the fuselage floor.

My parents are no longer living but I remember my father telling me the night before that he drove a tractor and trailer around the area to find and pickup the crew and their parachutes.

To date and from my investigations and by reading the book produced by Roger A. Freeman called "The Flying Fortress Story", it would appear that the aircraft was 42-97940 (BI 7-G) and came from the 385th Bomb Group based at Great

Ashfield and that the actual date of the crash was the 13th September, 1944.

I have also acquired a copy of the 385th Bomb Group missions list from July 17th 1943 to May 2m 1945 and this confirms that mission number 184 on the 13th September 1944 had been to Stuttgart in Germany.

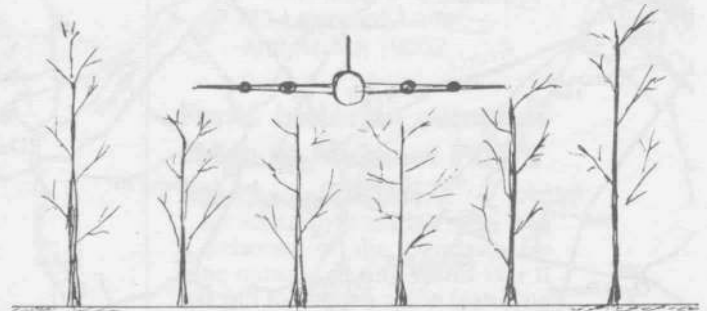
It would also appear that the aircraft was salvaged from the crash which would have made sense and in fact the rear end was replaced with the rear end of an aircraft named "Dozy Doats" and then renamed "Half and Half".

I have spoken with various local people and one person namely Ian Hawkins (who sends his regards) has kindly given me your name and address.

Please, isn't it possible for you to advise me whom I should contact to find out the following information

- A) Names of the crew on the date of the crash and if any are still living, etc.
- B) What happened to the aircraft for the remainder of its existence.

One final point which has always interested me when passing near the site concerns a belt of trees which were in line of the flight path just prior to the crash. The aircraft passed through the top of the trees removing a large number of upper branches and to this day you can still see the difference in tree heights.

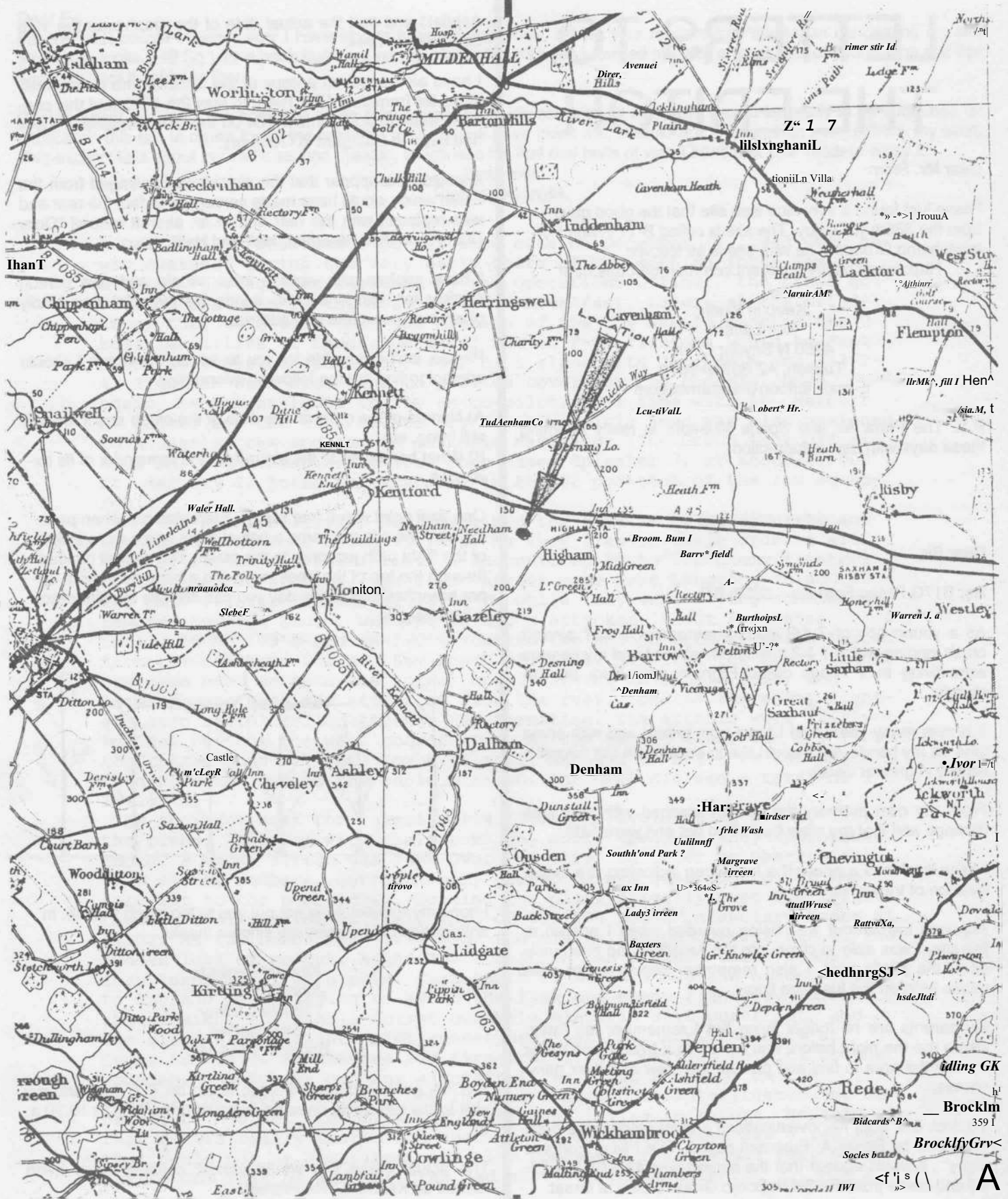


I hope my request does not put you to too much trouble. In anticipation my I convey my sincere thanks.

Kindest Regards
John F.G. Forster
16 West Vikey
Stowmarket
England 1 PI4 ISO

P.S. My estimated time of crash would be 3:00 p.m. and my visit to the site would have been the next morning at 10:30 a.m.

The actual crash site would almost certainly have been named as Kentford, Newmarket.



Dear Ed:

Just received and read the December issue of the "Hardlife Herald". Seem every issue is great...thanks to you and your crew!

A nice long letter from Marty Girson of the 548th brought to light the marvelous work performed, day and night, by the mechanics. I piloted Mac's Hack and a few missions on Rum Dum, and realize the great work that had to be done. I remember a wing tip that had to be changed during the night!

Back to Marty's letter and the description of changing a gas tank (he mentioned the fact that they were self sealing). We were taught this fact, and indeed this became very useful as related in an e-mail I received from my ball-turret gunner (O. Bryan McKinney) just four days ago! Bryan was set up with a computer and e-mail by his son just a few weeks ago.

His e-mail letter to me included the following:

"I was going to ask if you remember Feb. 28, 1945, on the bomb run over Berlin? We caught a burst of flak that hit Slo-nicker (my tail gunner) in the hip and punctured the gas tanks on the right wing. The gas was running back over the edge of the wing about a foot from the exhaust. When I notified you, you said to keep watching it to see if the self-sealing tanks worked. My first thought was to jump out of the turret and get my chute for a bail-out. Kept watching and it sealed up.

I'm glad that you had a cool head that kept me in the plane or I may have spent the last few months in a German POW camp.

Thanks for all the great flying and leadership that brought us safely home.

Best wishes, O. Bryan McKinney"

This was a very nice memory that was passed on to me, but it took the entire crew, and the Lord above, not just the pilot, to bring us home safe.

Sincerely,

Charles W. "Mac" McCauley
252 Maple Ave
Timberville, VA 22853
E-mail: macb17g@aol.com

Dear Mr Stern:

It is with great pleasure that I write to you. I am an avid collector of WWII aviation memorabilia, and am hoping that you could autograph the front side of the B-17 picture I've enclosed. It would be a very proud honor for me to hear

From a WWII veteran of the famed 8th AAF.

At this time I have heard from over 500 veterans of the WWII Army Air Forces various units. I've received many kind replies, photos,, bits of memorabilia, etc. I want to preserve some of this important WWII aviation history. It must not be forgotten! Sir, I hope this is not a bother to you. I am most certainly sincere on this matter, and it does mean much to me. Too many people today tend to forget what courageous airman like yourself did during those difficult war years. I would like to pass this on for the future generation. Also, a photo of you in WWII uniform would be greatly appreciated. I can promptly photo-copy and return any pics you may have of nose art, aircraft, crews, etc. I've already copied well over 1000 photos from AAF vets.

As for myself, I am a U.S. Air Force Vietnam war vet, and now as part time Crew Chief (KC-135E Stratotanker) with the Penna. Air National Guard in Pittsburgh. I will be retiring in a few months. Sir, hope to hear from you. Now take care, and all the best!

Sincerely,

Tsgt. Richard T. Janicki
108 Autumn Street
Aliquippa, PA 15001

Dear Ed Stern:

I just spoke to Charles McCauley of the 385th and he said to contact you concerning the 385th Newsletter "Hardlife Herald".

May I please get on your mailing list. If there is a charge or cash, please let me know. My uncle Leslie Baumert was in the 548th BS, 385thBG in England from 1944 to 1945. Thank you for your kind help.

Sincerely

Derral Lee
16430 Tao Road
Apple Valley, CA 92307



Dear Ed,

Please find my new address along with a copy of my old address.

Well I finally finished my project of building a copy of the 385th Airbase Great Ashfield and of Elmswell. Also models of some of the planes that flew with the Eighth Air Force, British planes and German planes. Also in my collection I have 33 books about the 8th Air Force, copies of Life and Look magazines, 17 VCR's plus the scrap book I made while stationed with 385th, with articles and pictures of the air planes and crews.

I have taken pictures of my project. As soon as I get them back I'll send you a copy of them.

One of our local TV stations has a program called Route 35. They go around the area with their camera, then during the week they show it along with their 6 PM news. They want to come over and take a video for their program.

I haven't made up my mind about getting a trailer to put it in or donate to some Air Force Museum or a collector.

I will send you the pictures soon.

Yours,

Merritt F Andrews
1123 Hilborn Ave
Erie, PA 16505-4141

Dear Ed;

Rita and I are planning on attending the 17th Bi-ennial Reunion in Savannah, GA on April 11-15. However we do not plan to stay at the Savannah Marriott. Will that be a problem.

Since we spend our winters in Ft. Myers, FL, it's an easy run up to Savannah.

Thanks for printing the letter from Gary Bean in the last Hardlife Herald. He was my bombardier who I haven't seen or heard from in 53 years. We had a great get-together since he's in Naples and I'm in Ft Myers. Small world.

See you at the reunion

Sidney L. Harris
7150 Golden Eagle Ct #224
Ft. Myers, FL 33912

Dear Mr. Stern:

I just finished talking to Bill Varnedoe, my navigator on Geo. Crow's crew in the 385th. You might recall my name as I did receive Hardlife until this year. As we moved to Florida now, I can only assumed, I slipped up sending my dues in last year. Bill told me about a reunion in Savannah this year - '99. We go right passed it on our way north to PA each year and since it is near us for a change, would like to make it. Especially, hoping the 8th AF Museum will be on the agenda, too. Could you send anymore information to me on this reunion. Was to England in "65" with Bill, Geo and our wives. Also, please include a dues notice.

Sincerely,

George D. Lentz
283 Mark Twain Lane
Rotonda West, FL 33947-2146

Dear Ed,

Please find enclosed photographs of '23-737 - Ohio Air Force. I decided to make the model after reading Tom Helman's letters to Hardlife. The model itself has a 17 inch wingspan.

I thought that would send you the pic's first as you may wish to put them into the Herald. If you forward them to Tom Helman afterwards, noting from where they came.

I have been having trouble with missing mail recently, so I hope you received the 200th Mission Party handout about "Honky Tonk Sal". If you did not then please let me know. I hope all is well in Fargo.

Sincerely,
Mark Bloomfield
Chimney's The Green, Beyton
Bury St. Edmunds
Suffold 1P30 9AF



Hello Ed,

I know you're a busy fellow what with the upcoming reunion and details connected with that. Also, I really don't know how you deal with all the adverse weather I see you getting up there in the "North Woods."

I recently lived through a blizzard in Washington DC and still recovering from the trip. Thought you may be interested in what the trip was about and am enclosing a news release on the matter.

The entire event was very low key at the request of Steven Spielberg and TV was not allowed to cover the affair, just photographers and a columnist. I had a female assistant helping me walk the slippery paths in about 10 inches of snow. They sure did know how to make an old man happy.

The three D-Day Veterans had Spielberg to themselves for about 30 minutes and that is equal to or greater than a private meeting with the President of the nation. I had never talked with anyone that had more assets than a lot of countries. The man was really down to earth and completely interested in all we had to say.

I don't know what will come of it but Spielberg was most interested in me and my forthcoming book. The first issues are just 6 weeks away and I'm experiencing the labor pains as I told you. I think I know somewhat how a female feels when in labor, I just want this over with! Having a great time with announcing the book but want to see the real thing in peoples hands.

I've been in touch with Guy Ries over in Perle, Luxembourg and he has set a webpage, along with the Memorial, to advertise the book. The address for his page is...www.geocities.com/Pentagon.Quarters/8814/publicat.html... and he placed a link to my publishers' page. Really nice stuff.

Frank R. Mays
136 Tanglewood Dr
Madison Heights, VA 24572

EDITOR'S NOTE: First, we want to sympathize with you for having to brave the elements in Washington D.C. and their version of a "blizzard".

Second, We're in the Red River Valley, or the Northern Plains, but "North Woods" doesn't much apply to our wide-open spaces.

And third, great to learn of the Spielberg connections. Hope something comes of it. As we said it's a very interesting book.



Press Release-
Dateline: March 9, 1999 Arlington Virginia

"D-Day, June 6, 1944 Remembered"

Not deterred by the worse snowstorm of the past two years, four men with the assistance of a Marine Honor Guard, braved the elements and placed a wreath at the tomb of the Unknown Soldier in the Arlington National Cemetery.

The ceremony, a joint venture of the **National D-Day Memorial Foundation of Bedford County Virginia** and the **USO of Metropolitan Washington**, was part of a tribute to honor **Steven Spielberg** with a Merit Award for his philanthropy and creating the movie, "Saving Private Ryan."

Selected to represent all WWII veterans were three D-Day veterans;

Bob Slaughter, Roanoke Virginia, (Infantry)

Clarence Tipton, Fairfax, Virginia, (Navy)

Frank Reese Mays, Madison Hgts., VA. (Army Air Corps)

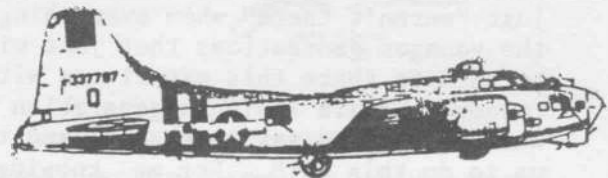
The veterans assisted Steven Spielberg in placing the wreath then stood with a salute as TAPS was sounded. The mournful notes mingled with the falling crystals and drifted to settle on the multitude of snow covered graves.

After the ceremony, the four men engaged in a roundtable discussion concerning the veterans roles on the infamous day at the beaches of Normandy, France.

Steven Spielberg was most interested in Mays and his duties as a ball turret gunner on a B-17 named the "War Horse." Spielberg told of his father's WWII duties as a crewmember on a B-25 bomber while flying out of Burma with a squadron known as, "The Bridge Busters."

Group photos were taken of the four men as they stood arm in arm. As the meeting was adjourned Spielbergs' assistant, having been made aware of Mays' soon to be released book, "And No Purple Heart" was directed to secure necessary data with a promise to be in touch with Mays at a later date

(email address... frank.mays@gte.net...)



Chuck Smith
2820 Princeton Lane, N.E.
Marietta, Georgia 30062-6612

February 3, 1999

Ed:

Could I request that this open letter be published in the next Hard Life?

An open letter to the biggest heros in my life, the veterans of the 385th Bombardment Group, from Chuck Smith, a member of the "younger" generation:

As the forthcoming reunion in Savannah approaches, I would like to ask each one of you 385th BGMA veterans to consider issuing an invitation to the younger generations of your family to attend the reunion with you this year. If the younger generations are to fully appreciate the incredible gift of another day of freedom, a gift all of you paid the price for and so many others never returned to enjoy themselves, I think it is vitally important for us as members of the younger generation to be given the opportunity to listen to the truly incredible stories and accounts that only you surviving 385th veterans can share with us. Fifty plus years have passed since the greatest conflict in the history of the world, yet we are still fortunate enough to be able to hear first hand accounts of the 385th's role in being an integral part of the largest air armada ever assembled in history. As members of the younger generation, we're talking about being able to step into the pages of a history book, not only listening in person to the living heros who wrote it, but being able to feel their emotions as they tell their stories that can make voices crack, throats get lumpy, and eyes well up with tears. History books by themselves cannot relate this part of the war that we should all hear about.

A lot of us want to share an interest in these things that our fathers and grandfathers consider important, but this will rarely happen if you don't extend a direct invitation to us. Please don't wait until the "reunion after this one" to share this experience with your children and grandchildren - time is of the essence here. I can tell you from first hand experience how desperately I now wish I had attended earlier reunions with my Dad when he was alive. Please don't deny your younger generations the privilege of experiencing this irreplaceable opportunity. Ask them to attend this next reunion while your health still allows it. One thing is for certain - they definitely won't share your reunion with you if don't extend the invitation to them. I can assure you that they will never again have the awe inspiring honor and privilege of being in the same room with this many heros. What an humbling, yet exhilarating feeling I have personally felt at past reunions.

Not all children and grandchildren can be expected to take an interest in the 385th, and this is a shame although somewhat understandable, because they just "weren't there" when everything was happening years ago. But for those of the younger generations that just might be interested, please extend the invitation to them to share this experience with you. We will not have this opportunity much longer. We are losing a generation of warriors to whom we need to listen and to whom we need to say thanks, and there are fewer and fewer of you each year for us to do this with. For me, knowing about the 385th is important because it was so important to my Dad. Every son and daughter in America should feel as proud of their Dad as all of you have made me feel about mine.

If there is just one reunion that the sons, daughters, grandsons, and grand daughters should attend, Savannah along with its 8th Air Force Museum is it! Only you could possibly give your children and grandchildren a more personal graphic and vivid description of the war than this museum, and they need to see and hear both your story and this museum's.

You have given us the gift of the most perfect freedom the world has ever known. You are the essence and embodiment of true American heroes who did their best when America needed you the most. Please let my generation and those younger than me have the opportunity to hear your stories, share your experiences, learn from you, and show you our respect and gratitude for your sacrifices by inviting us to join in with you at your reunion in Savannah.

I thank each and every one of you for what you have done for our country. I will never forget! Please help others in my generation and younger generations to never forget either! I look forward to seeing you, your kids, and grandkids in Savannah!

Respectfully submitted.

Chuck Smith

Chuck Smith

(Son of Lt. Col. Charles C. Smith, Base Transportation Officer, 549th Bomb Squad)

RECORD KILL

By The Associated Press

A U.S. BOMBER STATION, ENGLAND
Oct 12—

A new record of 12 German fighters shot down by one bomber on a single raid was set Sunday on the mission to Munster, Germany by the B-17 Flying Fortress the Ohio Air Force, piloted by Lt John Richey, Steubenville, Ohio, it was announced today.

Out of a total of 24 claimed shot down in the hectic 90-minute air battle from which they escaped without a scratch, only twelve were officially corroborated.

Pilot Richey and copilot Thomas Helman, Medford, Ore., were the only crewmen who didn't make kills—and they have no guns.

All 12 Fort's Nazi Kills Confirmed for Record

AN EIGHTH AF BOMBER STATION
Oct 22—

Several weeks ago two B-17s put in record claims for enemy aircraft destroyed in ohe raid. The Fort Murder Inc., claimed 11 German planes on the Frankfurt raid, and the Fort called Ohio Air Force claimed 12 on the Munster raid.

The reviewing board cut Murder Inc. claims from 11 to three, but all 12 claims of the Ohio Air Force have been approved so that B-17, piloted by 2/Lt John Richey of Steubenville, Ohio, holds the ETO record for Germans shot down on a single raid.

SEN. MARK GEORGE, CHAIRMAN
JOHN C. STENNIS, MISSISSIPPI
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ARNOLD L. PUNARO, STAFF DIRECTOR
CARL M. SMITH, STAFF DIRECTOR FOR THE SENATE

Idnitcd States Senate

COMMITTEE ON ARMED SERVICES
WASHINGTON, DC 20510-8050

July 22, 1907

385th Bomb Group Memorial Association
c/o Dayton Marriott Hotel
1414 S. Patterson Boulevard
Dayton, Ohio 45409

To the 385th Bomb Group Memorial Association:

My heartfelt greetings to all of you members of the 385th Bomb Group Memorial Association and your families who are attending this reunion.

I know and understand the special feelings that reunions such as these can bring out for each person. As a veteran of World War II as well as the Korean War, I value the strong ties and memories that I have carried with me through the years and know that each of you has done likewise.

A special aspect of this gathering will be the first ever reunion of the John Richey combat crew. To their great credit, the words of affection and support that I have received in recognition of the Richey crew are the highest praise that one can offer.

These next few days will be very special to you, and I would like to add my best wishes to all of the participants. The joy and excitement you will share in reminiscing with old friends and life long buddies will be something long treasured.

Best regards.

Sincerely
John Glenn
John Glenn
United States Senator

JG:pup

Greetings presented to the John Richey B-17 combat crew by President Reagan and Senator Glenn were occasioned by the 385th BGMA reunion at Dayton, Ohio, in July 1987.

Marking the first ever reunion in forty two years for the OHIO AIR FORCE crew, it was homecoming to Aircraft Commander Richey, a native son of Steubenville, Ohio.

Dear Ed,

The article below appeared in the Winter 98-99 edition of Friends Journal of the Air Force Museum. In Roger Freemans book, The Mighty Eight, there is a photo of a B-17 in Luftwaffe markings.

If any 385th members had an encounter with one of ours in Luftwaffe markings or maybe still in USAAF markings but flown by Luftwaffe I think the editor would like to hear the story.

Write to:

Mr. Jerry Rep, Editor
P.O.Box 1903

Wright-Patterson AFB, OH 45433-1903

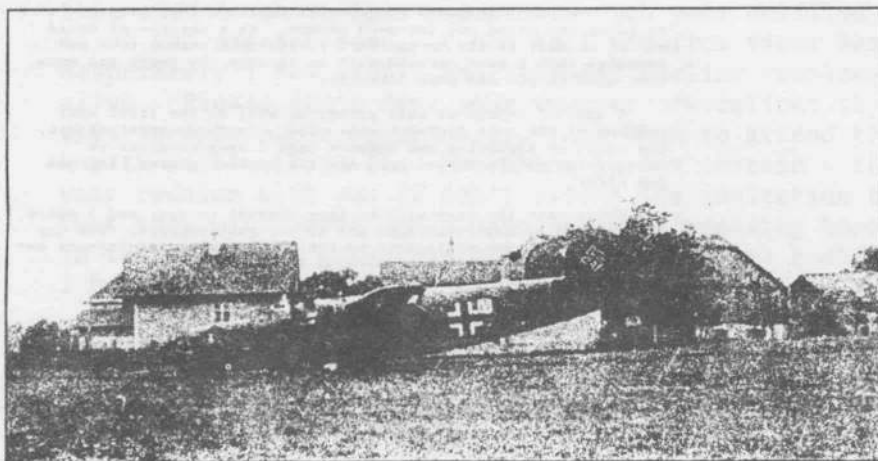
Congratulations on the news media selecting your generation as "The Generation" of the 20th Century. They cited that you survived both the Depression and World War II, and looking back at all the history I really think that they got it right this time!

Sincerely,

Allen P. Holtman, MSgt, USAF Ret
705 Mendocina Ct #12
Florissant, MO 63031-6093

EDITOR'S NOTE: But we did a lot of things wrong, too! Segregation for starters.

A German B-24?



George W. Boving, of Carroll, Ohio, and a "Friend of the Air Force Museum," dropped this photo off at our office.

Shortly after VE Day in 1945, he was sent on a round about trip to Munich. He left Rhein Main airport then to Numburg, Pilsen, Linz, Salzburg and finally Munich.

At Salzburg he was surprised to see this B-24 with Luftwaffe markings.

Mr Boving was told that the Germans had several of our planes. Evidently some of these planes were captured and used as decoys.

Mr Boving was wondering if anyone had any further information to share regarding this or similar captured American aircraft.

Dear Ed,

Would you please insert this obituary notice (it was in the last issue) in the next Hardlife Herald. It concerns Leonard C (Swede) Swedlund, one of the 385th "Lost Souls" who was a member of the 551st Squad and completed his 25 missions from Dec. 1943 - Mar 1944, and was command pilot of "Stardust".

He was not a joiner, being a reserved type, who would rather not get too close to the memories of war - a forced landing at a fighter base killing a crew member probably made him shove WWII into a closet of his mind and shut the door.

Oddly enough, during his last years, much time was spent on his scrapbook. I'd sent him the Herald and other 8th AF releases over the years, and recommended the Roger Freeman books so he had been well exposed to what history had to say about war in the 70 + missions he flew with the group.

The book was at his memorial services and it's one of the most complete accounts of an airman in W.W.II from cadet to captain, even down to medals and personal insignia. It would, indeed, be a very valuable addition to the 385th BG display at the 8th AF Museum if the family would allow donation or perhaps copying.

In this regard, would you send a complimentary copy of the "Hardlife Herald" containing his obituary so that, though the scrapbook is not forthcoming, the issue would be a fitting finale to a remarkable story - added to the end of the book

Hope to see you in Savannah in April 1999

Art Wiegand - 550th Squad "Sly Fox"
6120 River Run Drive
Sebastian, FL 32958-4779

Dear Mr. Pettenger,

In 1999 is the 55th anniversary of the attacks by the 8th USAF against the aircraft factory "AGO" in Oschersleben/Germany, where the FW 190, "Butcher Bird" was built. Our group "Arbeitsgruppe Luftkriegsgeschichte" was constituted in cooperation with Museum Oschersleben. We investigate the history of airwar in our area. Together with other historian in airwar, also Mr. J. Hey in Hengelo / Netherlands, we try to collect information about these attacks again, "AGO". We also search places, where B-17, B-24 or fighters crashed into the ground. We try to link contacts to pilots of WW II and restore what has happened in those days.

This time we found a location, where a B-17 was destroyed by German fighters on 11-11-44. Maybe it was the aircraft LG-N, "Blonde Bomber", 42-3057, 91st BG, 322nd BS. Some parts are now in the museum of Oschersleben.

Now we need photos of B-17, B-24 of your BG, which flew against "AGO" on 7-28-1943 (your BG lost 4).

Urgent we need also photos from target "AGO" aircraft factory before and after the bombardment, taken from the crews, which show the target, other bombers or German fighters in action. We need American reports by pilots or gunners from these engagements and from "Luftschlacht um Oschersleben" (Oschersleben airbattle) on 7-07-44. Target was the Leipzig area.

We have many MACR's (Missing Aircrew Reports) of your BG, now we try to get some private information, photos and reports by US veterans.

Would you try to help us get these information, photos and reports from veterans of your BG, please?

Without your help we can't publish a booklet about "AGO" in WW II.

We are much obliged! I'm looking forward to a letter from you. With best wishes!!

Rene Scheer
Zur Windmuhlenbreite 3
39387 Neindorf
Deutschland
Tel: 03949/81118

P.S. Crew Lost: Noel, Robins, Storr, Gurgel

EDITOR'S NOTE: We sent pictures of Robbins and Storr crews, but they were not very clear. If you have good ones, please send to the above gentleman.

Aloha Ed,

I have the sad duty to inform you of the passing of my tail gunner on Nov. 21, 1998. (Obit in last newsletter)

S/Sgt C.E. "Bill" Hosford
Tail Gunner "Wells Cargo"
385th BG (H) 548th BS
25 Missions April - July 1944.

Returned to the ZI and then volunteered for a second tour of duty flying on B-17s in the 15th AAF in Italy. Bill was 77 years old at the time of his passing at his home in Sun Valley, Nevada. He leaves his wife Phyllis and 5 children, 9 grandchildren and 15 great grandchildren. He will be missed terribly by his wife and family as well as myself. Bill was a good soldier and contributed a lot to his country.

Jerry Ramaker
Ball Gunner
"Well's Cargo"

Dear Ed,

I read with interest the letter from Marty Girson about his job as an airplane mechanic in the December Hardlife. There have been other letters in the Hardlife from time to time about ground personnel and some thinking that they didn't get the credit for their jobs. I was always pleased with the work it took to keep an airbase running and keeping the planes in flying condition. Many times when we arrived at the plane in the early morning the mechanics were still doing some maintenance or bombs were still being loaded. I suppose we were not forward enough to think to thank the men on the flight line for all the work they had to do to keep the planes flying.

I can remember hearing engines being revved up during the night and I know it was the mechanics doing their job, and I was glad it wasn't me out in the cold, dark and damp English weather. I guess I and others were remiss in not appreciating and thanking these men who we so much depended on to keep the planes air worthy. Everyone on the base played a part in doing a job whatever it was to make for a smooth operation. It must have been a sad time for them when their plane didn't return from a mission and maybe wondering what happened, or could it have been something that was overlooked by them or the crew.

I was the Bombardier on Oscar Heintz crew and was transferred to Robert Ritchies crew for my last fourteen missions and finished the day before their collision with Tim Crimmins Crew.

I would send this letter to Marty Girson, but I don't have his address, so if you would print it in the Hardlife I am sure he and other ground personnel will read it and hopefully realize that, I for one am thankful for the job they did at Great Ashfield.

- I also want to thank the men that worked in the Mess Hall, sure we complain about food, even now in bountiful American people complain about food, but I always appreciated the great breakfasts they gave us, especially on mornings of a mission. I can remember that they were even pleasant and smiling at five a.m.

Thanks again and please don't feel slighted.

Sincerely,,
Willard Hagman
Rte 4, Box 594
Aitkin, MN 56431

Mr. Don Hayes
1640 Cambridge Drive
Walla Walla, WA 99362

Re: Crimmins/Ritchie Mid-Air Collision over the North Sea on April 4, 1945.

This letter is in response to your request in the June 1998 issue of the Hardlife Herald and is an addendum to the letters published in the November 1998 issue describing some of the circumstances of the above-described mid-air collision.

The prior writers were quite correct in reporting that Tim Crimmins was flying low section lead and Bob Ritchie was flying low element lead. This placed Ritchie directly below Crimmins and slightly to his rear. It meant that Ritchie positioned himself slightly under and behind the tail of Crimmins' aircraft and that he maintained his position by visual reference to the tail of Crimmins' aircraft. Crimmins would have been unable under these circumstances to have sight of the Ritchie aircraft and would have know of his position only by reports from his tail gunner.

Our crew was flying off Ritchie's right wing. I was in the left seat, Wayne Ziegler in the right seat, and John Stansfield was navigator. Immediately before the incident, Ritchie's aircraft slid forward under the Crimmins' aircraft. To decelerate, Ritchie raised the nose of his aircraft. It struck the Crimmins' aircraft from beneath at or slightly ahead of the tail gunner's compartment. Crimmins' tail separated from the fuselage and remained imbedded on the nose of the Ritchie airplane. Crimmins' aircraft nosed up and hung inverted immediately above our plane. Wayne and I hit right rudder and right aileron simultaneously and in effect did a swing-over to get out of danger. Crimmins' aircraft fell through the space we had occupied.

We recovered control, collected our wits and instructed our crew members to observe the two disabled aircraft and report any parachutes. Crimmins' aircraft fell into an immediate spin from which it never recovered. Our crew reported that no parachutes were seen from his aircraft, understandable because the centrifugal force generated by the spin would have made exit impossible.

Ritchie was able to maintain flight attitude of his aircraft but gradually lost altitude as a consequence of Crimmins' tail being lodged on his airframe. At length, Ritchie's aircraft fell of into a spin and spiraled down out of sight. Our crew was to report whether they saw any parachutes from the Ritchie aircraft, but I have no present recollection of what they then reported.

After recovering from our wing-over and finding no loose bombs or damage to the airplane, we slid up into lead position. The squadron reformed and we went on to the target.

Very truly yours,

Michael R. Gallagher
1501 Euclid Avenue
Seventh Floor, Bulkley Building
Cleveland, OH 44115

Dear Ed Stern:

I look forward to receiving "Hardlife Herald." Good job you're doing!

I was wondering where all these people are? As Engineer Gunner on the B-17, our crew flew back to the USA after the war was over in Germany, carrying passengers back to the USA. (I also have several old pages of crews.) Haven't heard from any of them since and I don't see any of them on the latest "Roster" you sent me? As crew chief and T.T.A. I had to fill out this form on each person about returning to the USA. Maybe if you print their names, maybe they will show up.

P.S. Asending to Verne Philips my 1999 dues and a donation for the Museum.

Sincerely,

Harry L. Shovan
2728 Grassmere St
Shreveport, LA 71108-3218

Loading List

Crew 489

William A Carlisle	James H. Baird
Julian Gladstone	Paul Frederick
Harry L Shovan	Robert Levine
James Ramey	Thomas Kully
Thomas Kontos	

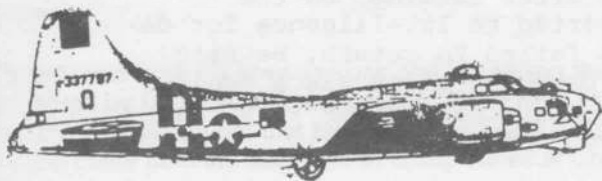
Passengers

John D. Malone	Walter L Dale
Charles L. Lyle	Carl R. Williams
William E Dowling	Frank A. Corning
James L. Henry	James S. Clark
Daniel M Stutler	James E. Joiner
Alexander Bazan	

June 22, 1945 @ 15:10 T.O. from Valley Wales - land @ 19:20 at Meeks Fid Island

June 24, 1945 T.O. from Meeks Fid 9:40 a.m. land at 7:00 p.m. @ Goose Bay, Labrador

June 25, 1945 Arrived USA - Boston Port of Embarkation - Camp Myles Standish.



Dear Gen Payne:

I'm enclosing a souvenir for you that you probably don't have. As you can see it's a copy of a letter from 1943 that you censored. I have most of my letters home that my mother had saved. I sorted through them and put them in an album a few weeks ago and noticed the censors name. As you have already read the letter once before, there will be nothing new. No military secrets! There are several other censor names of guys you probably knew also. I am still a member of the 385th Memorial Association which you told me about after contacting you in about 1984. At that time I sent an old clipping about you and Thunderbolt in a paper in Holyoke. At that time I didn't know you had made it back after being a P.O.W. In fact I somehow got your number and called you and we had a chat and you told me how you were shot down (a hole in the wing that you could drive a VW through) and then imprisoned. I remember you with your RAF and RCAF wings and I remember Thunderbolt. I was in the motor pool and Sep Richard used to ask for me when he needed a car. When he transferred to 4th Wing and Col. Castle needed a driver he recommended me and after an interview with Col. Castle I got that assignment. I wrote to Col. Richard a few years ago and got a very nice letter back, I hope he is well.

Anyhow I thought you might get a kick out of this and I hope you might respond when you get a chance.

All the Best!

Norm Valentine
721 Lawrence Lane
Ambler, PA 19002

Forks historian compiles video of Midwest POWs

Grand Forks, N.D. (AP)

An amateur historian who was a prisoner of the Germans for nine months during World War II has put together a video featuring conversations with other POWs from the upper Midwest.

Elmer Lian, of Grand Forks, teamed up with the John D. Odegard School of Aerospace Sciences at the University of North Dakota to make the video.

"Recognizing the tremendous historical value of the project, officials at the Odegard School were more than happy to oblige," said Chris Breitling, a producer and director with the school's media production division.

The video features 16 former POWs. The majority were World War II aviators shot down over Europe, and most are native North Dakotans. They were interviewed on tape during the summers of 1996 and 1997.

Dear Ed,

For the past couple of years now I have written to you many times, asking your readers for information concerning my dad (Harlan K. Inglis, 548 Sq.) for a book that I am writing. Your readers have provided me with a great deal of information and tips and I am very thankful to them.

Over the past two years the book has come a long way and is almost finished now, and should be ready to be submitted for publication this fall. In return for all the help that your readers have given me, I would like to submit an excerpt from my book. This excerpt tells about my dad's second mission, which was his first real taste of war. I hope that your readers enjoy it.

Sincerely,
Stephen R. Inglis.

Dad's first real taste of war also came on December 11, 1943 when he was awakened during the very early hours of the morning for a bombing mission. Having been awakened by the Operations Officer, the crews got dressed and went to the mess hall for breakfast. Later, at the briefings, they were told that the mission of the day was to destroy the U-boat facilities at Emden, Germany. Eleven F-51 fighters would be sent along as cover. In addition, 44 P-51's along with 31 P-38's and 313 P-47 fighters were also sent to provide cover for the bombers. Once again, he was assigned to fly as co-pilot, this time with Lt. Herbert A. Heuser and the crew of War Cry II. Lt. Melvin Reed was also assigned to Heuser's crew and served as their navigator. The Group took off at 8:35 AM, and assembled at spot code named Splasher 7, at about 11,000 ft. War Cry II joined the assembly in the #2 position of the low squadron.

On the mission itself, Dad described the flak as being accurate and the German fighters being vicious. As they flew at their cruising altitude of 21,500 ft, the formation encountered 80 to 100 enemy fighters in 2 principle attacks. The first attack came over Langeoog Island in the East Frisian Islands at 12:30 PM while they were flying southwards towards towards Emden, when 50 FW-190's attacked. About 5 minutes later, 50 ME-109's and FW-190's started the second attack, which lasted from the coast to Dollard Bay south of Emden. At first the enemy fighters came head on into the formation, attacking in single file, and later coming back and attacking from the rear. Some of the enemy fighters even barrel rolled through the formation. The attacks were fairly intense but not too well coordinated. At the target area, War Cry II's top-turret gunner T/Sgt. Roy H. Blansit managed to hit a FW-190 which then blew up. During the whole mission, the crew claimed a total of 3 FW-190's.

As they got near the target while trying to avoid being hit by flak, the planes lined up with their bomb bay doors open. As they approached Emden, a smoke screen was seen over the city, in order to obscure the view of the bombers. Getting near, Heuser turned over control of the aircraft to the bombardier. Guiding the plane directly over the target the bombardier released their load of 38, 100 pound incendiary bombs at 12:32. As the bombs were released, the planes jumped upwards due to the sudden loss of weight. After the formation had dropped their bombs, they turned west at a point just south of Dullard Bay and headed back to England while trying to avoid the flak and enemy fighters. During the mission, their ball-turret gunner's electric suit burnt out, and the glove of the right waist gunner went out too. Arriving back at Great Ashfield, ambulances and fire trucks were waiting to pick up the wounded, and to put out any aircraft fires after landing. On the ground, the crews who were not injured reported to Intelligence for debriefing. Another crew from Dad's barracks failed to return. He said that he was really scared and that to see death so close was a feeling that could not be described, and also commented that he was very thankful to God that he and his crew had survived the mission.

Dear M. Stern:

This letter sent to you asking for guidance. I notice in several Air Force Publications there are requests for maps, specifically for maps re the food drops in Holland.

The 93rd Combat Wing was the primary in one of the food drops and as one of three Wing navigators I flew as navigator on a B-17 designated as a camera aircraft. I have my map with times and course of one of the drops plus a few photos and would like to send them to some organization where the most good can be made of the items.

I flew 35 missions with the 385th Bomb Group, 550th Squadron and survived a mid-air collision over Germany on our 23rd mission, 21st of November 1944; was on the Cliff Foss crew and we flew many missions as squadron and group lead. If you like, I can send you a copy of a speech made at several of our local service clubs re the mid-air incident.

Thank you so much for all the great items in the "Hardlife Herald."

Myron Michael Loyet (Known as Frenchy on the Crew)
10254 Parkinson Ave
Whittier, CA 90605
562-941-1892

EDITOR'S NOTE: We'll be running the speech in a later issue. If someone can use the maps, etc, write Myron.

Mrs. Aileen McDaid
10 Miller Street
Derry City
North Ireland
BT48 6SU

Dear Mrs. McDaid,

Thank you your letter advising of the death of your father, Charles Gallagher, and requesting that membership in the 385th Bomb Group Association be terminated.

I will advise our printer to discontinue mailing issues of the Hardlife Herald to you. Please accept on behalf of your family our deepest sympathy for your father's death. Our numbers are diminishing but this does not reduce the respect and affection we have for each other.

Very Truly yours,

Michael R. Gallagher



YOUR AIR FORCE AT WORK

EDITOR'S NOTE: A great letter home that will bring back lots of memories!!

November 5-43

Dear Mom,

Haven't heard from you for over a week now. I think the mail is getting worse than when I first came. Maybe its because of winter coming on.

I haven't been doing anything to speak of lately. I'm eating good and the food is good too. I've got a 48 hour pass coming up the 8 & 9, don't know where I'll go as yet. Maybe to London but I'm not sure. Anyhow I'll find something to send home. I'm trying to find some Xmas presents but it's tough as I said. I haven't been to town in over a week now. Getting to be a "home boy." Spending my nights around the barracks talking or reading mystery books. I don't write anyone much anymore because as I've said there really isn't much to say. I have a furlough of 8 days coming but I haven't put in for any definite dates or destinations yet. I'm waiting to see what happens to my buddy Eddie Waldman. He's the fellow I pal with and went home with to New York just before we left. He got into some trouble here over stealing a jeep and wrecking it and he's waiting for the Court Martial. After that's over and he gets the sentence of confinement I intend to wait until he's out and then go with him. It's to damn bad he had to get in the mess he's in. We had a party in the field and there was some drinking and another fellow got hold of a jeep and he went with him and they had an accident. All on account of the darn drinking. Neither one of us ever drinks excepts a few glasses of beer. We didn't think it was too much to knock either one of us out. I suppose we took too much and went slap happy. He was up for Corporal too and of course that went. The other fellow was a Staff Sgt and he was busted.

Our planes have been very successful on their raids and it looks like there's nothing stopping the boys.

I pickup a nice souvenir of the Regensburg shuttle raid to Africa the other day. It's an Algerian 10 Franc note. I imagine one of the fliers picked it up in Africa as it is a "Short Quarter" bill with "flew the Mediterranean" on it. I found it along the road. Today (Friday) was ration day. We have ration cards for the P.X. and they stamp it every week when we get or rations of cigarettes, candy, razor blades, etc. We get seven packs of cigs, three pieces of candy - gum if they have it. They usually don't Personally I wish they didn't have any candy at all because as long as it's around I eat it.

I have plenty of underwear, socks, etc. now. Only thing I'm short of is handkerchiefs and ties, but don't send any as I'll probably be able to get them here somewheres. Handkerchiefs I can get at the P.X., one a week when they have them and they don't very often. It's getting colder here now but I manage to keep warm. We have plenty of covers, four heavy wool blankets. Do you have that heavy wool sweater yet that I left home? If no one is using it you might send that

But if its any use to Daddy keep it. Well, Mom that about all for this time. Keep yourself in good condition so we will all have something to look forward to after its over and I'm home again. It won't take very long to forget the bad parts.

Your loving son

Jimmie

Dear Ed,

I located through the internet the daughter of Morton Silverglit the Navigator on the crew of Satan's Mate. Jim Fleisher was the pilot. I put her in touch with Joe Zwick, the ball turret gunner.

This week I received the attached letter.

During the reunion in Savannah, the crew of the Golden Goose will celebrate, on April 15, the 54th anniversary of it's 35th Mission.

I am looking forward to the reunion.

Best Wishes,

Burton Gelbman LCOL USAF RET
1706 Wedge Ct
Sun City Center, FL 33573

Dear Ed:

I still have not seen anything about Moonglow, My dad's plane in your newsletter.

He was shot on his 32nd mission over Cologne, Germany, October 17, 1944.

As you know he passed away November 20, 1994.

Thank you,
Mike Slosberg
1816 Jackson Street
Sioux City, Iowa 51105

EDITOR'S NOTE: Anyone know anything about Moonglow and its crew? Please write us the story.



By DAVID KROTZ
Of The Globe-Gazette

MASON CITY — Fifty-three years ago, World War II ended in Europe and Wayne Zeigler ferried his* B-17 back to the United States.

He thought it would be the last time he'd ever fly in a B-17.

But 53 years later, thanks to a Mason City businessman, Wayne Zeigler will fly in a B-17 once again.

The Algona native and resident of Iowa Falls will climb into one of the four-engine bombers and take to the skies again Wednesday.

"I often wanted to fly in one again," said Zeigler. "I heard about the restored planes the Confederate Air Force has in Texas that you can ride in for a lot of money. I thought, if I ever get a chance, I would get up in one again."

Zeigler's chance has come thanks to the work of Doug Rozendaal, the above-mentioned businessman who is an active flyer of vintage Warbird aircraft.

Rozendaal arranged for a B-17 and a B-24 to visit Mason City Municipal Airport for three days, beginning Wednesday. He also arranged for Zeigler to ride the B-17 on its journey from Grand Island, Neb., to Mason City.

In the process, Rozendaal helped Wayne Zeigler realize a dream that began 53 years ago, when he came home from the war.

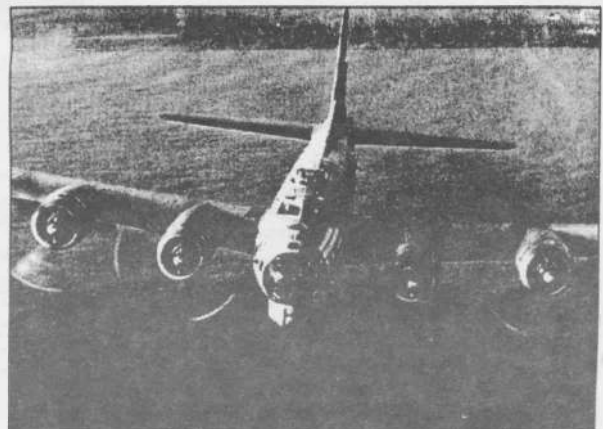
ZEIGLER, 74, FLEW 500 hours and a total of 28 combat missions in the B-17, backbone bomber of the U.S. Army Air Force in Europe during WWII. He even bailed out of a disabled plane over France and survived to fly 19 more missions.

He has continued to fly small planes and has racked up 1,200 flying hours since he left the service in 1945. But there was something about the B-17 and the echoes of his experiences as 20 year old bomber pilot that kept drawing him back to that dream.



More than 53 years ago, Iowan Wayne Zeigler flew 28 bombing missions over Germany. This week, he'll climb back into a World War II bomber.

Returning to the skies in a B-17



Submitted photo*

Wayne Zeigler stands in front of a B-17 bomber (right) that he flew during 28 combat missions over Germany during World War II. Wednesday, the Iowa Falls man will make his first flight in a B-17 when a restored B-17 (above) visits Mason City to kick off a three-day historical program at the Mason City Municipal Airport.

He wanted just one more ride in a B-17, the workhorse bomber that helped the Allies finally defeat Nazi Germany.

ON ARRIVAL IN Europe, Zeigler was assigned to the 548th squadron of the 385th bomb group of the Eighth Air Force. For his first mission as a co-pilot, his crew bombed an oil refinery at Merseburg, Germany. The date was November 24, 1944.

"The first flak I saw exploded 20 feet outside my window," he said.

"All of my missions were back into Germany — oil refineries, rail yards, submarine pens, ball-bearing plants and big cities, like Berlin, to tie up transportation."

The planes usually carried 6,000 pounds of bombs and, compared to today's



Zeigler

planes, were under powered. "It would take us 6,000 feet to clear the fence at the end of the runway."

"The weather was always bad. If you could see the edge of the runway, you took off," he said, "and once we were above the clouds, we formed up at 14 to 16,000 feet over radio stations.

"Every group would leave the coast at a certain time, two minutes apart, following the lead group which went 150 miles per hour."

Some missions had 1,000 to 1,800 planes and a division line two hours long, one group after another, spaced two minutes apart, flying over a target for two hours.

Usually flying to target at 24 to 28,000 feet, the group leaders were constantly insisting their pilots fly tight formations so the multiple machine-guns on the planes could provide mutual protection.

"Anyone straggling behind was a sitting duck," he said. "At that time, the Germans were flying 16 to 20 fighter formations straight through the groups.

ZEIGLER COUNTS himself lucky to

have had his whole crew survive the bailout over France. With the B-17's two right engines disabled, he and his co-pilot were fighting to keep the plane straight, as it lost altitude on the way back to England. They bailed out 20 miles inside Allied lines.

A year ago, Zeigler went back to the village of Harly in France where he came down. The townspeople treated him like a hero and gave him a polished valve and other metal parts that some had saved from his downed plane.

"They told us, 13 or 14 missions was all you could expect to survive. Everyone was patriotic in those days. Even if I knew I wasn't coming back, I still would have gone out."

FIFTY-THREE YEARS later, Zeigler's love for the B-17 is still unabated.

"It was an excellent plane to fly extremely stable and durable," he said "It was heavy on the controls at low altitude but it flew perfect at 16-18,000 feet."

Retired from a career as a banker and FHA administrator, Zeigler sells real estate in Iowa Falls. His eyes dance at the prospect of flying in a B-17 again.

"I can't think of anything more elating I hope to get up behind the pilots to see the cockpit in flight again," he said. "And if possible, sit in the co-pilot's seat for a few minutes."



Visit by bombers will give North lowans a chance to relive history

MASON CITY — There are only about a dozen restored World War II-vintage B-17's and B-24's still flying and one of each type is coming to Mason City to be on display at the Mason City Municipal Airport Wednesday through Friday.

These two bomber types carried out a majority of the strategic bombing of Nazi Germany and were produced in the thousands, yet the B-24 coming to the Mason City Airport is the last fully restored and flying "Liberator" in the world today, according to the Collings Foundation.

The Stow, Mass., foundation restored the planes and tours the flying museums around the country, offering rides to foundation donors and inside looks at the aircraft for a small admission fee.

"I spend a lot of time with WWII airplaies," said Doug Rozendaal, a Mason City busi-

nessman who was instrumental in bringing the planes to North Iowa. "It's amazing the level of commitment and courage of the young men who flew through those flak storms. Anything we can do to make people realize the terrible price we paid for our freedom is good."

The bombers will be on display at Dwyer Aircraft on Wednesday from 3 to 6:30 p.m. Thursday from 8:30 a.m. to 6:30 p.m. and Friday from 8:30 a.m. to 1 p.m.

For more information contact Rozendaal at (515) 423-0734 or Dwyer Aircraft at (515) 423-6451.



From: LHauenstn@aol.com

Date: Tue, 19 Jan 1999 12:34:49 EST

To: akulp@mciunix.mci.k12.pa.us, Bob487thBG@aol.com

Subject: Here's a humorous item. Perhaps our readers will appreciate the humor?

Here are some **actual maintenance complaints** submitted by US Air Force pilots and the replies from the maintenance crews. "Squawks" are problem listings that pilots generally leave for maintenance crews to fix before next flight. **(P)=PROBLEM (S)=SOLUTION**

(P) Left inside main tire almost needs replacement
(S) Almost replaced left inside main tire

(P) Test flight OK, except autoland very rough
(S) Autoland not installed on this aircraft

(P) #2 Propeller seeping prop fluid,
(S) #2 Propeller seepage normal - #1 #3 and #4 propellers lack normal seepage

(P) Something loose in cockpit
(S) Something tightened in cockpit

(P) Evidence of leak on right main landing gear
(S) Evidence removed

(P) DME volume unbelievably loud
(S) Volume set to more believable level

(P) Dead bugs on windshield
(S) Live bugs on order

(P) Autopilot in altitude hold mode produces a 200 fpm descent
(S) Cannot reproduce problem on ground

(P) IFF inoperative
(S) IFF always inoperative in OFF mode

(P) Friction locks cause throttle levers to stick
(S) That's what they're there for

(P) Number three engine missing
(S) Engine found on right wing after brief search

(P) Aircraft handles funny
(S) Aircraft warned to straighten up, "fly right" and be serious

(P) Target Radar hums
(S) Reprogrammed Target Radar with the words

Don Partain also sent us a copy.

july 16th 1980

Telephone to Cot. Robert 'Payne., Riverview Terrace
Sullivan, Conn.

" On a path/under mission led. by Cot. Castle a hole opened up in the clouds so Castle led the group around again /on. a visual bombing attack. By that time the Qenmans were throwing up everything Hut. the kitchen sink, and shooting with sting shots. Oust ship received a /tak hole. in the wing tig enough to drive a Volks Wagon through, the bait-out signal was given. I tooked but dicin' t see anyone in the waist so assumed the waist and tait gunner got out. I also tooked /on. the Bombardier and Navigator, who apparently had already baited out. I later heard that it was reported by other ships in the group that our ship blew up and no chutes appeared. I then baited out and was taken prisoner. Later I teamed through the Red Cross that the bodies 0/ /ive members 0/ the crew were recovered but I did not know how they were killed, they could have been killed by civilians or died 0/ wounds. the treatment was pretty good although the Qenmans were kind 0/ snotty and still thought they were winning, the /ood was not too good and the Qenmans kept our Red Cross packages. '

* 1

After the War ended and he was released he returned to Great Ash/ieta. thunderbolt had been adopted by the mess officer, Lt. Bob Lipset, who took the dog with him on B-Bay + 1 or 2. the dog /Lett overboard and swam to shore. Later on the dog was riding in a jeep that was hit by shett /ire and one leg was badly injured, they were going to put him to sleep but the medics wound up /ixing him all up. he was eventually sent to Payne in the U.S.A. Payne had him /tying in B-17s in Florida while he was teaching Navy pilots to fly. B-17's for /indite C' & sadhTiaa

the dog was later struck by a truck on the base and had to be put to sleep after a very /utt and event/ut ti/e. Lt. Payne was stationed at Pt. Stocurn 0// 0/ New Pochette, N.Q. where he again met Lt. Lipset who was a /ormer bar and gnitt owner before the war and he was now a bartender.

Payne has been back to Great Ash/ieta which was a /arm. taken over by the R. A. P. and then by the 8th A. P. the /ormer was still there and though over 80 he still rode a bike, the runways and a /ew 0/ the buildings were still there because it would be too expensive to remove them, the young girl who

July 16th 1980 Telephone to Col. Robert Payne, Riverview Terrace
Suffield, Conn.

"On a pathfinder mission led by Col. Castle a hole opened up in the clouds so Castle led the group around again for a visual bombing attack. By that time the Germans were throwing up everything but the kitchen sink and shooting with sling shots. Our ship received a flak hole in the wing big enough to drive a Volks Wagon through, the bail-out signal was given. I looked but didn't see anyone in the waist so assumed the waist and tail gunner got out. I also looked for the Bombardier and Navigator who apparently had already bailed out. I later heard that it was reported by other ships in the group that our ship blew up and no chutes appeared. I then bailed out and was taken prisoner. Later I learned through the Red Cross that the bodies of five members of the crew were recovered but I did not know how they were killed. They could have been killed by civilians or died of wounds. The treatment was pretty good although the Germans were kind of snotty and still thought they were winning. The food was not too good and the Germans kept our Red Cross packages."

After the War ended and he was released he returned to Great Ashfield. Thunderbolt had been adopted by the mess officer, Lt. Bob Lipset, who took the dog with him on D-Day + 1 or 2. The dog fell overboard and swam to shore. Later on the dog was riding in a jeep that was hit by shell fire and one leg was badly injured. They were going to put him to sleep but the medics wound up fixing him all up. He was eventually sent to Payne in the U.S.A. Payne had him flying in B-17s in Florida while he was teaching Navy pilots to fly. B-17^s FOR AMERICAN OBSERVATION

The dog was later struck by a truck on the base and had to be put to sleep after a very full and eventful life. Lt. Payne was stationed at Ft. Slocum off of New Rochelle, N.Y. where he again met Lt. Lipset who was a former bar and grill owner before the war and he was now a bartender.

Payne has been back to Great Ashfield which was a farm taken over by the R.A.F. and then by the 8th A.F. The farmer was still there and though over 80 he still rode a bike. The runways and a few of the buildings were still there because it would be too expensive to remove them. The young girl who

had painted the names and pictures on the planes was at the reception but much older, this was a couple of years ago. Payne visited the cemetery where several of the 385th BG men are buried. There is a memorial plaque there. There was a reception and they had the old sign "Vans Marauders" that had once been at the base entrance. Col. Vandevanter, 26 years old when C.O., was now dead of a heart attack.

There is a group in England called F.O.T.E. who are still digging up crashed air force planes. He mentioned that Sep Richard had stayed in the Air Force and was a Col. but probably retired now. Richard was 548th Sqdn CO at the time. The 385th has a memorial book, newsletter, and holds reunions, he will put me in touch with them.

Col. Payne went from bombers, including SAC, to fighters and was base CO at Westover Field, Mass. until retirement after 33 years in the Air Force. He was held prisoner in a small town near Denmark. When released and flown to France and later England they circled several of the bombed cities such as Cologne and saw the devastation.

He now vacations in a 19' motor home (11 MPH), stops at truck stops to park and sleep and then has breakfast there.

Dear Editor Stern:

My husband, Jim Nunnelee, enjoyed the Hardlife Herald so much. He served most of his European flying time with that precious man Earl Cole. I believe in the "Lil Audrey" plane.

Jimmie had a long illness that ended November 15, 1998. He suffered with heart and several pulmonary diseases, making him a bed patient for about his last six months. He remained a courageous patient, maintaining his good cheer and wonderful sense of humor.

I have also enjoyed our Hardlife Herald. His memories of his Army Air Force days with his fellow buddies were always very dear to him.

I am enclosing a copy of his obituary. He is sorely missed by us here

Sincerely,

Tillie Nunnelee

James S. Nunnelee

James Stone Nunnelee, 78, of 742 W. Main St., Washington, died Sunday night, Nov. 15, 1998, at Beaufort County Hospital in Washington.

Nunnelee was born Aug. 5, 1920, on Ocracoke Island in Hyde County, son of the late James Stone Nunnelee and Ellen Poole Nunnelee Buckman. On Nov. 12, 1949, he married the former Tillie Ingalls of Washington, who survives. Nunnelee attended the public schools in Washington.

As a young man, he was employed with Washington Tobacco Co. Nunnelee worked in the tobacco industry as a tobacconist his entire working life until his retirement in 1976. Nunnelee proudly served in the Army, 593rd Army Air Force Base unit.

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RODGER JOHN WALSH



Rodger John Walsh, 74, Kansas City, MO, passed away December 17, 1998. Wake will be held 4-8 p.m. Sunday, December 20, at St. Catherine's Catholic Church, Grandview

Rd. A 105th Terrace, Kansas City, MO, with a prayer service beginning at 6:30 p.m. Funeral services will be 10 a.m. Monday, December 21, at St. Catherine's Catholic Church; burial will follow in Calvary Cemetery, Kansas City, MO. In lieu of flowers, the family requests contributions to Camp Sysiolo, in care of Section of Cardiology, Children's Mercy Hospital, 2401 Gillham Road, Kansas City, MO 64108, or in care of Juetite Funeral Home.

Rodger was born April 20, 1924, in Kansas City, MO, to Margaret Mary Haloran Walsh and John Joseph Walsh. He was a graduate of St. James School, De LaSalle Academy, Rockhurst College and Georgetown University School of Law.

He was a navigator with the 551st Squadron at the 585th Bomb Group during World War II and was awarded the Air Medal

with five oak leaf clusters and three battle stars. During the Korean War, he was a special agent of the FBI in Washington, DC, and New Orleans, LA. He was admitted to the Bar in the District of Columbia and Missouri and had practiced law in Kansas City since 1953. He also served on the Bar of the Supreme Court of the United States. He was a Democratic candidate for the city council in 1963 and brought a little humor into politics. Nevertheless, he lost two-to-one to his opponent. Rodger married Patricia Anna O'Brien on November 18, 1950, and is survived by her and seven children: Regina Walsh, Martin Walsh, Eileen Walsh Escarce and husband, Joe, Daniel Walsh and wife, Lenore, Veronica Walsh, Bernard Walsh and Kathleen Walsh. His grandchildren are Keeley and Bridget O'Grady, Spencer and Rachel Walsh, and Alissa, Pepito and Julio Escarce. He also leaves a brother, Ambrose Walsh, and a sister, Margaret Redmond. For 48 years, Patricia was the love of his life, and he of hers. His pleasure in life was his children, and their many accomplishments and adventures. He was a jovial and gregarious person whose wisdom, intelligence and kindness will always be remembered. No regrets!



- John W. Wood
- Plato Galan
- Brian "Tommy" Thompson
- Leslie P. Paulson
- Thomas D. Monroe
- Robert Schremmer

- November 1998
- August 1998
- October 1998
- February 1999
- March 1999
- December 1998

