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"The Mighty Eighth Reunion Group"

385TH BOMBARDMENT GROUP REUNION ASSOCIATION

GREAT ASHFIELD - SUFFOLK, ENGLAND

STATION 155



SUPPORT UNITS

424th AIR SVS. GP.
577th CHEM. CO. (AO)
DET. 155, 18th AWS

NEWSLETTER

Volume VII, No. 5

1 May 1978

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>979 HOST

Urry R. Russell

ENGLAND TRIP IS CANCELLED....

The 1978 trip to England has been cancelled. The aircraft cancellation notice was given to PanAm World Airways on 6 March 1978, due to our inability to book and maintain a full passenger load of 183 passengers. On that date however, there were still a hard core group of approximately 60 persons who still wanted to go to England. Sixty-eight (68) seats were located on a TWA charter departing from Washington-Baltimore re International Airport on 20 June 1978 and returning 5 July. An outstanding price was offered at \$306 per person roundtrip. David Wade and Kieth Harris were contacted and they did an excellent job of getting new accommodations and land transportation at a most reasonable price, when one considers the plight of our mini-buck overseas. The six day coach tour to Cologne, Hamburg, Copenhagen and Sweden, and the return on the finest North Sea ship would have been an outstanding adventure. Letters and itinerary were sent to all persons interested, but the change in dates also brought other problems that were insurmountable.

By 20 March the number of persons interested had shrunk to 40 or so, and this second try was then cancelled since the tour to Germany, Denmark and Sweden required 44 to 46 persons. We have not been the only ones affected by the falling dollar. In the latest travel magazines notice is given of unprecedented cancellations, while Travel Agencies who had not planned their English tours on a \$2.00 per pound sterling rate, are now sending out notices to their customers that additional levies will be laid on prior to their scheduled trips.

When your editor wrote the article on economics and the mini-buck status of the Eurodollar, he had no idea he was beating most of America's business magazines to the punch. That article was hand written on 3 January, and the first article on the condition of the dollar in Europe appeared in the U.S. News and World Report on 13 January and since that date, it is a prime story in every issue of Newsweek, Time, Changing Times, and the World and News Report.

To add to the problems created by the sinking buck, the Civil Aviation Board (CAB) added to the total confusion of air travel. They permitted to England and return at prices lower than we would be able to appear constantly on television offering PanAm flights to very tiny print at the bottom of the advertisement appeared approval of the CAB". What the airline and the CAB did not

Was that such fares would only be applicable when the customer placed a long term request for a seat, paid for it in advance, and was willing to accept a day within a week when the airline had a few vacant seats. Under these conditions, the airline earns the interest on your money and you are faced with meeting land accommodations at specific times and places. Anyone who has traveled overseas knows well enough not to expect reservations after his arrival. It also rules out a group traveling together, unless you wish to pay a higher price and travel on a group rate scheme. After all the price cutting both here at home and overseas, the scheduled airlines are now asking the CAB for a 3% increase in domestic fares! Perhaps someday Chairman Alfred Kahn will understand

PanAm to advertised flights to charge on Charters. Ads England for \$285, while in the words "Subject to the make clear to the public

the old saying of "Give them an inch and they'll take a mile". But aside from the airlines problems there were many reasons that caused the trip cancellation - all of them valid. The original price, based on \$1.72 to the pound sterling, was approximately 22% higher than our trip in 1976. The primary cause for this was inflation in the United Kingdom. The reevaluation of the pound sterling upwards to \$1.86 meant a 14% increase per pound. When the dollar declined, the pound sterling went to \$1.9895 per pound. At this latter price, some tour costs increased almost \$50.00 per person. A change of dates is hard on many persons who are required to forecast their vacation schedules by as much as six months. These persons could not change to a later date. The coal strike caused many lay-offs, while other persons with new job responsibilities and change of employment could not possibly make the trip. But all is not lost for the year. ger, our Treasurer, would like to host a mini-reunion in Orlando Florida, on either of the last two week-ends in September 1978. He states that very reasonable rates w'l be available and you will also be able to visit Disneyland Southeast. (As a Washingtonian, Disneylan 'East is the Pentagon). 121 Home Park Road, Venice, FL, 33595, if you are interested. Meanwhile in Bartlesville, Oklahoma, Sam and Mary Lyke are hosting a mini-reunion of some maintenance men and their families during the week end of 1 July 1978.

John Pettender

Write to John at

LETTERS TO EDITOR...

This column will be property of members and friends who write to the Editor on several interesting topics and occasions. The last Newsletter was an abbreviated copy and so the "Letters from the People" is a late starter in this issue.

15 November 1977
Engl and

Dear Friends:

So far, November seems to be flying away! The telephone went last Friday afternoon and it was Bob and Nancy Valliere, calling from Elmswell. They were accompanied by two English friends, Reg and Pauline Wright, from Chalfonte St. Peter. I drove to meet them at the Elmswell Postoffice and we then headed for Great Ashfield to visit the church. Bob had his camera at the "busy", and I was able to show them the altar and the Memorial Book, as well as the terrier and many more historical things about the church. We then went to the old airfield and travelled miles around the area, following the course of the old runways and the perimeter track. We stopped from time to time for an examination of an old hut and to take pictures. We did spend a very happy afternoon together and I was glad to have the opportunity to help Bob find his old haunts. Our visit came to an end at the old Operation building, near the old entrance to the air station.

By the way, Dave Schwartz from your 385th Bomb Group had also visited a few days earlier. I hope I see them all again some day.

Now I expect you would like to hear about the Remembrance Sunday Services of last Sunday. Ian McLachlan and his wife Julie arrived on Saturday and we reviewed the programme I had arranged, after which they drove on to Lowestoft to visit Ian's mother. Sunday was a grand day, though with a cold wind. We met at the church and everything went as arranged. One local parishoner read the names of the dead from World War I and another read the list from World War II. Ian then read several names from the Book of Remembrance on the altar. Prior to the readings, these gentlemen had gone to the vestry and, preceded by John Ellis they marched down the aisle to the main altar. Ian and the others returned to their seats and the service continued, closing with a prayer. There were more than double the usual congregation at the Service. Ian and his family came to lunch with us at Fox Farm, and we talked of his visit to America. He was impressed with America, mostly with the people who were thoughtful and kind to them wherever they travelled.

I am glad to have the opportunity to meet Ian and Julie and have arranged with them to call on us whenever they come in this direction again. I think I have brought you up-to-date. Great Ashfield, like the rest of the country is taking on its winter hue. We had more-or-less constant gales for the past two weeks - this has quickly turned the leafy branches of the trees to their wintry, skeleton look. We don't enjoy the cold weather, but it is grand to close up in the evenings and stoke up our log fire. Our house is about 400 years old and would not adapt to central heating, so all our friends envy us our bright fireplace on wintry evenings!

Yours sincerely,
(Signed) JOHN ELLIS, Churchwarden
Fox Farm, Wetherden,
Stowmarket, IP14 3NE
Suffolk, Engl and

(MEANWHILE ON THE OTHER SIDE OF THE WORLD:)

20 November 1977
Taipei, Taiwan.

Dear John:

I've been wanting to get this letter off to you since I left England, but never quite got the chance. Wanted to tell you of our visit to Great Ashfield, Elmswell, etc. We have friends living at Chalfonte St. Peter, which is only a short distance from where Ian McLachlan lives. Our friends took a holiday with us, so we were very fortunate to be driven around. We went

to Elmswell and called John Ellis, who was so kind to come and meet us at the Post Office, from where we followed him to All Saints Church. There he explained many historical events, and I took many pictures (sent one on to John)! Unable to contact Rawley Miles, John stated he would be happy to take us over to the air field and so off we went, spending a good part of the afternoon there. By the way, the weather could not have been better - a great fall day, warmer than it should have been. Of course, you are familiar with the area, no need to say more. However, our friends, Reg and Pauline Wright became so interested in John Ellis, the church and the 385th Bombardment Group, that I was doing a lot of talking. Mr. Ellis could not have been more kind.

From there we went to Cambridge, but the Duxford Museum was closed for the day. However we did get to the American Memorial Cemetery. My friend Reg took many photographs because he keeps a great inventory of slides (over 13,500) and many are American aircraft.

I had hoped to get together with Ian McLachlan, but he was in the process of moving when I tried to locate him. I was able to talk to him on the phone before leaving for Great Ashfield, but it was after midnight when we returned and we flew out the next morning.

I am still on my business trip and hope to be home after visiting Seoul, Tokyo and Honolulu - perhaps about three weeks. Thanks again for all the info. It helped.

Best Regards
(Signature) BOB VALLIERE
11 Fernwood Road
Larchmont, NY, 10538

NOTE: Nancy and Bob Valliere were among the first members of the 385th BGRA to contribute a \$100.00 check to the All Saints Memorial Fund.

23 January 1978
Lewistown, Montana

Dear Mr. Ford:

I have written an article about the B-17 training base here in WW II and am enclosing it for you. I plan to make it into a longer story, so Vic Maslen told me you might give me a hand.

Frank Bexfield wrote and sent a photo copy of part of the 385th BG (H) history and I hope he sends the rest next time. I met Paul Schulz during the fall as he traveled around the state taking pictures of all that was left of the WW II air bases. He tells me this facility is the only recognizable one left. The main hangar is even so obvious today that I forgot to mention it in my article.

Paul said the 385th is planning a reunion in the near future and since there is such a lot of solid nostalgia standing here, I'd like to propose having the next reunion here at Lewistown.

I would certainly like to correspond with any former member of the 548th Bomb Squadron who was stationed here. I am sure they may have something in the way of memories to contribute to the full story of the Lewistown Air Base during WW II.

Sincerely,
(Signed) JACK MILBURN
Giltedge Stage
Lewistown, Montana 59457

(Editors Note): Lewistown Air Base was built in 6 months and was opened two days after Thanksgiving in 1942. It was in operation only eleven months and four squadrons trained there for overseas. The 49th BS was the first. They went to Africa. The article does not name the squadron there in March and April. 1943. 548th BS was next and 615th BS was the last.)

MONTANA ROUND-UP

By Paul Schulz

It was something that I had promised myself for some time and finally it has been accomplished. During the last two weeks of October, I made a trip around Montana to visit all the old bases there. To Lewistown (548th), Glasgow (549th), Cutbank (550th) and finally to Great Falls (Hqs and the 551st).

In Lewistown, I met one of the finest men one could want to know. He was in the process of writing an article about the old World War II base for the Lewistown News-Argus. His name is Jack Milburn, Giltedge Stage, Lewistown, MT, 59457.

Jack served in Korea and was a successful rancher and business man until he was stricken with M.S. He is now confined to a wheel chair, During the time the 548th Bomb Squadron served in Lewistown, Jack was a student in high school. He is most anxious to contact all former 548th personnel who served at the base. He especially would like to receive an assortment of stories of personal memories of April and May 1943, whether they be stories of flying or on the ground. Please make a note of this for the Newsletter, for I am sure the men of the 548th would like to help this man document the full story Lewistown Army Air Base.

There is the possibility that I may put a slide show together for the next reunion, and it will cover all four bases. Until that time however, let me give a brief resume of condition of the bases as I found them:

548th: Hangar is still intact and being used. Some other buildings are still standing and being utilized.

These include the old bombsight vault and the auto-pilot maintenance building.

549th: The old water tank, one very decrepit building and the concrete structure of the hangar, are the only mute evidence that an air base ever existed here.

550th: The hangar is still being utilized, as are the bombsight vault and auto-pilot maintenance building. The firehouse and several other buildings still standing are used for many sundry purposes.

551st: The hangar is still being used, as is one other building. Everything else on this former base has been leveled.

During my quest, I examined every old newspaper in the morgues of the newspapers in Lewistown, Glasgow, and Great Falls. There was a total lack of any useable news in any of the papers that were printed during the war years. Once or twice there was an of an air crash (not from the 385th BG). The reason for this was the war time security that effect during those years. Another strange that I was unable to find anyone, other than Jack Milburn, who even knew that an air base existed in their town during the war.

The answer most frequently received was, "I never knew that!", or "that was a long time ago!". The answer most frequently received was, "I never knew that!", or "that was a long time ago!".

Since I have been here, I have thought more and more about sending bits of information to Jack Milburn so that he can put it all down for history. Members of the Group - every squadron - certainly can find some time to jot a few lines to Jack. He is doing a very good job on the Lewistown story.

This trip was a wonderful way to start my retirement. Now I am getting ready for an extension vacation. We expect to be gone for 3* or 4 months on a trek to Texas, Mexico, Arizona and Las Vegas, Nevada. Before I could get started, Jack Milburn wrote me, sending me three new names of former members of the 548th BS. A lady who had worked with the USO in Lewistown, has been corresponding with them for all these years since the war, and she sent the names and addresses to Jack. Their names are Lew Beddow, David Emerson and William Garrett. Their addresses can be listed in the new member column of the next Newsletter and meanwhile you can send them some copies of other Newsletters than have already been printed. Jack also sent the name of an English historian with whom he has been in contact and who is interested in corresponding with other 8th AF members. His name is Vic Masley, 7 Byron Road, Corby, Northants, NN17 2NE, England.

(The above article was written inside a trailer in Cheyenne, Wyoming, while parked in the back yard of friend. He had just completed 350 miles over glare

3

- An Air Corps Wife -

By Betty Ri va and Bette McDonald

This is the life of an Air Corps wife
Years crowded into months of life
One room apartments—minus heat
Pull down beds and little to eat
Bridge parties and teas with the officers wives
Exchanging details of our varied lives
Husbands we never know when to expect
Broken expander tubes — pains in the neck
Six o'clock sharp, Dear, Don't be late
That's their story! We sit and wait
The vine-covered cottage is far in the past
My God, how long is this war going to last?

Two hours notice for change of station
Standing in line, for our C card ration
Clothes at the cleaners, bills to pay
Things we should have done yesterday
Hubby's flying—or hard at work
Packing is something he tries to shirk
Money is something WE try to forget
Payday is too far off just yet
Saying goodbye to friends we've made
Thank you's for parties we cannot repay
The future is hazy with house hunting blues
Our tempers, tho mild, sometimes blows the fuse.

The C. O.'s object to our being here
But we're determined to live at least one year
It may be true----- we live on the run
But life without Hubby would be no fun
Life tho uncertain, and sometimes trying
Never finds us with our hair down crying
The time of parting is all too near
As we try to disguise what we really fear
We're sure they'll return with medals and glory
But that again is another story
To some of you this may sound extreme
But believe us, Dear readers, this is no dream!

hpklt, Ma y and June 7 9 4 we te the. "dayt of feak" to
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SEVENTH REUNION

The Seventh Reunion of the 385th BGRA will be held in Kansas City, Missouri, during the peri'pd of 4, 5 and 6 May 1979 - the first weekend in May Host for the Reunion is Larry Russell, capably assisted by 385th members in that area. Many members wish to arrive a day or two early, or stay a day or two after. Will you please send a post card to the Editor, stating the tentative number in your group and estimated date of arrival and departure. This information will be compiled in a listing and sent to our Host for planning purposes. Your immediate response will be sincerely appreciated.

LATEST RUMOR....

"Latest Rumor", the 385th BG aircraft on our masthead, was one of the last BjJ-TT's off the assembly line at Douglas, and one of the first to be modified Trim—"fr'l-norrftgu'rat i on. It was flown by Lt. Robert S. Vandiver in September 1943. The patch on the side under the middle window, is where the shell or fragment entered and killed Navigator Phil Vocke-rath over Schweinfurt on 14 October 1943. "Latest Rumor" flew her last mission in January 1944. Her serial number was 42-3547, and her call sign was WALPOLW Q (Queen). Robert Vandiver was extremely proud of his crew. He remained in the Air Force, retiring as a Colonel. "Latest Rumor" was selected for the letterhead, since it seems to have the correct connotation for some of the news published in the Newsletter. It was a great veteran of the vicious air war over Europe in the early days.

WHO KEEPS UP WITH JONES'S?

You have often heard the expression about "Keeping up with the Joneses", but there are a couple of the Jones Boys who did things the hard way and I don't personally know any others who ever matched their way of descending in B-17 aircraft. Take J. F. Jones (or James F. Jones as he appeared on the roster). He was a tail gunner on B-17F, S/N 42-5904, belonging to the 388th BG. Returning from bombing Cognac airfield in France, the aircraft arrived over England in bad weather and was trying to reach an airfield near South Molton. They flew through a storm front that dispersed their Group and knocked their radio altimeters about 1000 feet out of calibration. The B-17F suddenly hit a hilltop, and Jim Jones was thrown violently against the tail gunners door which gave way, throwing him into space as he pulled the ripcord. He was spinning through the air as his chute released and his body was just partially encased by the parachute as he hit the ground at around 200 MPH. The billowing chute helped cushion his body as he hit the ground and was knocked unconscious. He rolled almost a 100 yards before stopping. About two hours later, Jones remembered awaking and seeing a red flare in the sky. His injuries consisted of a badly sprained leg and several bruises and contusions. When he arrived back at Knettishall, James F. Jones was looked upon as one of the Wonders of the World. He probably still holds the B-17 record for quick dismounts without fatality. The day this action took place was 16 September 1943.

Now records were made to be broken! That's why "The Guinness Book of Records" continues to be a top seller. J. F. Jones was talked about and sung about until 1 March 1945. His aircraft, 42-5904 had flown into a Welsh mountain about three miles from where Jones had been knocked out of its tail. He certainly had a Guardian Angel with him that night. The 385th Bombardment Group had not experienced any losses that day.

A number of months had passed. Members of the 385th BG, 550th Bomb Squadron were preparing for a combat mission to Ulm. At hardstand 12A, B-17G, "Mr. Lucky", was being uploaded and checked out by the crew of 1st Lt. Charles Armbruster Jr. Its ground crew under the supervision of Crew Chief, MSgt Charles Folsom, were cleaning windows and assisting the crewmen as needed. "Mr. Lucky" was flying that day in a not-so-lucky spot for nine of the crew members - all except the tail gunner, Sgt J. F. (Joe Frank) Jones, Jr. The aircraft was flying as the lowest element of the low flight lead. Engine start, taxi and take-off were normal. Assembly was at 10,000 feet as the mission moved out over the Channel, continuing to climb. Near 13,500 feet, the lowest element had a flat cloud deck as "Mr. Lucky" flew on over Belgium. However, out of this flat cloud deck loomed a cumulus boil - just one hump. The Group lead was quite remote from the low element and it flew directly over the hump, as did every other aircraft except the lowest element, "Mr. Lucky"! It's doubtful if Lt. Armbruster even saw the boil, for he would be looking up at his lead element and flying formation.

What occurred then, only God knows! A heavy up-draft; vertigo on suddenly losing visual contact with his lead element - who can tell? Suddenly, up came "Mr. Lucky" out of the clouds, slightly to the left and ahead of the low lead ship, piloted by Lt. Alexander Rusecky, also from the 550th BS. Rusecky's number 1 and 2 engine propellers cut "Mr. Lucky" in half at the radio room, while the propellers of No. 3 and 4 engines on "Mr. Lucky" chewed up the nose section and upper deck of Lt. Rusecky's B-17G. Two of our present members were in that low flight and were eye-witnesses to the accident: Lt. William W. Varnedoe, navigator on Lt. George Crow's crew, and Lt. Ralph Mignone, pilot on another B-17G. Varnedoe stated: "I thought I saw the radio man blown out into space without a chute and then I saw the front end of "Mr. Lucky" slowly tilt to the left, and I could distinctly see Chuck Armbruster looking over his left shoulder, trying to see what had happened. The airplane then went into a sudden spin and disappeared into the clouds. The crash, the flying debris and metal flying back into the slipstream. It was one of the most eerie moments of my life! Two

of our aircraft shattering each other, metal tearing itself to pieces, and here in the nose section of our B-17 it seemed to be total silence. The drone of our own engines suppressed all outside noise, and as many flyers realize, one becomes so used to his own engines that one gathers the impression of silence." Only one man survived from Lt. Rusecky's aircraft. Meanwhile the severed tail section of "Mr. Lucky" enter the clouds at about 13,500 feet, and back in the tail gunners section, life became turbulent for J. F. Jones. The impact and severance of the aircraft was accompanied by the twisting of metal forms and castings and control cables were zinging around. Joe fought to get through the debris to the tail gunners escape hatch and failed. He tried to get into the crawlway to the waist, but it was filled with twisted metal, ammo boxes and ammo. Finally, he just sat down with his back leaning on some structural metal, like a cigarette, and mercifully passed into a state of unconsciousness. He had tried the communications, but no answer. He did not know the aircraft had been cut in half, but as events turned out, Joe knew he had Someone looking over his shoulder that day.

Some say the aircraft was like a falling leaf as it entered the clouds, but it didn't sound like one when it hit the earth near a small village in Belgium named Slijpe. It was foggy and visibility was near zero when the tail section crashed into the earth. Nearby, a Belgium named Gilbert Deschepper was pedaling his bike down the lane when he heard the crash and he immediately headed in the general direction of the noise. When he arrived at the site, he found several persons standing around, but all at a distance from the remains of the aircraft. He motioned them to help him at the tail section, but found they were afraid of an explosion. Gilbert used his powers of persuasion and soon several persons were helping him literally tearing the tail section apart to get to Joe Jones - who - they had discovered, was still alive. They checked Joe for broken bones, but they could only see cuts around the ear and tongue. They could not restore him to consciousness. Joe was then carried to the nearby home of Henri Ryjkeboer, upon whose farm Joe had landed. Gilbert Deschepper then rode his bicycle six miles, where he used armed persuasion on a pro-Nazi doctor to return with him to the Ryjkeboer house and administer a morphine shot to Joe.

Gilbert then confiscated a bus to take Joe to an English Field Hospital in Ostend, Belgium. There it was confirmed that Joe Jones was suffering from internal bleeding and the few lacerations described above. It was a few days before he regained consciousness, but on those three days and the sixteen days that followed, Gilbert Deschepper visited Joe every morning, checking on his state of being. He later became the Chief Steward on a Channel Ferry plying between Ostend and Dover, until his death in early 1976. Six weeks after the accident. Sergeant Joe Frank Jones, Jr. was dancing at the Red Cross Club in Great Ashfield. It was 1961 before Joe had the opportunity to again meet Gilbert Deschepper, although they had been writing each other over the years. Joe was in the Office of Special Investigations with the U.S. Air Force and was assigned to Wiesbaden, Germany. During that tour the Jones and Descheppers spent many happy hours together and the families are still very close.

It was two years ago in April when Joe Jones met Bill Varnedoe and Ralph Mignone, and for the first time in 30 years and 2 months, he heard the first eye-witness account of the event that started him on a reverse descent of 13,500 feet, and lived to tell us about it 30 years later.

Joe and his wife Ruth and family, now reside at 610 Summit Drive, Albany, Georgia, 31707, and he went to England with us in September 1976. No need to tell you that he visited the Descheppers while there.

Well, folks, that's the story of the two J.F. Jones's. For the life of me I can't understand why people would ever want to keep up with the Jones's. I think I will stick with the conventional way of get-out of an airplane, even when I'm riding in the tail section. Men call it free flight in a glider. The Jones boys thought of it that way in B-17's!



The Henri Ryjkeboer family stand on tail section "Mr. Lacky".



Six weeks after crash, Joe Jones was back at Great Ashfield and attended Red Cross dance same day



550th's Leon Dube, Tom Ellis, and Gilbert Suarez look for "birdie".-



"Rally round the Benner, Boys! (C.O. & Major)"



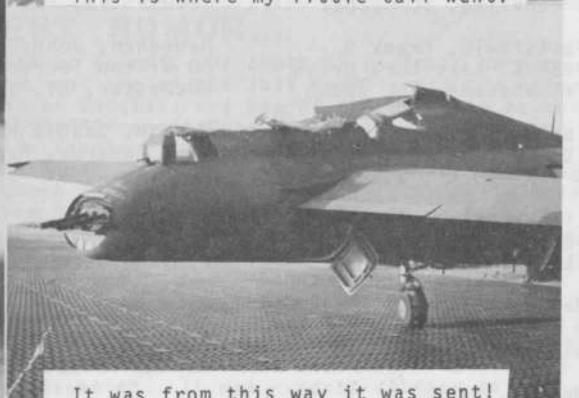
"Sly Fox" blows tire at Bone, Africa. 1



This is where my little tail went.



"This is our lucky day!"



It was from this way it was sent!

Roster Changes...

The following new members addresses, changed, on address connections, and reproduced in the new, to enable you to paste them into Group roster booklet.

in alphabetical se-

Beanland, Edsel G.
Star Route #2
Eldon, MO, 65026

Beddow, Lew
Box 26
Glendive, MT 59330

Bel 1, Dana
5530 N. Morgan St. #101
Alexandria, VA 22312

Blakeman, Harry W.
c/o Heart 6 Ranch
Moran, WY 83013

Clause, Homer
Box 118
Somerset, OH 43783

Cooper, Lowell
Rt #1, Box 58
Peabody, KS 66866

Cribb, Robert
Rt #7, Box 79A
Spartanburg, SC 29303

Cunin, John R.
3348 Chelsea Drive
Cleveland Hts, OH 44118

Durrant, Van
1514 Gerry Way
Roseville, CA 95678

Dowling, W.E.
71 Green Street
Augusta, ME, 04330

Elkins, Robert G.
6705 Scott Street
Allendale, MI 49401

Emerson, David
317 22nd Street, NW
Great Falls, MT 59404

Garrett, William
E. Columbia Avenue
Spokane, WA 92207

Gilchrist, Rev. Howard M.
213 W. Henry Street
Saline, MI 48176

Granger, Herbert C.
Member House of Rep.
316 Westcliffe Way
Greenville, SC 29611

Hartsfield, Frank S.
3364 E. Lakeshore Drive
Tallahassee, FL 32303

Laplaca, Sam
1246 Avenue B
Brooklyn, NY, 11229

Lieberthal, Sylvan S.
9801 Gross Point Rd
Skokie, IL, 60076

Maloy, William A.
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Silver Spring, MD 20901

Martin, Earnest
554 N. Sunnyslope Ave.
Pasadena, CA 91107

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5327 Muskopf Road
Fairfield, OH 45014

O'Fiara, Edmund J.
3411 N. Newcastle Avenue
Chicago, IL 60634

Panfile, Camillo T.
124 Berks Street
Stowe, PA 19464

Pettit, Stanley R.
1106 Frazier Street
Topeka, KS 66604

Price, Charles K.
48920 Denton Rd, Apt #24
Belleville, MI 48111

Reiland, Russel R.
4821 Mt. Almagosa Dr.
San Diego, CA 92111

Rohrbaugh, Rev. L.E.
2205 Redfield Drive
Falls Church, VA 22043

Suffin, Mark
96 Twig Lane
Levittown, NY, 11756

Tulba, John
405 E. Depot Street
Hellertown, PA 18055

Wehmeyer, G. L.
P.O. Box 138
High Ridge, MO 63049

CHANGE OF ADDRESS

Ailes, Curtis A.
RR #5, Country Brook
Connorsville, IN, 47331

Cragoe, Clarence R.
Rt. #6, Box 38
Bemidji, MN, 56601

Edelstein, Charles
2626 East Louise Drive
Phoenix, AZ 85032

Grissenger, John H.
2123 N. Hwy US #1
Lot 4, Rose Avenue
Titusville, FL, 32780

Heneghan, John T.
80 Wilton Terrace
Rochester, NY, 14619

Hesbon, Sophia B.
5050 Tamarus, Apt #128
Las Vegas, NV 89119

Hughes, John K.
2731 N.E. 14th Street
Pompano Beach, FL 33062

McLachlan, Ian
16 Walpole Road,
Old Windsor,
Berkshire S24 4LZ, Engl and

Mills, Arnold L.
5265 King Henry Cir, Rt 6
Gladwin, MI, 48624

Palmer, Roger D.
3115 Beechwood Dr., SE
Marietta, GA 30067

Swana, Michael R.
54 Lantern Way
Stow, MA 01775

Tucker, Raymond B.
8120 Kingsdale Drive
Knoxville, TN 37919

Zabower, Walter J.
12402 68th Street, No.
Largo, FL 33543

NAME/ADDRESS CORRECTIONS

Anderson, Totten J.
3234 San Amadeo
Laguna Beach, CA 92653

Engquist, Ralph C.
2940 Spring View Lane
Minneapolis, MN 55432

Ross, Orville B.
45 Bliss Mine Road
Newport, RI 02840

RETURNED - NO FORWARDING ADDRESS OR UNDELIVERABLE

Bovier, Roger
197 Washington Place
Haverhill, MA 01830

Johnson, A.R.
P.O. Box 7470
W. Hartford, CT 06106

Zarzola, Joseph W.
5075 Andover
Memphis, TN 38109

NOTE: It is requested that
personnel living in the area
of the individuals listed as
lost, to research area tele-
phone books to try to locate
them.

ADDED NEW ADDRESS

Schulz, Harold L.
36765 Thinbark
Wayne, MI 48184

Starkel, Robert H.
710 Bolton Road
Vernon, CT 06066

Winters, Louis
616 12th Avenue, S.W.
Miami, FL 33130

Dues

Those members who have not
yet paid their dues for 1978
1978, are requested to make
out a check for \$5.00 and
payable to the 385th BGRA.
Please mail the check to
our Treasurer, John F.
Pettenger, 121 Home Park
Road, Venice, FL, 33595



Paul Schulz



Dr. Milt Taubkin



"Pappy" Oldfather & Friend



John F. Pettenger

The Royal British Legion • i JOURNAL



WAen membefti afte tn Gfteat
Aihfield, Suffolk, England,
pleaie call:

MR. JOHN ELLIS
Chuachwaaden
All Salnti Chuftef
Eox Eafm
T telephone:

Elmiwell 40564

Reciprocating Memories

Monthly Top

LATEST Newsletter put out by the 385th Bomb Group Reunion Association, whose 8th USAAF Fortresses were based at Great Ashfield, Suffolk, from 1943-45, mentions that on Sunday, November 13, when the names of local men lost in the two great wars were once again read in All Saints' Parish Church, Mr Ian McLachlan, a young aviation enthusiast who is associated with the Friends of the Eighth, also read a number of names from the group's remembrance book kept on their memorial altar in the church.

The Newsletter comments: "This gesture by the people of All

Saints' parish is a touching reminder of the closeness we have with that tiny village of Great Ashfield, in Suffolk, England."

Americans back in the United States were urged to attend church "and offer up a prayer for the repose of the souls of those gallant Suffolk servicemen and our own buddies who paid the supreme sacrifice that we might live in peace. Their efforts were not in vain".

In WWI, for example, eight Great Ashfield men were killed in action. They are remembered on a marble tablet in the church as "a band of men whose hearts God had touched".

The above afitticle, waltten by Chatitophefi Elliott, appealed In the laue ai ihown. The Newilettea doi get affound In the United Kingdom.

Obituaries

HARLAN K. "REX." INGLIS
548th Bombardment Squadron
Air Crew Member: Pilot
Air Crew Training Officer

DIED: 23 January 1978

Rex Inglis brought one of the first replacement crews to the 548th BS, and it was in this unit that he notched his name in the annals of the 385th Bombardment Group (H). As a result of his outstanding airmanship, Rex was selected for that small but elite group of officers whose talents were focused on the combat training of the replacements crews. Crews were arriving at the rate of up to 35 per month, and Rex served with distinction in the Group's Operations Section. Following the war, he decided to make flying his career and in 1976, he retired from United Air Lines as a Senior Captain. Rex and his wife Dorie have been active participants in all the functions of the 385th BGRA, making all reunions and the trip to England in September 1976. Rex treasured all of his friends in the 385th and they in turn, sincerely felt the same about him. He will live on in our memory and sight, for he and Dorie are captured in the film about the trip to England, "Wings From The Past"! May he rest in eternal peace.

WILLIAM-B. KNIGHT JR.
551st Bombardment Squadron
Air Crew Member - Bombardier

DIED: October 1978

Bill was a Bombardier and greatly respected in that capacity. He was also a friendly and warm person, well known throughout the 385th BG. He and his wife, Winifred, were active members of the 385th BGRA and attended the reunions in Atlanta, Georgia, and Las Vegas, Nevada. He died after a prolonged bout with heart disease. The sympathy of the membership is extended to his family. His many friends have been writing, extolling his many virtues,

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HAROLD C. PRANGE
549th Bombardment Squadron
Air Crew Member - Pilot

DIED: 8 February 1978

Harold C. Prange was the pilot and leader of "Ruby's Raiders", whose aircraft had Deen named "Ruby" after the most beautiful WAC in the ETO. Harold was extremely proud of his crew and his unit and served with valor. After the war, he became a banker and at the time of his death was the President of the Be th - aldo-. National Bank in Alton, Illinois. He is survived by his wife Audrey, his mother, daughter Debbie, and two sons, Charles A. and Harold O. He was an ardent supporter of the 385th BGRA and attended the reunion in Las Vegas last year. He will be missed by his many friends and comrades-in-arms.

A. G. WHITE
550th Bombardment Squadron
Air Crew Member - fail Gunner

DIED: 16 December 1977

A. G. died following a lingering internal illness. He joined the air crew of Joy Dunlop after the crew was formed. A prior serviceman, he was the elder of the gun crew. Mature and a born leader, he became the bedrock of the crew of "Stork Club". When the war ended, he was selected for OCS and following commissioning, he was assigned to the OSI. He retired as a Captain after 20 years of service and resided at 3241 Broyburn Rd., Montgomery, AL, 36111, with his wife Jari and daughters. The sympathy of his crew mates and fellow members is extended to his family. His suffering over, may he rest in eternal peace.

MRS. AMIE TYRELL
Custodian of the Key
All Saints Church, Suffolk

To many members of the 385th BG who re-visited the old air base after the war, Mrs. Arnie Tyrell was "Mrs. Great Ashfield", known to all of us as "Keeper of the Key" to the Memorial Book on the Memorial altar. Born in Langham in February 1898, she came to Great Ashfield in 1934 when she married the late Mr. Gordon Tyrell, a builder of cottages. For many years she acted as cleaner and Verger of All Saints Church and she also served on the parochial church council. She was a most familiar sight in Great Ashfield as she administered tender, loving care to the church proper. During our visit in September 1976, she was the center of attraction to all our members who had met her over the years since the war. She continued her duties at the church until taken to hospital in November 1977. Services were conducted by Reverend Christopher Leffler at All Saints Church and she was laid to rest on 19 January 1978. This lovely lady will be long remembered in the hearts and prayers of all members of the 385th BGRA.

At the going down of the iun, and In the moaning, we will ftemembeft them. Vei, we will ftemembea them!



Lt. Ruel G. Weikert and other crew members gather around the "Big Three" for briefing. Seated and facing to the front are Colonel Elliott Vandevanter, Commanding Officer; on his right is Lt.Col. Preston Preston Piper, while on his left is Major James Lewis, Ground Executive. •Lead Crew ready.

385TH BGRA
 JOHN C. FORD, Secretary
 7204 EASY STREET
 CAMP SPRINGS, MD. 20031



First Class Mail

ADDRESS CORRECTION REQUESTED