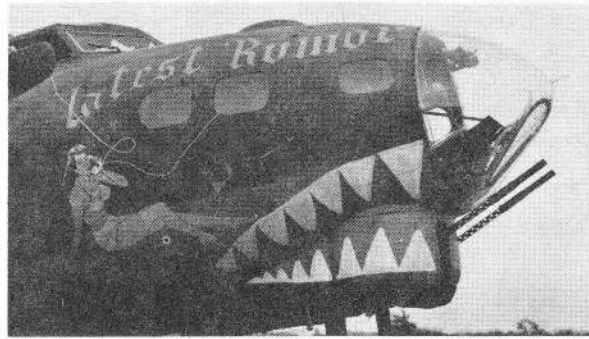




COMBAT UNITS

HQ. SQUADRON
548th BOMB SQ.
549th BOMB SQ.
550th BOMB SQ.
551st BOMB SQ.



SUPPORT UNITS

424th AIR SVS. GP.
877th CHEM. CO. (AO)
DET. 155. 18th AWS

"The Mighty Eighth Reunion Group"

385TH BOMBARDMENT GROUP REUNION ASSOCIATION
GREAT ASHFIELD - SUFFOLK, ENGLAND
STATION 155

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& REGISTERED ADDRESS
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1979 HOST

Larry R. Russell

NEWSLETTER

Volume VII, No. 6

1 August 1978

Editor: John C. Ford

KANSAS CITY REUNION IN 1979.



Left to right: B/Gen. Robert Payne, USAFR (Ret), Joe Jones Jr., Anne Hayward Gordon, Reid Lowe, and Clarence Cragoe. Reunion photo at Great Ashfield on 9 September 1976.

Reunion time is in the air! The host for the Seventh Reunion in Kansas City, Missouri, is Larry Russell, 550th Bomb Squadron. The center of all activities is the Hilton Plaza Inn, 45th and Main Streets, while the time frame has been set for the 4th, 5th and 6th of May 1979. As usual, there will be many who come early and go home later, but the three days listed above are the primary dates. Friday is normally the day for individual get-togethers and small group dinners, while Saturday is for Squadron meetings and the Group's Bi-annual Dinner Dance. Sunday morning is for breakfast and a business meeting which usually allows reunion activities to end not later than 1200 hours. This permits travellers to make the aircraft reservations for departure. In between the above cited activities there is time for shopping, free-stroking in the swimming pool water - or martinis - plus a trip to the Harry S. Truman Memorial Library

in Independence, MO. Larry Russell's committee did find the best pricing at the Hilton Plaza Inn, but there is great reluctance to quote the food prices until 90 days before the reunion. We are working on an equitable adjustment plan and are unable to quote prices. If the national inflationary trends are to be used as a guide, Kansas City's famous "Sizzler Steak's" at the Hilton, may be replaced by Loma Linda "Vegeburger's" in the city park. A questionnaire is included in the center of this Newsletter for those who will be attending. It will be used by the host to determine approximate attendance; find those persons who wish to be next door to each other at the hotel; and to compute the requirements for transportation to the Harry S. Truman Memorial Library.

The next Newsletter will contain the prices for the Reunion and the address for making reservations. Return the questionnaires NLT 15 November 1978.

COLONEL'S DOLLS...

It was a cold day in early winter of 1944 when the young Lieutenant Colonel from Bellevue, Pa., stopped at the house in Sheraden, a suburb of Pittsburgh. It was located almost directly across the Ohio River from his home. Under his arm were three boxes and he climbed the steps to the landing. He was a stranger to the young woman who opened the door in response to his knock, but he knew her name, just as he knew the names of the three lovely young children who stood beside her and were peering up at him. At the woman's invitation, the Colonel set down the 3 boxes and took off his overcoat. Later, the young woman was to say the Colonel was dressed in very immaculate Army pinks, wearing Air Force pilot wings and "enough lettuce on the front of his jacket to make a Christmas salad, and handsome enough for the movies"! He explained to her that he had just finished a flying tour in Europe, flying from a field in England, and before he would be reassigned, he was home for a thirty day leave. He was visiting her to fulfill a promise he had made to the children's father before he departed from England. He then gave each of the little girls one of the boxes. They tore off the wrapping and to their great delight, each was holding a beautiful doll! He told them their father had sent them. The Colonel told them their father served with him overseas, was a hard worker, and always had them on his mind. The young woman was the children's Aunt and an elder sister of the children's Mother who had died at 27 years of age on 3 October 1938, when the youngest child was just a few months old. The joy of the children and the accompanying tears was a bit much for the veteran of the air war over the ETO and after a short visit, he departed. The father of the children had been a Crew Chief, Flight Chief and Line Chief under the Colonel, but had no idea he would visit the children and buy each of them a doll. It was fifteen years before the good Colonel and the father were to meet again and as it turned out, it was a happy occasion. Both were then assigned to Headquarters, Third Air Force at South Ruislip, Middlesex, England, and were there about one year before being separated again. There was always more than gratitude in the heart of the father. There was, and is, a deep and abiding respect for the Colonel! And what's more, it's great to write about good things that happen in war time, especially when it's true. You see, the officer was Lieutenant Colonel William M. Tesla, former Commanding Officer of the 550th Bombardment Squadron, 385th Bomb Group. He is now retired from the USAF and is a high school teacher in Harlingen, Texas. The writer of this article, your editor, is the father of those three girls who are now parents in their own right. I often wonder if the high school students in Harlingen know what a compassionate man is one of their teachers - that young officer of yesteryear whose task it was to lead the gallant airmen of that era into combat.



Back in 1943, three Squadron Commanders compare mission problems. Left to right: Major William Tesla, 550th; Major Septime Richard, 548th and Captain Archie Benner, 549th.

FOR WHOM THE BELLE TOILED...



By John Ford

(As told by Paul Schulz, Navigator on "Lulu Belle")

"Lulu Belle" was a Queen in the finest concept of them all! She was a B-17F, serial number 42-30187, assigned to the 385th Bombardment Group (H) at Great Ashfield, Suffolk, England. On that morning of 17 August 1943, piloted by Major Preston Piper, Deputy Group Commander and command pilot for this mission, ably assisted by 1st Lt. Vincent W. Masters, lead pilot of the 551st Bomb Squadron, she had winged her way over Germany through fire-seared skies to Regensburg. She was now flying the primary leg of the first shuttle mission between England, Africa, and back to England. "Lulu Belle" was the lead aircraft of the low group in the two group second wing and she had been peppered with shot and flak. At the target, over the Messerschmidt assembly plant, she was hit by swarms of fighters and the #4 engine was knocked out. The oxygen system in the aft section had been zapped and both waist gunners were unconscious from anoxia. The tail gunner, S/Sgt. Max Dobbs, was wounded. After the bombs were dropped, the waist guns were manned by 1st Lt. Paul Schulz and 1st Lt. Louis Dentoni, navigator and bombardier, respectively. Bounced out of formation and unable to keep up with it, the "Belle" was easy prey for the fighters. But luck was riding with her for the fighters were confused about the entire formation heading for Africa! The crew stayed on the alert until passing the Alps and began a letdown over the coast of Italy. After the flight across the Mediterranean Sea, assisted by the body english of the aircrew, "Lulu Belle" touched down in Africa, well ventilated for her temporary home. The next few days were hectic for the crew, for the base at which they landed was without maintenance assistance. The U.S. Army had moved forward and left few resources. The holes in the dorsal fin, vertical and horizontal stabilizers, and many sections of the fuselage were repaired with dope and fabric. Some of the crew, scouting for parts, found a badly damaged B17 with a good #4 engine, and through blood, sweat and tears, the #4 engines were swapped. On 24 August, seven days after leaving the base at Great Ashfield, "Lulu Belle" was at lead in line ready for takeoff for their target at Bordeaux and then on to England. Over the target, enemy aircraft again attacked them head-on. First the #4 engine was hit and stopped. Then cannon hit #3 and it met the same fate. The right wing, heavily damaged, started leaking high octane fuel into the slipstream. Fuel was transferred as fast as possible to the left wing tanks and when they were full, fuel continued to flow off the right wing until all its tanks were empty. As they flew out of the target area and then northwest over the Atlantic Ocean, the crew knew the gallant Belle would never make it home. They began the preparation for ditching. All unnecessary equipment was jettisoned, including all spare radio gear. Too

(Continued on Page 3)

THE BELLE TOILED (Con'td)

late it was discovered that the only tuning unit left on board contained the combat frequencies and not the ones for international distress channels. The time for ditching came when the aircraft was about 75 miles off the coast of Land's End. With the exception of three crewmen, the others had all practiced ditching as a lead crew in the 551st, and they were all agreed that Major Piper and 1st Lt. Masters had done a fantastic job in setting "Lulu Belle" down in the Atlantic Ocean despite the handicap of only two engines operating on the left side. The first man out of the B-17F was Sergeant Bill Arms, the ball turret gunner. Instead of an inflated raft, all he saw was a mass of yellow rubber in the water. He dove into the water and the first thing that touched his hand was the hand inflation air pump. He held on to it as he swam to the deflated raft and caught it. That single act saved the life of those destined to survive. The life raft on the right side was missing! The two waist gunners, T/Sgt. Edward C. Sanders and S/Sgt. Archie M. Cameron, were washed overboard from the wing. They succeeded in grabbing and holding onto a few seat cushions, but they were washed away and could not get back to the single raft.

Meanwhile, the seas had washed the raft away from the wing, but Sergeant Arms still had a firm hold on it. The remaining crewmen, using a buddy system, all managed to swim out to the raft, and in time, they were able to inflate it. Nine men were clinging to a five man life raft, and little by little, five men were boosted into the raft. The four hanging onto the sides were Major Preston Piper, Lt. Paul Schulz, Captain John A. Dewey, the Group Lead Navigator whose aircraft was so badly damaged that he was hitch-hiking home on this flight, and Lt Lee V. Jones, the bombardier who had replace Lt. Dentoni who had been hospitalized in Africa. Although the crew had always been briefed that a B-17 would only float about three minutes, Lt. Schulz timed "Lulu Belle" from the time they settled into the ocean and it was 59 minutes before the "Belle" went down. She had been severely tested in the past few months and the crew was saddened by her demise. It was as though she had been a part of each man. About two hours later, an RAF aircraft dropped them another raft, but it came down too far away and they were unable to reach it.

Darkness settled down and a few hours later - no one knew exactly - Lt. Lee V. Jones lost his grip and was washed away. Much later that night, despite some added precautions, the same thing happened to Captain John A. Dewey. At this point, Major Piper, who was in the water with Lt. Schulz, decided they would have to test whether the five man raft could hold the remaining seven. Major Piper helped Schulz into the raft and then, very gingerly, the crew boosted Maj. Piper into the raft. It stayed afloat - barely!

The sun came up early and everyone was alert for search aircraft, but nothing was sighted until some time near noon. It was at that time a Lockheed Vega was sighted executing a square search pattern. Among the items salvaged from the aircraft had been three flares and a flare gun. Once again, it was Sergeant Bill Arms who had the foresight to stuff the gun and flares into his A-2 jacket and flying suit. During the night, when the crew heard a search aircraft, a flare had been fired, but had not been seen. When he fired the second flare it had misfired. The crewmen all agreed to hold the last flare since the sound of the aircraft was fading.

Now, in the morning light, the search aircraft kept coming closer and closer until suddenly, it was changing its pattern and seemed to be leaving the area. The last flare was fired and as Paul Schulz stated " it appeared to arch right into the cockpit". The search pilot zoomed right in over them and the message was flashed to the Air Sea Rescue that Lulu Belle's crew had been found!

"The search plane remained overhead until the British Air Sea Rescue surface vessel closed in on us," Lt. Schulz said, "Believe me when I tell you that the most welcome sight in my life was watch that tiny boat bounding from one wave crest to another as it approached to pick us up". They had been in the raft and/or water, for twenty-three and one-half hours;

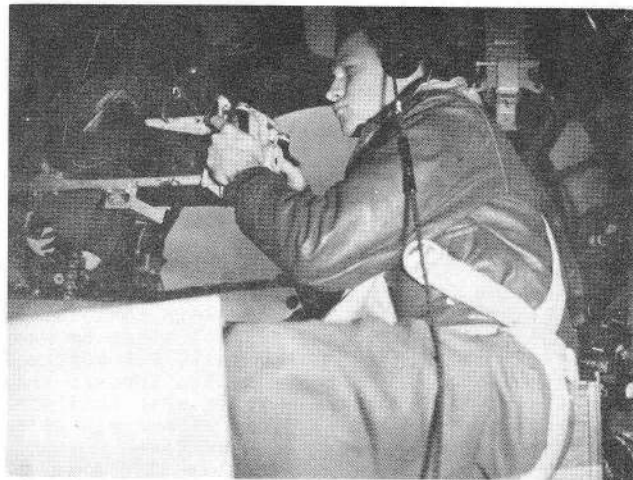
had witnessed two of their long-time friends and waist gunners being washed away into the vast Atlantic; were aware that two other combat buddies had lost their hold on the raft and slipped away in the dark of night, and they were exhausted both physically and spiritually.

The British Air Sea Rescue put them ashore at Torquay, where they were confined in the hospital for several days before they were permitted to return to Station 155 at Great Ashfield. 1st Lt. Tom Morgan's aircraft was not reparable and he flew as a formation observer in the tail gun position, replacing S/Sgt Dobbs who had been wounded on the Regensburg mission and hospitalized in Africa.

S/Sgt Archie M. Cameron had been the replacement for S/Sgt William Nicholas, who had also been wounded on the mission to Regensburg, and he too was in the hospital in Africa.

Fourteen airmen travelled in "Lulu Belle" on those last two flights. Two had been replacements for wounded gunners, while one was a replacement for an ill bombardier. Captain John Dewey, the 385th lead navigator was trying to get back to his job at Great Ashfield without delay, only to die in the Atlantic Ocean. The two gunners recovered, as did Lt. Dentoni, the group lead bombardier. "Little Doc" Dentoni, as he was affectionately known to many, was destined to lose his life over Berlin in March 1944. The seven men who stepped ashore at Torquay had much for which to be thankful. They witnessed tragedies, to be sure, but they observed great pilotage by Piper and Masters, outstanding leadership of their deputy group commander, Major Piper, and above all, the level-headed and courageous actions of Sergeant William Arms, enabled him to hand them the key to a longer life. Lt. Schulz stated that to all of them "Lulu Belle" represented everything a B-17F was built to do. She had carried them many miles, but when she made her final landing in the ocean, it was not because her structure was weak, or because the engines were not doing their job for which they had been designed.

The men who flew that last flight and for whom "Lulu Belle" toiled, will always remember that she just ran out of gas! And even then, it took the Atlantic Ocean 59 minutes to "fill her up" before she went to the bottom!



1st Lt. Paul Schulz at battle station in 1943

The above story is not to be reproduced in any manner without permission of the author. Parts of this article will appear in the new LIFE-TIME TV series, WORLD WAR II: GI DIARY, which will be on national television in the near future. The first presentation of the series will cover the Regensburg Raid of 17 August 1943. Many of our members who participated on that mission have been interviewed by LIFE-TIME researchers and writers. TIME-LIFE TV has expressed their gratitude to your editor for the kindness and patience of those members interviewed. Keep watching TV schedules in the various parts of the country for this new series. There may be other inquiries for assistance at various times. Your cooperation will be sincerely appreciated.

94th BGMA TO DEDICATE MEMORIAL IN ENGLAND

The 94th Bombardment Group Memorial Association (BGMA) will dedicate a Memorial to their fallen members on 5 October 1978. The dedication will take place in the Abbey Gardens in Bury St. Edmunds, Suffolk, England. The 94th Bomb Group was stationed at Rougham, just a few miles from Bury St. Edmunds, and about 14 miles from Great Ashfield. In the early part of the 8th Air Force's reorganization, both Groups were assigned to the 4th Combat Wing, Third Air Division. In early 1945, the 385th was assigned to the 93rd Combat Wing with the 34th BG, 490th BG and the 493rd BG - all of them converted from B-24 groups.

The 94th BG moved from another field to Rougham the same day the 385th BG arrived at Great Ashfield. They had already participated in some very rough missions and were to introduce the 385th to the air war over Europe. The majority of our missions were flown in the 4th Combat Wing with the 94th Bomb Group, and in commemoration of that partnership, the 385th will be represented at the dedication. Earl L. and Ruth Cole, along with John and Betty Ford are travelling to England for the ceremony.

In the evening, the 94th is holding a dinner party at the Angel Hotel in Bury St. Edmunds, which will be attended by various dignitaries and members of Friends of the Eighth (FOTE). The guest speaker at the dinner will be Roger Freeman, 8th Air Force historian and author, member of FOTE, and friend of many 385th members. The Cole's and Ford's will host Mr. and Mrs. John Ellis, churchwarden at All Saints Church in Great Ashfield where our memorial is housed, and Rowley and Angela Miles, of Norton Hall, who hosted the 385th members at the old airfield in September 76. Rowley farms about ninety percent of the land that constituted our old airfield, along with many more acres in Suffolk. The other two guests are Ian and Julie McLachlan, our FOTE liaison, who visited with us in September-October 1977. We have planned a fine surprise for them!

The memorial is carved from red Imperial granite, highly polished, and upon which are affixed two bronze plaques separated by a sandblasted "Star and Bar" insignia that was painted on all Air Force aircraft. The upper plaque is inscribed: "To the People of Bury St. Edmunds - A Memorial - Honoring those men of the 94th Bombardment Group, who gave their lives during World War II *** 4th Combat Bombardment Wing *** 8th Air Force *** Rougham Airfield, Bury St. Edmunds, *** 1943 to 1945". The lower plaque contains the name of the Group, Squadrons and Supporting Units and beneath this is an embossed B-17F with the Group's "A" in a square. Under the aircraft is the date 5 October 1978.

The memorial is the result of hard work on the part Frank N. Halm, former President of the 94th BGMA and still editor of its quarterly paper "Nostalgic Notes"; Dorothy Halm, Treasurer of the 94th BGMA and still assisting Frank with the newsletter; Cliff C. Hatcher III, the President of the 94th BGMA, whose guiding hand has been in the project since he was the Secretary of the 94th BGMA; and last, but not least, those members of FOTE in the Bury St. Edmunds area who have assisted Cliff Hatcher, who is also Chairman for the dedication. The hats of every former 8th AF'er is off to all of you for your labor of love.

If any of our members visits in this area in the future, be sure to pay your respects at the 94th's Memorial. Also visit the St. Edmondsbury Cathedral and look for the beautiful embroidered kneeler pillow dedicated to the 385th Bomb Group.

To close this article and to show how close the 94th and 385th are entwined even now, please note the following. Cliff Hall, the FOTE Liaison and Honorary Member of the 94th BGMA, has worked long and hard on problems relating to design, finishing and siting the memorial. During this period he has consulted with a Bernard J. W. Hughes, 12, Colledge St., Bury St. Edmunds, Suffolk, IP33 1NL. "Burn" Hughes was the man who dressed, fettled, and polished the bronze plaque dedicated to the honored dead of the 385th. He stood next to Colonel Vandevanter that 30th day of May 1944 when Major General Curtis E. LeMay unveiled the stone and plaque in front of our Headquarters. The stone is now in the churchyard of All Saints Church.

PASSING IN REVIEW...

B-17 FORTRESS AT WAR: Roger A. Freeman, author and Charles Scribner's Sons, New York, publisher.

The author describes the birth of the Flying Fortress and its progress towards fame. His story of the first 20 aircraft sent to the RAF is the most thorough description of how they were used in the early part of World War II, right down to the details of what happened to each one. Most impressive to the reviewer was how many improvements were made to the B-17's later used by USAAF airmen, because of the exhaustive work of RAF flying and maintenance crews, as well as contractor technicians and Air Corps training personnel. Most chapters are by crew members of different groups and aircrew positions. Ball Turret is authored by Ben Phelper, ball turret gunner on "Sack Time", S/N 42-5914, which went down on the Regensburg mission. Ben also was the author of "SHOT DOWN", published in 1947, and co-author of "STALAG 17". He is a most gifted artist and author - hard hitting and direct. The book also includes an excellent chapter on the B-17's utilization in the Pacific, including incidents that Colonel Vandevanter participated in while a member of the 19th Bombardment Group. It's a must buy book!

AIRFIELDS OF THE EIGHTH - THEN AND NOW. Text is by Roger A. Freeman and photographs and publication by AFTER THE BATTLE MAGAZINE, 3 New Plaistow Road, London, E15 3JA, England.

Battle of Britain Magazine requested Roger Freeman's assistance in selecting and writing about the most significant airfields used as flying bases for combat mission aircraft. The final selection was narrowed down to 68 airfields, ranging from posh English bases down to the last jointly built fields. It is not a cheap book at \$23.50 but it is a masterful presentation. Each of the 68 fields is described, accompanied by photographs that include aerial photographs and drawings of the bases during the war and now. Roger Freeman's text opens more history on how, when, where and why these airfields came into existence, as well as what has happened to them over the past 33 years. The paper, binding, printing and content layout makes this book a "gotta have" documentary.

THE G.I.'s - THE AMERICANS IN BRITAIN 1943-1945. The author is Norman Longmate, an Englishman who has written several books published in England and the United States. The publisher is Hutchinson of London, 3 Fitzroy Square.

The author must have accumulated mountains of letters from English and American correspondents, and considering what happens to the imagination over a period of 25 to 30 years, he has written an interest laden saga of the war years and how they affected GI's and the English people - friends and foes. There was a tremendous amount of research devoted to the stories, but it seems that many letter writers were a bit careless with the truth. Norman Longmate does an excellent job of avoiding judgement based on hindsight, and for those of us who spent many years in England, it is a book that should be read by all. There are 376 pages on THE G.I.'s, 3 pages of pay differential on pay of all ranks in the British and USA Army's, 10 pages of sources, and 10 pages of contributors (letter writers) and 2 Indexes. One is 9 pages of General Index, and the other is 6 pages of Place Names Index. Despite all this, it is a book containing many anecdotes, some very humorous and some maddening, but it's a hard book to put down once you start reading it.

*Does?
Early or late, Welcome!*

OLD TIMER...

Early this spring a letter was received from our friends Frank and Dottie Halm, co-editors of the 94th BGMA's "Nostalgic Notes". Attached to their letter was another one to them from David J. Cole, 3532 N.E. Grand Avenue, Portland, Oregon, 97212 - although the letter had been mailed from a Veterans Hospital where he had just received a heart pacer. In the letter; David stated he had been in the 91st Bomb Group for a very short time and then had been assigned to the 385th Bombardment Group's 551st Bomb Squadron. He sent in dues to become an associate member of the 94th. He did not know the 385th was also organized in a wartime Association. Frank and Dottie wrote to him and gave the address, meanwhile sending me a copy of the letter to David.

At this end of the line I checked through the microfilm records and there it was. Sergeant David J. Cole was assigned to the 551st Bomb Squadron as a tail gunner. Other information in David's letter was verified on the mission report for the Bremen mission of 13 November 1943. Aircraft number 551 had aborted the mission due to a malfunctioning #2 supercharger and the tail gunner unconscious due to anoxia.

It turned out that David had already flown a few missions and was known to crew members as "Pops". In the investigation of the abort, it developed that our friend "Pops" was 48, going on 49 years of age. That decided the Squadron Commander's course of action. He acknowledged "Pops" outstanding desire to participate in the aerial warfare. Sergeant "Pops" Cole was re-assigned to the 51st Station Complement Squadron Engineering Section, where he was placed in charge of the work crews.

"Pops" feels very deeply about his World War II associations and would like to hear from anyone in the 551st Bomb Squadron, or the 51st Station Complement Squadron. He had to be one of the oldest tail gunners in the 8th Air Force, and not many can challenge his patriotic fervor, but today at 83 years of age, "Pops" is worried that the heart pacer may slow him down a bit. One thing is sure. He is certainly among the oldest members of the 385th BGRA.

MEET ROWLEY MILES...

One could not hope to meet more gracious hosts than Rowley and Angela Miles. Members of our group who savored their hospitality at the old airfield at Great Ashfield in September 1976, will never forget them. Rowland John Miles was born 17 February 1925, was educated at Elmswell Primary School and Bungay Public School in Bungay, Suffolk. World War II altered the course of his schooling and he returned to farming to assist his father. His family had come to Great Ashfield in 1900, farming 92 acres. They gradually acquired more land, buying Lea Farm, Great Ashfield, in 1928. This land constituted the Great Ashfield Airfield, which was operational from 1914-1918, John Miles Sr. lived at Lea Farm with his wife and two sons, John, (who died two years ago) and Rowley. In 1942, when the airfield again became operational, the family moved to the Limes Farm, Great Ashfield, which was on the opposite side of the airfield and which they had farmed since 1938. His parents resided their until their death. John Jr. married and moved to The Lea Farm, where his widow still lives.

Rowley married Angela and moved to Norton Hall, Norton, Bury St. Edmunds, where they still reside with their two children, Stephen, 23, who assists his father on the farm, and Pamela, who works in Bury St. Edmunds. Rowley farms ninety percent of the old airfield, plus other outlying farms that totals more than 1400 acres. Primary crops are cereals, sugar beet and upwards of 500 beef cattle. He also has one of the famous Suffolk Punch horses and a few sheep to "cut the grass in the orchard".

Off the farm, he is a man of varied interests. Since 1975 he has been an Underwriting Member of Lloyds of London. He was the Honorary Director of the most successful Suffolk Agricultural Show of May 31 - June 1, 1978, and was reappointed to the same position in 1979. He was very honoured this year, when the Queen Mother opened the Show. He is also a Steward at the Royal Agricultural Show at Stoneleigh, Warwickshire. He entertains the local pack of Foxhounds during the hunting season on the farm, but his greatest joy is apparent when he is out shooting with his friends and his Spaniel.

cut along line

ROSTER CHANGES

The following new members addresses, changed, address corrections, and returned mail, are listed in an alphabetical s quence, to enable you to paste these changes into the group roster booklet.

NEW MEMBERS:

Leach, Edward
17 Milk Street
Attleboro, MA 01913

Sanders, Harry A.
2276 Shady Avenue
Squirrel Hill
Pittsburgh, PA 15217

Staats, H. H.
3201 E. Denton Avenue
St. Francis, WI 53207

Wheaton, Richard A.
704 So. Elizabeth Rd.
Independence, MO 64056

Wright, Lloyd
2353 W. Ingomar Road
Pittsburgh, PA 15237

Yates, Robert

Biglow, Mo 64425

CHANGE OF ADDRESS:

Cohea, Howard
6300 Montg., NE #431
Albuquerque, NM 87110

Colantino, Mario J.
414 Doral, Kirkwood,
St. Louis, MO 63122

Day, Andrew J. Jr.
#183 Inglewood Townhouses
302 Pelham Road
Greenville, SC, 29615

Ferguson, V. W.
908 E Inwood Drive
Arlington, TX 76010

Heneghan, John T.
300 Field Street
Rochester, NY 14620

Mast, Jack M.
2925 N Greenfield #613
Phoenix, AZ, 85016

Parisian, Al
15 Hudson Street
Oneonta, NY 13820

Reed, Gerald A.
Box 276
Charleston, IL 61920

Spongberg, J. A.
136 Ravenhill Road
Orinda, CA 94563

Stromen, Donald F.
33 First Ave., Apt #5
Kingston, PA 18704

Stucenbruck, Lynn C.
705 W. Oak Street
Denton, TX 76201

Zarzola, Joseph W.
Box 264
alls, MS 38680

CORRECTIONS:

Edelstein, Charles
1719 W. Claremont St.
Phoenix, AZ 85015

Hartsfield, Frank S.
714 Rebecca Drive
Tallahassee, FL 32312

RETURNED - NO FORWARDING ADDRESS, OR UNDELIVERABLE:

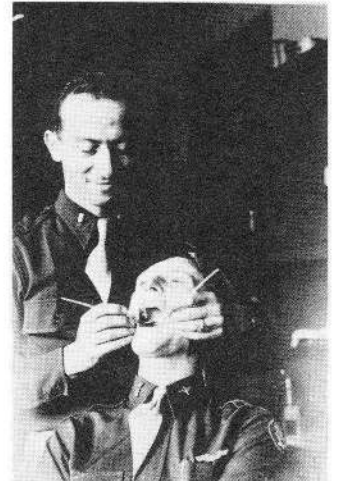
Bean, Garry N.
425 Mystic Avenue
Medford, MA 02155

Johnson, A. R.
c/ Paul A. Hudon
P.O. Box 7470
Hartford, 06106

Laplaca, Sam
1246 Avenue B
Brooklyn, NY 11229

Tuke, Carl
2115 Beachmont Road
Cincinnati, OH 45230

- CORRECTION -



Dr. Milt Taubkin
(Not Lt. Murray of Grp S2)



Lt. Bob Payne (front cover), on 8 September 43

Cut along line



M/Sgt. Forrest Keen In British Film

An Eighth Air Force Bomber Station, England. A Kansan leads the Victory parade. Carrying Old Glory in a movie sequence filmed in the Gainsborough Studios in London is Master Sergeant Forrest A. Keen, Macksville, Kansas. Sgt. Keen was one of the representative of the Eighth Air Force appearing in the parade of nations in an English film to be shown throughout the world on Victory day. A member of the 385th Bombardment group, he is the crew chief of the B-17 Flying Fortress "Rum Dum", one of the most famous planes of this war. "Rum Dum" has flown on 96 bombing attacks against the Reich without ever turning back because



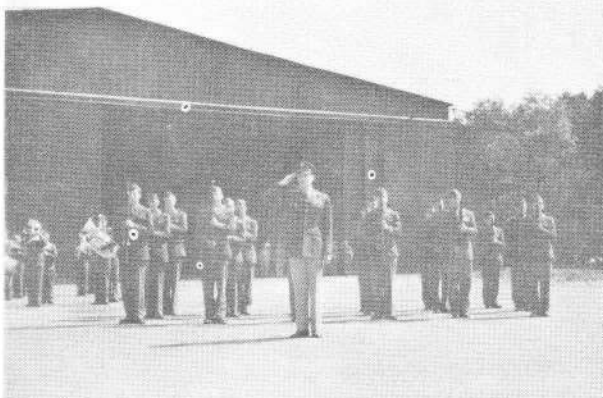
T/Sgt. Paul C. Jadro



Capt. G.M. Jacobson

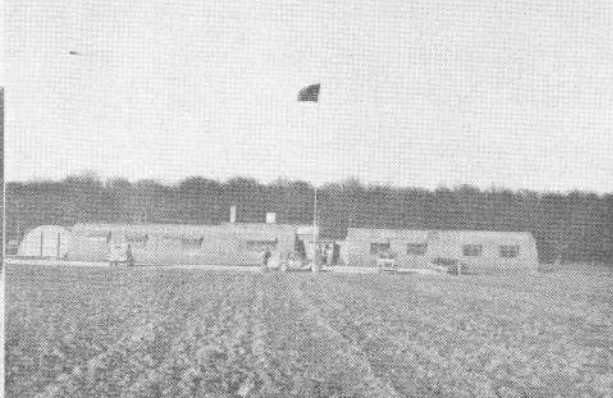


S/Sgt G. K. Rubino



AF turns the field over to Col. Vandervanter.

(GPR-19-3-385)(17-8-43)(AM. HONOR GUARD - DEDICATION)



During war, every available space was farmed.

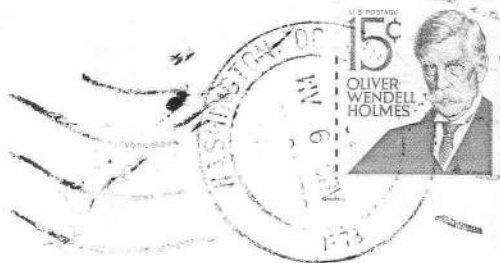
(GPR-184-12-385)(11-3-44)(HEADQUARTER'S BUILDING)



Lt. Col. William M. Tesla and CMSgt. John C. Ford meet at South Ruislip, England in 1960

385TH B GRA

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ADDRESS CORRECTION REQUESTED