

## 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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FRANK B. WALLS, Past Pres.

### PAST HOSTS

FRANK B. WALLS  
JOHN K. HUGHES  
CHARLES EDELSTIEN  
JAMES L. COOPER  
RUDY J. CUNAT  
CHARLES C. SMITH

### 1977 HOST

ARKEY HUBER

# NEWSLETTER

Volume VI, No. 6      15 June 1976      Editor: John Ford

## 1977 LAS VEGAS REUNION!

It may be hard to believe, but it's planning time for our 1977 Bi-Annual Reunion in Las Vegas, Nevada. Open up your piggy bank, my friends, and delay paying the utilities, because those coin-gobbling slot machines at the Oasis in the Desert are waiting for you with an open arm. On page 7 of this issue of Newsletter, there is a questionnaire for you to fill out and send to the Editor as soon as possible. It is printed on the reverse side of the mailing label to eliminate the printing of your name and address, saving the greatest part of the Newsletter. You are requested to indicate the specific month that you desire for the reunion. In addition, you are asked to select a site for the next reunion if one is voted upon. The latter selection is divided into six USA regional areas, such as the Northeast, Southeast, North Mid-West, South Mid-West, Northwest and Southwest. A blank space is available to name a specific city and state within the regional area. If you have not attended a reunion of the 385th, this is the Sixth Reunion. The first one was really a gathering of former 551st members in Cleveland in 1956. The next reunion was held in Pittsburgh, PA, and the next one in New York City. In 1972, the really first large group gathered in Cleveland, Ohio. The Fifth Reunion, and my first, was held in Atlanta, Ga., 25-27 April 1975. In my opinionated estimation, it was one of the best organized happy gatherings I have been privileged to attend. It was a tribute to the original group of 385th members stick-to-it-tivness that we are now operating under a duly authorized Constitution and By-Laws. Our request for tax exempt status as a non-profit organization is being reviewed by the IRS in Baltimore, Maryland. This Sixth Reunion will bring the 385th members back to the West for the first time since those cadres left Blythe, CA, Smokey Hill Army Air Field, Carswell Army Air Field, and many other parts of the Second Air Force, to form the nucleus of the 385th BG at Geiger, Washington, in February 1943. A lot of sands have shifted in the West in those 34 years, but so has a lot of our muscles. We need and want your participation. Please fill out the questionnaire and mail it as soon as you finish reading this issue of Newsletter. Everybody - Active and Associate Members - are welcome.

# WHAT'S IN A NAME ?



"What's in a name? A rose by any other name would smell as sweet!" That was an issue in Shakespeare's "Romeo and Juliet". An so the names that graced the fuselage of the B-17's of the 385th Bomb Group still live on in the memory of those who flew and maintained those graceful workhorses of vengeance during World War II. Some of those memories are locked away because of the sorrows connected with them, but the other day your Editor came across a small booklet and it contained an introduction and some pictures of a few of the more famous B-17's of the 385th BG. It had been written long ago - 2 October 44 - to be exact, by a then young Public Relations Officer, Captain Wilbur "Rally" Dennis. He was intrigued by the outright affection shown by the crewmen, both air and ground, for what seemed to him just a well constructed machine. Only one other copy is known to exist, but this story deserves to be remembered by every man who served in the 385th.

## "THESE ARE THE NAMES"

The names and cartoons splashed on the noses of the B-17 Flying Fortresses are bold, saucy, swaggering, impish and almost always humorous. Painted in eye-catching chromos that make up in point what they lack in subtlety, the names and cartoons are expressive of more than the desire to give the plane a more easily remembered tag than its serial number. And choosing a name is not entirely up to the men who fly the ship.

The ground crew has a hand in the christening process as well. For the plane is something more than just a lifeless machine to the men who have so much to do with these craft. To both the air and ground crew, the plane that is "theirs" has intense significance. They can feel a life and spirit in that graceful ship. The crews who fly the plane depend on it for their lives at critical moments, and when the ship responds to the heavy demands the pilot is sometimes forced to make on it in order to evade the enemy, the crew develops a warm affection for the ship that "came through" when the "cards were down". To the ground



crew who lavish so much care and attention on the ship; checking, repairing, improving every minute inch of her great structure, the ship takes on the spirit of a child to which they are the doting parent. Members of ground crews have frequently expressed the somewhat incredible sentiment that their ship is "different" than any other on the field. They swear they could look at fifty bombers in a line and pick their own ship out. This despite the fact that every B-17 is mass-produced and is alike in every respect. The comment of a pilot on the destruction of a ship in which he flew his tour of operations is illustrative of the regard in which an airman holds the ship that has carried him through. The pilot had flown "PICCADILLY QUEEN" on twenty-five missions over Germany. After



his tour was completed another crew took the ship over, and one day, in a wild air battle over Frankfurt, the QUEEN went down. A German fighter plane, its pilot obviously dead from Fortress machine gun slugs, had rammed into the venerable bomber and the two aircraft crashed to earth. When the pilot who had flown the QUEEN on so many missions heard this, tears came to his eyes and between gritted teeth he spoke a fitting epitaph for the gallant ship, "Ramming was the only way the bastards could bring the QUEEN down". When "HESITATIN"



"HUSSEY" went down, the crew chief who had serviced the ship as though it were some product of his own being, simply refused to believe that "his" ship had been shot out of the sky. Returning flyers told how they had seen it go down in flames. Reports from headquarters definitely established that the ship had been destroyed. Two hours after the entire mission had landed on base there was no doubt in the minds of the authorities concerned, that "HESITATIN" HUSSEY had fought its last air battle. Ten hours later, the crew chief squinted his eyes into the murky night skies for the last time and finally gave up hope for the HUSSEY's return. When men feel that strongly about anything, the name by which the attachment is known has a very significant and profound meaning to them. Though the names are, for the most part, saucy and flippant, they express a depth of emotion and feeling that is hard to comprehend unless men are heard talking about "their" ship; and then, only by the intonations of affection, gratitude and pride can the meaning of what each name means be felt. Every ship name pictured in this collec-

tion has a story and significance to the men who flew or serviced the ship. Not all of them make good telling and so they are not related. But like moments in a man's life that have a wealth of memory for him alone and is of but indifferent interest to others, so too, do these ships pictured herein represent a treasury of personal memories to the men who flew and serviced them. But do not pass over these uni-dimensional pictures too lightly - they represent the inner stuff of gallant men!

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"Rally" also had a collection of aircraft names, to which the Editor has added a few. If any reader can not find his aircraft's name in this list, please send it in on a post card. The serial number of the aircraft and the crew chief's name is also being sought to complete our collection. Our Group had approximately 254 aircraft assigned overseas. This list is about 190 names. Some aircraft were never named and were known by their last three serial numbers, such as "897". Here is the listing. You name the squadron and the rest of the info and mail it in.



Achtung	Aimless Wanderer
Albatross	Aimless Wonder
Alexander's	Ragtime Band

B

Betty Boom	Beautiful Gal
Ben-J	Blue Champagne
Beelzebub	Barbara B
Blitz Buggy	Belle of the Blue

B (Con'td)

Buzzy  
 Big Gas Bird  
 Batchelor's Delight  
 Back to the Sack  
 Badger Beauty  
 Butterfingers  
 Barbara Lee  
 BEBA (Bring 'Em Back  
 Alive)

C

Charlie  
 Charlene-The Bama  
 Queen  
 Calamity Janes  
 City of Lakes  
 Curley's Kids  
 Charlotte Ann  
 Cultured Vulture  
 Choo-Choo

D

Dorsal Queen  
 Dragon Lady  
 Dozy Doats  
 Darline  
 Dear Mom

E

El Lobo  
 Eshy  
 Echo

F

Fickle Finger of ?  
 Fighting Cock  
 For whom the Bombs  
 Fall  
 Flub  
 Fighting Cock II  
 Flying Joker  
 Fultons Folly  
 Finishing Touch  
 Foolish Virgin  
 Flak Shack

G

Gen'l Billy Mitchell  
 Gremlin Buggy  
 Groundhog  
 Gremlin Avenger  
 Green Banana



Golden Gosse  
 Garey B

H

Hesitatin' Hussy  
 Hootin Nanny  
 Hustlin' Hussy  
 Hit Parade  
 Hit Parade Jr.  
 Heaven Sent  
 Honky Tonk Sal  
 Honey Chile  
 Hell on High  
 Heavenly Body  
 Hell's Belle  
 Haybag Annie  
 Hot Chocolate  
 Haybag

I

In the Mood  
 In Like Flynn

J

Jolly Roger  
 Just Once More  
 Junior  
 Jeanie  
 Jerry Boy  
 Jeanne Rickey  
 Joker  
 Just Enough  
 J for Jinny

K

Kentucky Winner

L

Liberty Belle  
 Lady Liz  
 Lady Susie  
 Lady Anne  
 Lady Susie II  
 Lucky Strike  
 Latest Rumor  
 Lucky Star  
 Lil' Lambsey Divey  
 Lil Audrey  
 Lurline  
 Leading Lady  
 Lulu Belle  
 Lucky Turner  
 Little General

L (Con'td)

Letty Jane  
Lady Lyle

M

Mary Ellen  
Mary Pat  
Mission Belle  
Mary Ellen II  
Mr. Smith  
My Gal Sal  
Man O'War  
Mary Ellen III  
Maiden USA  
Mr. Lucky  
Moon's Morons  
Miss Alamo City  
Mickie  
Mairzy Doats  
Mickie II  
Mississippi Miss  
Miss D-Day

N

Nan B.  
Night Mare

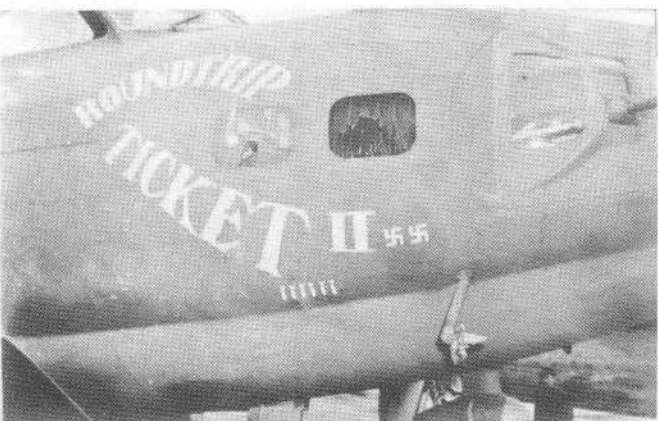
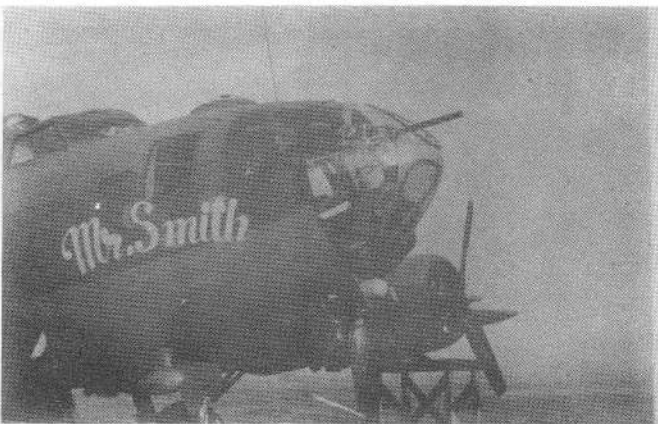
O

Old Shillelagh  
Old Shillelagh II  
Ohio Air Force  
Offspring  
Over the Hump  
Oswald the Volunteer

P

Piccadilly Queen  
Pregnant Portia  
Pat Pending  
Piscosa  
Piccadilly Queen  
(Modified Virgin)  
Powers Girl  
Pride of the Yankees  
Pin Up Girl  
Pistol Totin' Babe  
Powerful Katrinka  
Purple Shaft  
Potergeist  
Possible Straight

Q



R

Raunchy Wolf  
Roundtrip Jack  
Roundtrip Ticket  
Roundtrip Ticket II  
Roundtrip Ticket III  
Raggedy Ann  
Rum Dum  
Ragged But Right  
Remember US  
Reluctant Lady  
Righteous Wrath  
Ruby's Raiders  
Rio Tinto

S

Sly Fox  
Souise Family  
Shack Bunny (Dark)  
Shack Bunny (Blond)  
Slo-Jo  
Sack Time  
Stars & Stripes  
Stars & Strips -  
2nd Edition  
Sleepytime Gal  
Sleepytime Gal II  
Sleepytime Gal III  
Souise Family II  
Souise Family III  
Spare Parts  
Suzanne  
Spirit of Chicago  
Souise Family IV  
Superstition  
Sunday Punch  
Stormy Angel  
Southern Belle  
Stork  
Satan's Mate  
Second Front  
Slick Chick  
Stork Club  
Skirtin' Trouble  
Shy Godaess  
Shy Dotty  
Sky Chief

T

This is It  
The Wildcat  
Thunderbird  
Thoroughbred  
Tung Hoi  
Texas Bluebonnet



U

V

Vibrant Virgin  
Virgie, Queen of Hearts  
Vat 69  
Virginian

W

Weiders Wildcast  
Wild Hair  
Winnie The Pooh  
War Cry  
White Heat  
Worry Bird  
Wells Cargo  
West Virginian

Y

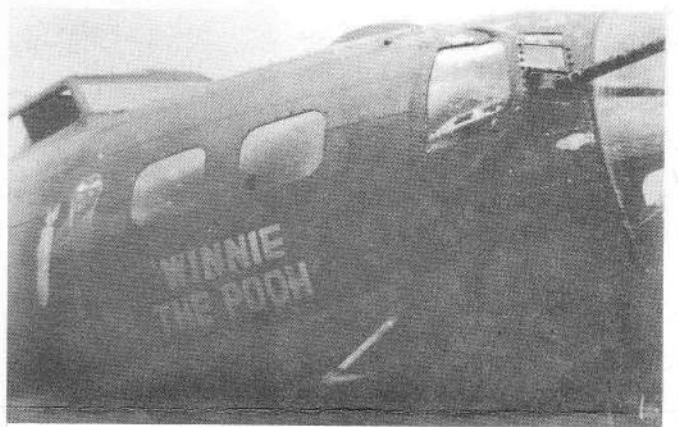
Yank

Z

Zoot



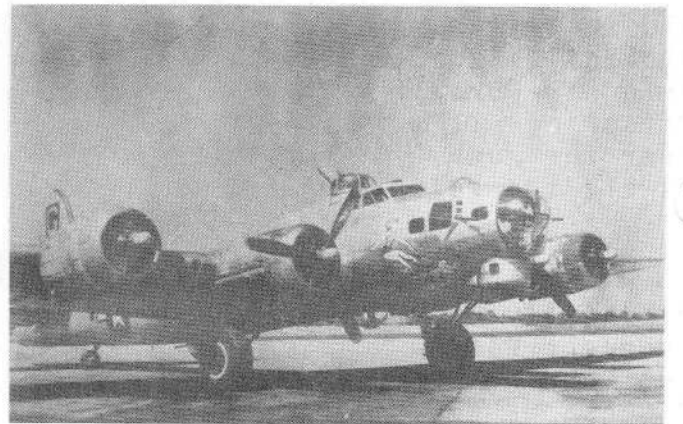
THE VIRGIN WAS RAPPED (FLAK)



THE ENGLISH INFLUENCE



YOUR CHOICE - BLONDE OR BRUNETTE



"MISS D-DAY"

CREDITS

Among the artists remembered by the Editor are Cpls Jim Lavin and Ploss, Sgt Sidney Ostrow and Annie Hayward, the young Englishwoman who was an Assistant at the Red Cross Club. A great many flight jackets also were proof of their craft. Sid and Annie's murals graced the walls of clubs and Niessen huts which were our quarters.

ENGLAND TRIP INFORMATION

At the time of writing this article, there were 172 bookings on the trip to England which departs 5 September 1976 and returns 18 September. Four applications are pending, and if anyone is undecided, there is little time left. The flight manifest must be filed on 5 August with the C.A.B. and PanAM. It's time to talk about the weather, clothing, baggage and import taxes.

CITY/AREA	HIGH	LOW	AVG. DAYS WITH RAIN
London	67	51	13
Midlands	66	50	13
Paris	69	50	11
Amsterdam	64	56	15

DO NOT FORGET YOU ARE LIMITED TO 44 POUNDS BOTH GOING AND RETURNING.

You will need a good pair of broken-in walking shoes, raincoat and/or broly. (Umbrella). Comfortable slippers can be as titillating as thoughts of your first kiss at the Junior Prom. A warm sweater for under a coat or raincoat is also a good idea. Marks & Spencers are a chain store in England where one can pick up great bargains in woolens. If you smoke, cigarettes and cigars cost more in England and you are allowed to import 200 cigarettes. Pack a carton in your luggage and a pack in every pocket. The amount of film you may carry into the country is also restricted, so if you use 35mm film, each person can carry 10 rolls of 36, instead of 20's.

Film users should not forget that almost everything is X-Ray'd, so buy some X-Ray proof bags at your camera dealers and pack the film in them. The English electric system is 220VAC, 50 cycle. It is the same in Holland. In France, most hotels are 110VAC, 60 cycle. Electric razor users can buy a small transformer in most electric razor agent shops such as Remington. An while you're there, pickup a converter plug for a 5 ampere outlet in England, so that you can plug your American plug into the other side of the converter plug. Ipswich is the only place where we will be booked at three or more hotel/motels. This is due to the size of the town and its facilities. But each group will have its own bus (coach) to take them where they wish to go. In Cambridge we are booked into the Cambridgeshire and in Stratford-Upon-Avon, we are all in the Stratford Hilton Hotel. The cost per person for the cocktail party and dinner in Cambridge has not been firmed. It is not a mandatory item, but it certainly should be great fun. I also need a count on how many would like to attend such a dinner. Members of FOTE (Friends of the Eighth) will be there. Another item for your information. If you do not have a new Association membership card, it is because I do not have your Squadron number. Associate members are assigned to the Squadron of their sponsors. Please send me all information as soon as possible, especially if you do not have a card.

(over)

ENGLAND TRIP INFO (Con'td)

DAMAGED AIRCRAFT IN APRIL NEWSLETTER

Duty-free imports can be mailed to the USA as gifts if they cost \$10 or less. Each individual may bring back \$100 in duty-free goods and Custom Officers are sometimes strict. It is a good idea to retain your receipts and mark them by item. Check on the amount of liquor and wine you can bring in to the USA duty-free. The duty can come as a shock! If you are taking an expensive foreign made camera along, make a list of the serial numbers of the lens and camera bodies. Then have a Customs Officer see and stamp the list before you leave. If you don't want to do this, you better carry your purchase receipt with you or be prepared to pay duty on the cameras.

The 549th BS was on Maintenance Alert when "My Gal Sal", B-17G, S/N 42-3133 WW (War Weary) was parked near Hangar #1 on 12 March 1945. The aircraft had gone up on a routine training flight. Sergeant Jim Ezell, our Link Trainer Instructor, had gone along for the ride. Jim chanced to be in the tail gunner's seat when a B-24 pulled up along the right side of the Fort and tried flying formation. The B-24's left wing slashed through the vertical stabilizer and the tail gun position and it crashed without survivors. The air and ground crews fought desperately to get Jim out of the tail, but he died two hours later at the 65th Gen. Hosp



POW's from Stalag Luft 1 march to Barth Airfield for transfer to Processing Stations by the 379th RG from Kimbolton. Photo by 550th's Robert Goldsmith