

COMBAT UNITS

HQ. SQUADRON
 548th BOMB SQ.
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12th Reunion 46th Anniversary 1989 FARGO, N. DAK.

**SUPPORT UNITS**

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 877th CHEM. CO. (AO)
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"The Mighty Eighth Reunion Group"

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION

GREAT ASHFIELD — SUFFOLK, ENGLAND

STATION 155

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 Paul Schulz
 Forrest V. Poore
 William A. Nicholls

NEWSLETTER

VOL. XV NO. 2 NOVEMBER 1987

Printed by Interstate Printing
 Fargo, North Dakota

PREZ SEZ

Does anyone believe that the guy in the tuxedo could have taught Glen Weisgarber to shoot a pistol?

Here's what our Prez has to say!

"Glen was the poorest shot with a 45 auto pistol i ever saw. Really, he couldn't be counted on to hit the side of a barn door.

One day I took him out on the pistol range and explained trigger pull -- jerk -- squeeze to him. Then I had him cold-snapping the pistol. Everytime I would watch the action and watch him squeeze the trigger, I saw that he was doing fine with no bullet in the chamber. Then I slipped a cartridge into the chamber and he shot a pin-wheel. Ever after that, he was an expert shot."

It probably helps to be from Kentucky!

**APPLICATION FOR MEMBERSHIP**

Please Print

LAST NAME, First, MI.

Spouse's Name

Street or P.O. Box -#

()
 Telephone Number

City, State, & Zip Code

Squadron or Support Unit

The annual dues are Eight Dollars (\$8.00)
 Life-time memberships are one payment of \$100.00
 Make out check to "385th BGMA" and mail to:
 John F. Pettenger, Treas.
 Box 117
 Laurel, FL 33545

POW Capture Data
 Date
 Place
 Stalag Unit

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

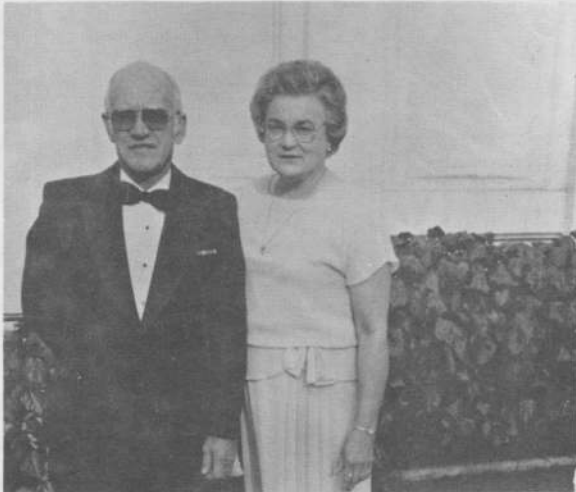
Our Officers For The 1987-1989 Period



President Earl Cole & Ruth with Past President Bill Nicholls & Doris



Vice President A. L. (Benny) Benefield Jr. and wife Betty.



Vice Presidents Sam & Mary Lyke



Secretary George Hruska and wife Gen



Treasurer John Pettenger

LIFE MEMBERS

- 163 Floyd Reinken
- 164 Lauren Elizabeth Oakley
- 165 R. Bud Davis
- 166 Carter Hart Jr.
- 167 Walter B. Schults

Reunion Notes

Report on the Dayton Reunion From Host Ruel Weikert

1987 REUNION

As most of you know, we had our 11th 385th BGMA Reunion July 23rd - July 27, 1987 in Dayton, Ohio.

Due to the efforts of Earl Cole, who placed ads of our Reunion in many of the military magazines, we had 47 replies from 385th members who didn't know we had an organization and reunions. I understand they all became members of the 385th BGMA.

Quite a few people arrived on the 23rd. Although no program was planned, we did have a jolly, sociable gathering in the Hospitality room where old friends once again got together to embellish on stories and tales that started during World War II.

Friday was a big day for registration of those arriving on that day. More action in the Hospitality room for those who did not take one of the trips planned.

Friday night we had a delicious sit-down dinner with a speaker from the Air Force Museum. There were 546 people who attended the dinner.

Saturday morning we started the day with a Continental breakfast followed by Group and Squadron meetings. The wives also had a Continental breakfast and a speaker who instructed them on how to garnish meals. After the morning meeting a lot of people took the bus to the Air Force Museum where they spent the afternoon viewing the many exhibits at this famous museum.

Saturday evening we again had an excellent meal with 558 people attending, followed by a three hour dance period. We were fortunate to get a local fellow, Hal Harris and his 14 piece band. This band used no amplifiers, they just played the big band music. The dance floor was crowded the entire evening.

Sunday was a free day so everyone could go to the Dayton Air Show, one of the greatest world wide.

Monday morning we had a nice sit-down breakfast followed by a business meeting. Earl L. Cole was elected President, Sam Lyke, 1st V.P., AL. L. Benefield, Jr., 2nd V.P., George Hruska and John Pettenger remained Secretary and Treasurer respectively. Mary Lyke was also elected a V.P. It was voted to have our 1989 Reunion in Fargo, ND with Ed Stern as host. After many hugs, handshakes and goodbys, we departed for home.

I want to thank all those who worked the Reunion, without them the Reunion would not have been a success. "Kelly" Melillo and his wife who helped me plan the reunion and also handled the buses and side trips. Sam Lyke who took care of the registration. Sid Colthorpe, Forrest Poore and Bill Nicholls who handled the registration desk. Last but not least, Mary Lyke, Lee Colthorpe, Doris Nicholls, Ruth Cole and Mary Weikert, all of whom spent long hours at the desk. I also want to thank Fred Heiser, George Salvador and Carlyle Hanson for keeping everyone happy in the Hospitality room.



The picture on the left shows Glen and Irma Weisgarber and Hugh Andrews enjoying dinner at the Dayton Reunion.



Glen and Irma Weisgarber, Hugh Andrew and A.L. (Benny) Benefield

Marriott

HOTELS AND RESORTS

Dayton Marriott

1414 South Patterson Boulevard
Dayton, Ohio 45409
(513) 223-1000

August 5, 1987

Mr. Ruel Weikert
5305 Green Leaves Road
Indianapolis, Indiana 46220

Dear Ruel:

Well, by now you should have recuperated!

Can you believe we've been planning your reunion together for almost two years and now all we have are fond memories. It just goes to show planning ahead guarantees a successful event.

At the staff meeting after your group departed all our managers had all praise and friendly remarks about your attendees. What a nice bunch of people.

I have to admit I had some concerns about possible snags, especially with the billing for room charges. It could not have been any smoother. This complicated procedure could not have been accomplished without your efforts and precise bookkeeping. You can balance my checkbook anytime!

Ruel, please let me know when you and Mary are visiting Dayton. We can even go out for lobster! Again, thank you for all your assistance.

Cordially,

DAYTON MARRIOTT HOTEL

David J. Pyser

David J. Pyser
Director of Marketing

DP/ch

Enclosure

p.s. - What information do you need about the London Marriott!



Sixty Years of Hospitality 1927-1987

Reunion Notes cont.

Dayton Reunion Funds Memorial Endowment Trust

At the Dayton Reunion, we activated our 385th Bombardment Group Memorial Endowment Trust with an initial deposit of \$16,702.75. The unusual amount resulted from conversion to 10,300 British pounds.

Included in the initial funding was a \$500 contribution from former 385th CO Col. George Jumper, and from his sons Lt. Col. Eric and Major Geoffrey Jumper.

Only the interest earned from the fund will be used to maintain the church at Great Ashfield, with the capital remaining intact. Further donations are encouraged — please send to Treasurer John Pettenger, or contact Roy Barker direct at Creag Ashfield.

1989 Fargo Reunion Set

B-1B bomber sets records

Omaha, Neb.

A newly assembled B-1B bomber scheduled to arrive in Grand Forks, N.D., Saturday where it will be based, unofficially broke nine world speed, distance and payload records Thursday in a trial flight from California, the Strategic Air Command reported.

In a five-hour flight over the western half of the United States, the B-1B bomber covered 2,700 nautical miles with a 67,300-lb. payload at a speed of approximately 655 mph.

The plane took off from a Rockwell International facility in Palmdale. The record run was made during an acceptance flight check the Air Force conducts before taking delivery of a new aircraft.

□

August 24 to 27, 1989 has been set as the date for the 385th Reunion in Fargo, and plans are already going ahead to make it a memorable affair.

A check of weather records shows that the 100 year average for those dates is a 79 degree high and a 55 low. Had the Reunion been held in 1987, those figures would have held almost exactly.

Plans include a full day at the Grand Forks Air Base with cart blanche promised for B1, Missile Site, and Aerospace Center visits. North Dakota Air National Guard planes are expected to fly at least 50 drawing winners, with the balance being bussed for the day-long session.

Convention Center will be the 300 room Holiday Inn with banquet facilities for 1200. Visits to turn-of-the-century Bonanzville, demonstrations of quilting, weaving, spinning, square dancing, golf tournament, steak fondue, wild pheasant are among the attractions being planned.

Three Air Force Generals, North Dakota's Governor, other dignitaries have all promised very short speeches.

Your Editor promises that you will hear more in subsequent Newsletters!

And Now The Bad News

Lost \$700.00

Just prior to our 1987 Reunion the Marriott Hotel had wallpapered and painted the parlor and two adjoining bedrooms that we used as our Hospitality rooms. The wallpaper was a very expensive silk type wallpaper.

Because we used thumbtacks and other tacks to display our pictures on the wall, most of it had to be repapered.

Wallpaper	\$400.00
Labor	250.00
Shipping	<u>50.00</u>
Total	\$700.00

It is suggested in the future we buy a 4' x 8' soft board on which to tack our pictures.

Ruel

England in 1988

What promises to be an outstanding reunion tour of Great Britain has been organized and arranged by your reunion committee. David Wade also arranged the 385th reunion tours in 1976 and 1980. The 1988 tour is unique because it is tailored to the special interest of our members. For instance, many of those who participated in the 1976 and 1980 reunions said they didn't get to spend enough time in London, saw very little of England, and saw none of Scotland, Ireland or Wales.

This tour allows plenty of time in London for sightseeing, shopping, the theater, visiting friends, etc. It will take us to Ipswich, Great Ashfield, Bury St. Edmunds, Cambridge, York, and Bamburgh Castle before arriving in Edinburgh, Scotland, where we will spend two nights. Leaving Edinburgh, we will head north to Aviemore, Inverness and then turn southwest through Loch Ness to Turnberry.

We will cross the Irish Sea to Larne and drive direct to Dublin for a two night stay. Limerick, Cork and Blarney Castle are next. A visit to the Waterford Crystal factory is on tap for the afternoon. On to Wales as we ferry back across the Irish Sea to Fishguard, Wales, then to Cardiff, Bristol and Bath, where we will spend two nights. The next day we will take in the famous Farnborough International Air Show. A great banquet awaits our last night in London.

All in all, this tour offers more in the time allotted than any of the commercial travel agency tours, and at a far lower cost. Each coach will have a tour guide to give the history of the places we pass and visit. A full description of all the events and a detailed itinerary will be provided in the brochure. In addition to all 385th BCMA members, all relatives, friends, and even members of other 8th Air Force Groups, are eligible to participate in this tour. It is likely to be a vacation that one won't ever forget.

Editor's Note: Brochures will be included with this or a subsequent Newsletter. (The 552nd Sqdn was included by the printed in error in the brochure.)

Reunion Notes cont.

Dear Sam,

Just a little note to let you know that I enjoyed the reunion at the Marriott very much. It was my first one and the first one for our crew. We managed to get six of us together. I thought that was pretty good since it is our first contact in 42 years.

Good job, well done.

Respectfully yours,

Walter J. Gasiorowski

The photos taken during the Reunion in Dayton have been processed and will go to the printers soon.

The album is \$10.00 each and consists of 24 pages of portraits and candid shots.

Those who have not ordered and want an album should send check to:

Reunions With Class
A Delman Co.
3300 Monroe Rd.
P.O. Box 220025
Charlotte, NC 28222
Attention: Joann Pearsall
Phone: 1-800-334-6388
Refer to 385th BCMA, Job RWC-3009

Send it NOW so the proper number of albums can be ordered from the printers. There will not be a second printing. The album will be mailed about Nov. 25th.

Warbrides

Don't wait for someone else to be first! Start sending us letters about your memories and experiences, either over there or over here. Let's get a column going to add some variety to our Letters.



Book Report

Ian Hawkins has written a complete history of the 95th Bomb Group, entitled "Courage — Honor — Victory". It's a first person account by the men of the 95th. It has 400 pages plus 96 pages of pictures. Order from David E. Dorsey, Treas. 95th Bomb Group, 125 Clark St., Clarks Green, PA 18411. Price is \$25.



Wings of War Commemorative "NOSE-ART" Calendar

LUCKY LADIES,

THE GALS WHO BROUGHT US HOME

These lovely ladies were more than just "pin-ups" in the tradition of the nautical figureheads of an earlier age; they were the mascots of the new arena of human combat, and the abundance of their charms only encouraged greater good luck.

The first of a commemorative series to be issued through 1995, each 12" x 18" wall calendar will offer more than a dozen official photographs from the US Army Air Force archives and chronicle those critical events of half-a-century past.

Available only from Alkmaar Associates @\$9.95. We pay the shipping and handling. Please allow eight weeks for delivery.

ALKMAAR ASSOCIATES, 503 TODD WAY, WEST CHESTER, PA 19380



Harold Shuey Feb. 1987
Hyman Comberg April 1987
Dr. Basil C. Gray Sept. 1987
John Kelley Oct. 1987

Here's the epitaph that Earl Cole read at the banquet in Dayton—taken from a needlepoint hanging in the VA Medical Center in Decatur—taken from a tombstone on a Vietnam battlefield.

*You have never lived
'Til you have almost died
And for those who fight for it.
Life has a flavor
The Protected will never know.*

letters to Ian

Aloha Ian;

Ian, I am very interested in any information or details, no matter how small, on the supply mission I flew on June 25, 1944 to Grenoble area in southern France. I know there were other supply missions to southern France, but the one on June 25 was the first I think, and is the one I'm very interested in. So far I have gathered some facts, besides my own recollection, and after reading what Roger Freeman had to say about it in "The Mighty Eighth", I need something more, as some of the stories are a bit confusing. Ian Hawkins had a picture or two of one of the supply missions, but not too much details. Don't get me wrong when I mentioned Roger Freeman's book. I think it's really a great and accurate account of the 8th AAF, and it has a special place on my book shelf, along with "Munster, The Way it Was" and others. Say Ian, I would think with all the information you have at hand and the research you have done, that you would be thinking about writing a book yourself. WWII stories aren't as popular as they once were maybe, but I feel there is still a good market out there for a good story about those times. I can see by the letters in the 385th paper that you get bugged for information on a regular basis, and it must get tiresome at times I'm sure.

Aloha Nui Loa from Hawaii Nei and With Warmest Personal Regards to you and your family,

Jerry Ramaker
76-617 Lehua Rd., Kailua Kona, Hawaii 96740

Dear Jerry,

I'm afraid the information I have on June 25th, 1944 is scant, to say the least. Let me quote from the 385th History.

"The mission on 25th June was of a special nature and S-2 does not deem it wise to release a report on it at this time. In order to secure the report for future with this history, the S-2 mission folder has been suitably earmarked for historical purposes."

All furtive stuff. Now where do we go? I know that a lot of 385th history is stored in boxes at your National Records center but, when I was last there, it wasn't indexed and took a lot of time to find what you wanted. My advice would be to try them, the full address is as follows:

Mr. George C. Chalou, Reference Branch,
General Archives Division
Washington National Records Center Building,
4205 Suitland Road, Suitland, Maryland.

John Ford spent many hours there but doesn't appear to have researched the supply drop mission because his material is in my files and I've checked.

Sorry to have let you down, but it does prove my point - there's still plenty to be added to the history of the 385th and we may hear more from other supply drop participants.

Best wishes,

Ian

Dear Allen,

Sorry to have taken so long to answer yours of 20th April but I was in America on business through most of May so have a lot of correspondence to catch up on.

Funny enough, my trip unearthed a little problem for us - I found out that the 385th had two ships named "Dorsal Queen" so we may need Mr. Kananowicz to tell us when he was with the 385th to work out which was his. If you've read the January newsletter, you'll see the piece I wrote about the loss of the "Dorsal Queen" in the picture I sent you. The full serial was 42-30264 and she had the tail letter 'S'. As I mentioned last time, this ship was lost after a mid-air collision on 26. 9.43. However, I now have other photographs of a second 385th ship and one of these shows she was also called "Dorsal Queen" but was serial 42-30822 and had the tail letter 'R'. This ship was lost on 25th February, 1944, when Lt. Delmar A. Gray and crew were hit by flak over Regensburg.

I'm not keen to lend out negatives in case they get lost but I'd be happy to get an enlargement done and send it to you. The trouble is, I'm now not sure which "Dorsal Queen" belonged to the Johnson crew. Another point to note is that there's a suggestion that 42-30822 had been called, "Foolish Virgin" and was renamed "Dorsal Queen".

Please ask Mr. Kananowicz if he can give us more career information to help sort out which "Dorsal Queen" was his.

Regards,

Ian McLachlan

Dear M. Sgt. Holtman:

Thank you for the picture of the "Dorsal Queen".

In answer to the questions in your latest letter. As far as I know there was only one "Dorsal Queen"; number 42-30264. That plane was flown and commanded by 2nd Lt. Donald E. Jones (that's me).

My crew flew the first Regensburg raid. We were lucky. We had very little battle damage. We also flew the return raid from North Africa to England. It was after that the other crew used the Queen and went down in a mid-air collision returning from a raid.

I corresponded with Ian several years ago and have talked to him on several occasions.

Thanks again for the picture.

Sincerely,

Don Jones

P.S. I had a navigator named 2nd Lt. Franklin C. Bertrand 0-673459. He quit flying combat after we returned from Africa. He was afraid of ships and would only fly locally with me, so I wonder if he ever came back to the United States.

If you should run into some info on him I would appreciate it.

Don

Letters to Ian cont.

Dear Pat,

Thanks for your letter and photographs of 4th June.

I've copied the pictures and return the originals herewith. I was delighted to get the extra information on "Big Gas Bird" because it connects her to a crew and adds more to 385th history.

You mentioned the "Bird" having many wounds - can you tell me more of your (and her) career? Whatever you can recall adds to 385th records - if you don't like writing, putting it on a tape might be easier. Let me know if you would prefer to do this and I'll send you a blank cassette. Sadly, the "Big Gas Bird" went down on 12th September, 1944, when flown by Lt. R.H. Newman and crew. The mission was to Bohlen and flak knocked out two engines so she couldn't keep up - I believe the crew survived.

I've sent a copy of your letter and two of the photographs to Ed for inclusion in the newsletter. No one else has written but seeing themselves as young men again may prompt a response. Thanks again.

Best wishes,

Ian McLachlan

P.S. This was written, ready for posting when a letter from Karl K. Dittmer arrived with the same pictures you sent. Enclosed is a copy of his letter - you asked me to forward any addresses and Karl has only just joined (I should say, re-joined) the 385th. It's great to put two former "Big Gas Bird" crew in touch with one another. When you get to reminiscing, don't forget me - I want to hear more from the crew, or crews, of "Big Gas Bird" - just how many missions did she fly?

Dean Ian,

Was surprised to see photo of the "Big Gas Bird" in the group newsletter, thanks for your inquiry. Enclosed are a few photos, one of the original crew of the "Bird".

CREW MEMBERS

Capt. Karl K. Dittmer	Pilot	El Reno, OK
*Lt. Sumner Schobel	Co-pilot	Cleveland, OH
Lt. Lloyd Schumaker	Nav.	Midland, TX
T /Sgt. Patrick Quinn	Toggleier	Brooklyn, NY
Sgt. Glen Lawson	Radio	Stoutland, MO
Sgt. Frank Dumbroski	Rightwaist	Hamtramck, MI
Sgt. Roberto Moreno	Ball Turret	Karnes City, TX
Sgt. John M. Rogos	Tail Gunner	Hamtramck, MI
Sgt. John Kuzmik	Eng.	Youngstown, OH
Sgt. John Mingo	Leftwaist	(Not in photo)

*Deceased



Capt. Dittmer did the art work on the ship, but not as he planned. His intent was to name her the "Big Ass Bird", but the P.R. people refused his request.

The "Bird" completed 35 missions but not without many wounds. After his tour at Great Ashfield, Capt. Dittmer went on to fly eight missions in a P51 Mustang. Later was grounded due to a collapsed lung.

I trust this info may be of some help to you. If you do hear from any of the crew, please forward their address to me.

Cheerio!

Pat Quinn
Arrow Head Shore, Naples, Maine 04055

P.S. If possible - please return photos.

Dear Ian,

I recently joined the 385th alumni association and noticed your letter in the first issue of their newsletter I received. I had the enclosed copies of the few photos I had of the Big Gas Bird, , , and a little info on the bird. She was flown to the UK by F/O W.C. King of the 7th Ferring Group, Great Falls, Mont., arriving 11/4/43. This info was inscribed on the inside of the cap that dresses up the Pilot's control wheel. Said cap hangs on the wall of my workshop. My co-pilot swiped it when we finished our tour on the third of June, 1944.

My crew and I flew another B-17 from Kearney Nebraska to Gander Maine, then across to Iceland, finally arriving at Preswick in early January. We were finally assigned to the 549th Sqdn and started flying missions on the 10th of Feb. We didn't get our own bird until around the middle of March. She was an un-named G , , and no virgin. My co pilot, Sumner Schobel, an old man of 28, was well aware of my dislike for large cumbersome aircraft (I had hoped to fly fighters) and suggested we name her Big Gas Bird. I agreed. I painted on an appropriate bird, and Schobel, who painted signs on awnings his father manufactured, painted on the name itself. Incidentally, we had to have the name cleared by 8th Air Force. I guess they were still smarting from the propaganda that came out of Germany after Murder Inc. fell into German hands.

Letters to Ian cont.

One of more interesting missions we flew with the old girl was to Fredrickshafen on 24 April. We were near the front of the bomber stream and nearing the IP when Kuzmick, our Engineer, reported oil drooling from a hole just above the no. 1 oil cooler. He suggested we feather. I had noticed dogfights to the north of us and told Schobel to wait until the oil pressure started to drop. He did and the engine slowed almost to a halt, then gradually speeded up. Meanwhile our leader made a diving turn as we left the target. The engine pegged the tachometer and howled so loud we could hardly hear anyone on interphone. The top cylinder head departed, taking the cowling with it. The nose started melting off, sending white hot globs of itself into space. For once in my 21 year existence I was actually scared. Lead finally leveled off and we slowed and the howl became somewhat less terrifying. But it took full war emergency power on the other three to maintain about 130 indicated. We somehow managed to elude any Kraut fighters while slipping from bomber box to bomber box. Ran out of bombers just short of the channel, then a lone P-38 took us almost to the channel before he indicated he was low on fuel and left. We landed at the nearest emergency field with just a few gallons of fuel left. Cristy and crew had her back in the air in a couple of days (nights?). They didn't replace the left windscreen which was cracked by the vibration . . . one layer was cracked, that is.

We also flew her on the ill fated 100th mission for the group. That was the mission where our leader had us about 40 miles north of course. We got hit by about 60 ME109's and 190's. Schobel could count 49 birds in our wing before the fun began. After they left us following their third head on pass, he counted only 24. We were in a good spot . . . flying on the left wing of the lead ship in our group, and our group was wing lead. We still picked up five bullet holes. One passed directly between the two main fuel cells in the left wing. A half inch either way and we'd have been afoot.

I am not certain just what happened to the Big Gas Bird after we finished our tour. I went back to Great Ashfield after I started flying P-51's with the 352nd Group at Bodney, and have a hazy recollection that she had crash landed on the continent and had been cannablized for parts.

Hope this will help fill in some of the blanks. Am also sending a photo of our crew. Schobel is in the middle of the front row, Schumaker on the far right. Bob Craves, our navigator was going to school to become a pathfinder type. Schumaker was hit with a chunk of flak while flying as bombardier for another crew. He finished his tour with other crews. Back row: Quinn, right waist gunner, Lawson, radio operator; Dombrowski, left waist; Moreno, ball turret; Rogus, tail gunner; Kuzmick, engineer.

Cristy is on top the bird in photo showing the bird and Big G-.

Regards,

Karl K. Dittmer
1520 W. #alnut, El Reno, Oklahoma

Dear Karl,

Thanks for your letter and photographs received 29th June.

I was delighted to hear from you and so, I imagine, will Pat Quinn be when he receives a copy of your letter. Pat wrote to me on June 4th and asked me to let him know if anyone else from his crew got in touch. No one had until your letter arrived, there must be other, "Big Gas Bird" men out there? You mention wondering what happened to the "Bird" well, I reckon your cap from the control wheel is alt that's left because "Big Gas Bird" went down on 12th September, 1944, when being flown by Lt. R.H. Newman and crew. Your recollections of her being salvaged are correct because she was struck off Eighth Air Force inventory the next day. According to the Missing Aircrew Combat Report, flak knocked out two engines just after bombs away over Bohlen German, and she couldn't keep up. Her crew that day were as follows:

Pilot	Ramon H. Newman
CP	Harvey Dater
Bomb.	Edward J. Lower
Nav.	George W. Pearson
TTC	John H. Fuchs
R/Op	Robert E. Kahn*
BTC	Clifton D. Estabrook
TG	Tom H. Morrissey
WG	Claude H. Lyons

There is a Dr. Robert Kuhn in the Roster so I'll copy him with this letter and see if he can tell us more about the "Bird's" last mission.

I've copied your letter to another good friend of mine, Russell Zorn. Russ was a photographer with the Eighth during WWII and may have taken pictures of the flak damage you suffered on 24th April, 1944. He and I are working on a book telling the story behind some of the incidents he photographed and his collection of pictures is truly amazing. For the book, I'm helping by researching this side of the pond while Russ handles American.

Thanks again for writing and for adding more to my knowledge of the 385th - I'll copy this to Ed for inclusion in the Newsletter, it may prompt others to write.

Best wishes,

Ian McLachlan

Are you moving? Send your change of address to the Editor. Letters are not forwarded, and will no longer be returned to sender. Unless you notify us, your name will be lost. It will take about a month to get your address changed, so don't wait too long.

Letters to the Editor

Dear Ed:

I talked to Floyd Reinken at the reunion and we thought the enclosed picture and information might help get some of the younger people interested in the 385th Croup.



YOUNGEST LIFE MEMBER

Lauren Alizabeth Oakley, our youngest life member, was born July 11, 1986 is the granddaughter of life member of Floyd Reinken and wife Evelyn. Their daughter Judy and husband Bruce also joined as Associate members. Also life members are Frank Sutter and his daughter Cheryl Jean Horn. This would be a great trend to get airborne. Certainly would be excellent to have some of the younger folks at reunions.

John Pettinger

Dear Ed:

So many thanks to your continued kindness in furnishing me with the 385th B.C. Assoc, newsletter. I always find the contents most interesting, and this current issue was greatly appreciated you can be sure.

It was great to see the 385th represented this past Memorial Day during ceremonies at the Cambridge Cemetery. It was good to see a wreath laid on your behalf.

I'm pleased to say this year's ceremonies were well attended, more than double in recent years.

No doubt you are getting 'geared up' for the Dayton reunion on July 24th-26th. I hope it will turn out to be a most memorable time for all.

Again, my sincere thanks for your kindness in sending the interesting newsletter.

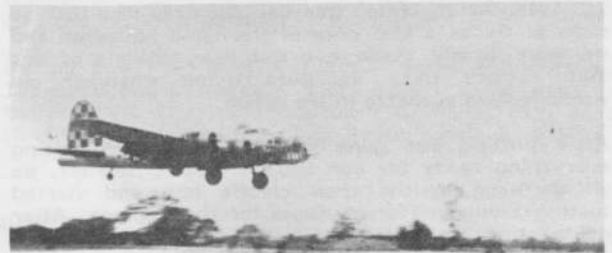
All good wishes as ever,

John W. Archer
29 Station Road, Earsham, Bungay,
Suffolk NR35 2TS, England

Dear Ed:

Enclosed are some copies of letters which may be of interest for the Newsletter. Where relevant, I've enclosed copies of photographs as well.

There's also another picture - the checkertail B-17 landing - that I'd like to try to identify. I can just make out the nose art to show a scantily clad, reclining girl but the first word of the name is illegible. However, it's followed in large letters by "America". Could it have been "Miss America"? My hope is that someone will remember.



I hope the reunion went well and the telex of good wishes I sent got through.

As last year, I represented the 385th during the Memorial Day Service held in the Cambridge American Military Cemetery on 31st May and enclose some pictures showing the wreath. Clark Rollins had very kindly sent me some money to pay for photographs but, this seemed a better way to use it.

Best wishes,

Ian

Dear Bill:

I just had to write to you to tell you what a wonderful weekend you and your crew gave us. You all did such a fantastic job, with your choice of Hotel and various activities. The dinners Fri. and Sat. were so very enjoyable. We were able to be with my old Co Pilot and Bombadier and their wives, so it was especially nice for us, and we also made many new friends. Thank you all again for one of the best times of our lives -and we hope to see you in Fargo.

Yours in gratitude,

Karl and Ola Stubenazy
736 Independence Ave., Irenton, NJ 08610

NOT FORGOTTEN

Does anyone have information on Lt. Nathan Ungar 0738906. From his serial number he must have been one of the original bombardiers. Last May while wandering around the cemetery at Cambridge I noted a marker with fresh cut flowers. On the marker was Lt. Nathan Ungar 385th Bomb Croup. After more than 40 years Someone remembers. Someone cares.

John F. Pettenger
Box 117, Laurel, Florida 34272-01 17

Letters to the Editor cont.

How RUM DUM Got it's Name

by Pavid Framer
Member of Jim Staber's Crew

Because so many members of our group have told me that they had flown on Rum Dum at some time and wondered how Rum Dum got its name. I'll try to tell the story as best I can remember.

I'm not quite sure whether it was on my tenth mission to Diepholz Airport in Germany on February 10, 1944, or number eleven to Rostock, Germany on February 24, 1944. At any rate, this was the first time that we were to fly as a lead crew of the 550th Squadron and we were finally given a brand new airplane of our own. Before this, we were flying whatever old wardogs were available in the group.

After putting our guns into the plane and getting everything ready for our usual 7 o'clock take-off, we all gathered in the crew chief's tent and started tossing around different names for the airplane. After deliberating for quite awhile, we settled on the name of "Smokey Stover" (The Fireman) after the cartoon of that era. We then told Forrest Keen, the crew chief, that Smokey Stover was the name we had chosen.

It was getting close to take-off time and Charles Guffy, our ball turret gunner, had been in town the night before drinking Limey beer and was feeling a trifle whoozy. We gave him a little oxygen and poured him into the turret. A short while into the flight when we started having all our oxygen checks, someone called Guffey a "Rum Dum". He in turn called someone else a "Rum Dum". On the next oxygen check, when the pilot called for a report, without realizing it, the reports were coming back from all stations as "Rum Dum 1," "Rum Dum 2", "Rum Dum 3," etc. After the mission was over, and we had landed safely, our pilot, Jim Staber, told the crew chief, Keen, that we had changed the name of the plane to "Rum Dum".

I'm sorry I don't remember the name of one member of our ground crew who painted the picture and did the lettering of the name, but he did a wonderful job. And as you all remember, Rum Dum went on (even tho it was shot down twice) to complete 106 missions without an abort.

Dear Ed:

I thought I would write to see if someone knows the address of my two ground crew - they are Ralph Levich and Ian Kiigour. I am also sending a clipping out of the Yank. You may want to use it in the newsletter. Also for the personal line sometime

I returned to farming after the war - married in 1947 - have 5 children, one boy and four girls. Retired in 1979 - moved to Lake Kampisha. Do alot of traveling - do a lot of free work for church and other organizations.

Will see you in 89 if not in England,

Yours truly,

John DeBerg
1432 S. Lake Dr.
Watertown, SD. 57201

Dear John,

The book of the History of the 385th Bombardment Group arrived today and I have hardly put it down this evening. I find it fascinating and am sure many more people in - and connected with Great Ashfield, will find it equally interesting.

Ian Hawkins' book, "Munster: The Way it Was" is 'doing the rounds' in the village at the moment.

Thank you so much for sending both books to us and presenting them to the village. One correction: The name listed as BIEBOW should be GIELOW (Listed as MIA).

One point - should you plan a further print of the History of the 385th book, we would be pleased to supply photographs of both the interior and exterior of Great Ashfield Church. Unfortunately the Church or Churches depicted as Great Ashfield under "June 1945' in the book, are not in our village. It will take some local puzzling out and argument as to which Churches they actually are!

My wife, Di, and I hope you all have a good reunion at Dayton, Ohio this coming weekend, July 24 - 26th. We will remember you all in our prayers this Sunday and will light the candles on the 385th Memorial Altar for the occasion.

Looking ahead to the reunion next year in Great Ashfield, Rowley Miles and I have been discussing restoring the Battle HQ / underground flight control station. We hope it will engender quite a bit of interest in those who can come over in 1988.

Di and I look forward to meeting anyone who remembers visiting Kiln Farm during their stay on the airfield. My Grandparents, John and Amy Barker, still talk of the times they had when you were all here and the visitors who came to their home, now ours. Grandma enjoys reading the 385th Newsletters which are sent over for us - does anyone remember having their socks washed by Grandparent's old shepherd, Scase? Apparently he used to have about 100 at a time on his washing line and earned tobacco for his trouble!

It was obviously such a memorable time for those in Great Ashfield village and you on the airfield. Di and I are very pleased to be able to help keep the link going.

With many thanks for the books and kind regards to Ruth, we look forward to seeing you on your next visit.

Sincerely,

Roy Barker
Kiln Farm, Great Ashfield,
Bury St. Edmunds, Suffolk, IP31 3HN



Letters to the Editor cont.

Dear Ed:

I have just become a member of your 385th Reunion Group after 43 years. Read about your last reunion in the "After-burner" a USAF publication I receive as a retired Chief Master Sergeant. I hope to be in attendance at your next reunion.

Enclosed are some zerox copies of some of my memorabilia. Could send the originals if needed. After receiving a copy of your April 87 newsletter, quite interesting, I did send a copy of "DirtyBastard" certificate to Paul Jadna in California.

Our ship "Star Dust" was piloted by Capt. Leonard Swedlund, an instructor pilot prior to the ETO and he made lead pilot right off. One of the best. The rest of the crew are listed on the back of the photo. Please return as its my only copy. Thank you.

Let's see as I remember — We formed as the Loney Provisional Group at Geiger in July 43. By the way, Spokane was my home town, my family out did themselves to help the crew. From there to England via the Queen Elizabeth and 22,000 others. Spent Thanksgiving '43 at the Wash for gunnery and arrived at Great Ashfield the first of December on a rainy night. A list of our missions is included. Piled up on our 14th. We were lead of the high element, somebody goofed and by the time things straightened, out we were down to 13,000 and a flak battery hit us 3 times, three and four quit, we broke for the coast and by the time we hit England we were down to 500 and praying. Number two quit on the approach to a "typhoon" base. We landed fast, gear and flaps down, no brakes, a concrete pill box stopped us short of hitting a barracks area. Broke the back of "Star Dust", Fred Berlinger, bombardier lost a leg, the rest of us were o. k. As I have said, we had one hell of a pilot. The rest of the missions were not quite so hairy. Haven't kept in touch with the rest of the crew. Did visit Swedlund in Minneapolis in 1952. I remember our 1st Sgt. was P.A. Joyce, our Sqd. Cmdr. was Maj. C. Hamilton, and one thing I vividly remember is Col. Vandevanter at briefings. His pausing as he spoke, "Men 'ahem', this morning, 'ahem', we, 'ahem', are going, 'ahem', etc. very dramatic to a young tail gunner. Especially when the "red line" was a long one. Wonderfully beautiful and sad days.

I was discharged in Oct. 45 and in the reserves until May of 51. Decided to make a career of it, did, and retired as a Chief Master Sergeant in March of 68 after 22 years.

I married when we were stationed in Spokane back in 43. Have a son and daughter and one granddaughter. Have had forty-four years of the best. Betty and I have retired again here in Olympia.

You know, on that day, 13 Feb. 44, when we cracked up? Betty's name was on #1 engine that brought us in.

Grendoll Hawes



Front Row - L. To R. - 2nd Lt. Andrew Minkus, Bombadier, Capt. Swedlund, 2nd Lt. George Guscott - CP, 2nd Lt. Fred Berlinger - Bombadier.

Second Row - L. to R. - T/Sgt. Charles Day - Radio, T/Sgt. Grendoll Hawes - Tail, S/Sgt. Ernie Meyer - Ball, S/Sgt. Charles Thompson - L. Waist, Sgt. Jack Osborne - Engineer, Sgt. Jack Brutenback - R. Waist.

Dear Ed:

These are the pictures of the "War Weary" plane which collided with a B-24, "Honky tank Sal".

Of our original crew we are in touch with Jerry Mangan, Eng., Joe Kolawwaky, Radio, Bill Poorbaugh, Tail, and Will Richards, Waist.

We are trying to locate the others;
Bob Reusing, pilot Serial #0772260
Fred Kraft, Co-pilot Serial #0777711
Dick Ward, 'Ball' Serial #39139950
Jim Albright Serial #19159463
Wm. P. G. Sullivan, Navigator is deceased.



"HONKY TONK SAL" #423335 March 1945



385th BG 548 Sq. Lt. Beusing and crew

L. to R - Lt. Robert G Beusing, Pilot, Lt. Wm Sullivan, Navigator, Lt. Fred Kraft, Co-Pilot

Will Richards
665 Esme Dr., Girard, Ohio 44420

Letters to the Editor cont.

Dear Ed,

I thought the London Telegraph Obituary of General Ira Eaker might be of interest. It is good to know what others think of us.

We are happy in our new surroundings, but miss the occasional members who used to "drop in" at Fox Farm. We have been invited to Great Ashfield next year when the 385th visits, and we are looking forward to it.

Best wishes to all,

John and Lucy Ellis

The Daily Telegraph

No. 41,095.

SATURDAY, AUGUST 8, 1987

LONDON AND MANCHESTER 25p EIRE 35p

OBITUARIES

Gen Ira C. Eaker

GEN IRA C. EAKER, who has died aged 91, was the American Air Force's Texan tough, cigar-smoking bomber commander who shared the single-minded 1939-45 war bombing philosophy of "Bomber" Harris, which has earned them both recent criticism.

In some respects the United States Army Air Force's equivalent of "Blood and Guts" Patton, Eaker believed in leading from the front. He wrote: "Great leaders in the air and on the ground do not send men. They lead them." He practised what he preached.

Impatient for action on Aug. 17, 1942, Eaker, took part in the first American daylight raid over Europe, flying a B-17 Fortress appropriately named "Yankee Doodle". The target was the railway yards at Rouen in northern France.

From this small beginning there developed the crescendo of day and night strategic bombing orchestrated respectively by Eaker, first as Commanding General of the US 8th Air Force's VIII Bomber Command and later in command of the 8th Air Force, and Harris, RAF Bomber Command's leader.

Partners in their single-minded determination to destroy Germany's will and war effort, the two bomber leaders were firm friends, a relationship fostered by Harris's welcome to Eaker as his guest at his home, Springfield, near High Wycombe, for several months after Eaker's arrival in England in February, 1942.

Inviting Eaker from the outset to his staff discussions and an observer at Bomber Command operational planning meetings, Harris nourished and advertised the friendship.

"We're so close," he would joke, "that Gen Eaker kisses my wife when he leaves for the office in the morning and kisses her again at night."

Somewhat characteristically, on Eaker's safe return from the Rouen raid, Harris signalled him: "Yankee Doodle certainly went to town and can stick another well deserved feather in his cap."

Their friendship did not, however, deter Harris from querying the American's belief in daylight bombing, though Harris loyally supported him.

Nevertheless, in the face of mounting losses, there were increasing calls for Eaker to switch to night bombing. When the question was raised in January 1943 at the Casablanca summit of Allied leaders, Eaker flew in and succeeded in scotching it.

By the autumn of that year the awful truth was dawning. Bombing results by Eaker's crews were found to have been over-estimated and his Flying Fortresses were becoming increasingly vulnerable to improving enemy air defences.

Whatever might have been the case earlier, the concept of daylight bombing was no longer valid without heavy long-range fighter support.

By 1944, however, Eaker had succeeded Air Chief Marshal Sir Arthur Tedder, as he then was, as C-in-C Mediterranean Allied Air Forces. His Air Force was based in Italy and he continued the strategic bombing offensive against Germany and the Balkans.

In June, 1944, he flew the first bombing raid from Italy to Germany using the Soviet Union as the eastern end of the mission.

Eaker was also responsible for planning the bombing of the monastery at Monte Cassino and in August, 1944, he was Air Commander of "Operation Dragoon", the Allied invasion of southern France.

Born in Texas, Ira Clarence Eaker entered the United States Army in 1917, beginning his career as an infantry officer. Transferring to the Air Corps he became a pilot in 1918. In 1929, he was part of a team which set a world endurance record of 151 hours aloft using air refuelling.

Turned to books

During the inter-war years he studied at several universities, including that of Southern California, where he received a degree in journalism. He became well-known as a writer and speaker on topics relating to air power.

Eaker collaborated with Gen "Hap" Arnold, who was to head the US Army Air Forces throughout the 1939-45 war, in writing three books: This Flying Game (1936), Winged Warfare (1941), and Army Flyer (1942).

During the course of his career, Eaker was decorated with the Silver Star and Distinguished Flying Cross among other US military awards and also held decorations from Britain, France, the Soviet Union, Italy, Poland, Yugoslavia, Brazil, Chile and Peru.

In addition he was appointed an honorary KBE in 1933 and KCB in 1945.

After his retirement in 1947, Eaker entered industry, serving as a corporate officer with the Hughes companies. Making use of his earlier journalistic training he wrote a syndicated newspaper column for 18 years.

Dear Ed,

Your Fargo presentation was persuasive. Lavon and I are looking forward to setting foot in North Dakota, a state we have neglected so far.

Enclosed are the July and August issues of the Air Force Policy letter. The August issue makes it pretty clear that views on smoking have changed. I guess General Lemay would have to slow up his cigar smoking if he returned to active duty.

Also enclosed is a story about a Fort Worth physician who has bought his own B-17. There is a guy with an expensive hobby.

Sincerely,

Verne

Sunday, August 9, 1987

Austin American-Statesman

B7

Warplane buff takes a shine to B-17 bomber

By J. Lynn Lunsford
Associated Press

FORT WORTH - A World War II B-17 bomber gits stoically at the end of a rutted taxiway on the northeast end of Meacham Field.

Its polished silver skin gleams in the waning sunlight of a hot summer afternoon. The four Wright R-1820 Cyclone engines with their 13-foot propellers are still, except for occasional glops of oil dripping from exhaust ports at the bottom of each.

Col. William "Doc" Hoppers is elbow-deep in the No. 1 engine, removing worn hoses and fittings. He is alone now, but soon, nine people will arrive to join him and his Flying Fortress.

Hoppers, a North Richland Hills surgeon, owns the warplane — one of eight in the world in flying condition. He bought it eight years ago for about \$60,000 from an aviation company in Alabama that had been using the relic as a large-scale fire ant sprayer.

"As soon as I saw it, I knew I had to have it," Hoppers said. "It was just a matter of figuring out how."

Fourteen bankers later, he found a fellow plane nut, and the bomber was his.

Hoppers is one of many pilots in the area with a penchant for old warplanes. According to the Confederate Air Force, about 70 pilots in North Texas own warplanes. Most of them are single-engine planes, some dating from World War I.

But Hoppers is the only one in

'That noise is unmistakable, you know. You never forget it.'

Crewmember Bill Cowan

the area to take on a 32,000-pound B-17 bomber with a 103-foot wingspan. A crew of as many as 30 volunteers worked on the aging hulk to restore most of its original splendor.

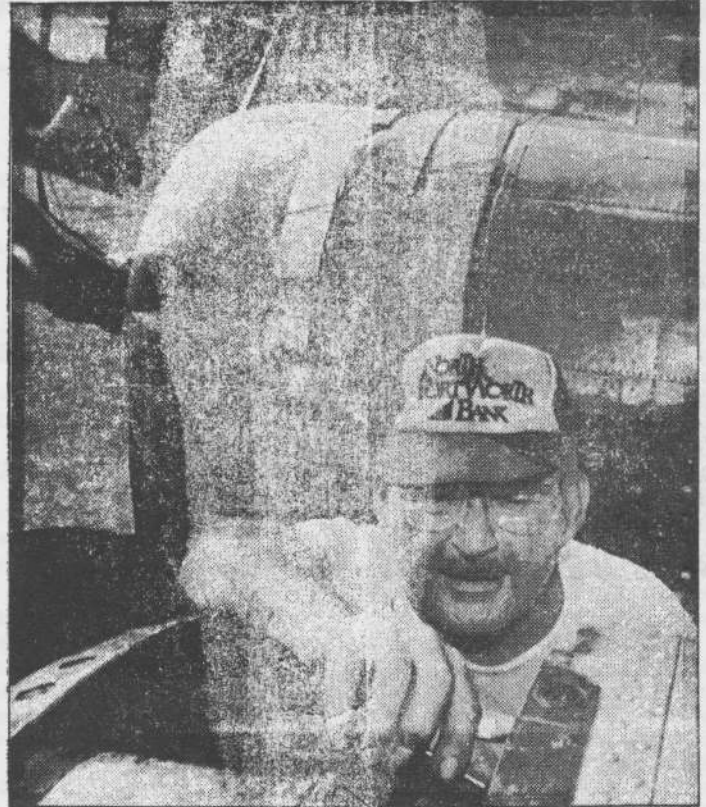
The plane, known as a tail-dragger because of the tiny wheel that supports the massive tail and provides steering, rests mainly on two chest-high tires that were designed to land on grass strips.

A Norden bomb sight stands ready in the clear, Plexiglas nose bubble. Twin .50-caliber machine guns poke ominously from slits in the tailcone and top turret.

The tall, forward-swept tail bears the bright yellow markings of the 486th Bomber Group, as does the nose — markings Hoppers chose because they are striking, not because the plane belonged to the unit.

Hoppers has been searching eight years for members of the bomber's original crew, or even a tidbit of documentation that would let him know its original name or mission.

He named the airplane "Chuckie" after his wife, who works as hard as he does restoring the bomber. Just like in the movies, his girl's name is scrawled in jaunty letters high on the plane's



Col. William 'Doc' Hoppers, a North Richland Hills surgeon, owns a B-17 bomber — one of eight in the world in flying condition.

nose.

The Hopperses and their crew fly Chuckie as often as they can, but exorbitant operating costs — about \$2,000 an hour — make it easier to just work on it.

"Those big ol' engines gulp about 200 gallons of fuel and eight gallons of oil an hour," Chuckie Hoppers said. "The only way we can afford to fly her is to share expenses with the crew and when airshows pay us to fly in."

The Boeing B-17 earned the name Flying Fortress because it could withstand tremendous amounts of punishment and still return home with its 10-man crew.

It was perhaps the most famous airplane of World War II. At 35,000 feet, as many as 1,000 B-

17s carrying 8,000 pounds of bombs pelted Hitler's forces in broad daylight, out of reach of most fighters of the day.

"I flew 34 missions and was shot down twice," said Bill Cowan, 61, who now is a crew member on Chuckie.

But, Cowan said he best remembers coming home safely in the old birds.

Cowan, who has been on Chuckie's crew for almost seven years, said he found out about her when Hoppers flew over his house, about three miles north of Meacham Field.

"I was inside the house, and I heard the engines. That noise is unmistakable, you know. You never forget it."

J. Lynn Lunsford writes for the Fort Worth Star Telegram.

Metro Dayton

B-17 crew meets on safer ground

They set record by downing 12 German planes in WWII skirmish

By Julia Heipton

STAFF WRITER

U. John Richey of Steubenville was 43 years old when he flew a B-17F Flying Fortress from a remote British airstrip into the record books.

Richey, called Us World War II bomber "Ohio Air Force". In honor of his home state. In a 90-minute air battle over Muenster, Germany, Ohio Air Force shot down a dozen German fighter* — the most enemy aircraft ever downed by one bomber on a single mission.

Crew members say they may have hit as many as two-dozen enemy planes on that, their fifth mission over Germany. Twelve hits were confirmed officially.

Although the Muenster mission was over in a matter of hours on Sunday, Oct 10, 1943, co-pilot Tom Helman's recollection remains vivid.

"There was the awful, enfeebling shroud of total exhaustion ... panic gasping, sucking in deep draughts of dehydrated oxygen ... dried-out lungs and mouth and tongue and every tooth glued on forever by several sticks of worn out chewing gum _____" Heimsn wrote in a memorial brochure celebrating the 10-man crew's first reunion in

Here was the awful, enfeebling shroud of total exhaustion ... panic gasping, sucking in deep draughts of dehydrated oxygen, ... dried-out lungs and mouth and tongue and every tooth glued on forever by several sticks of worn out chewing gum.

— Co-pilot Tom Helman

43 years. The meeting is scheduled for next weekend, July 24-25, at the Dayton Marriott.

Richey says he anticipates a lively, emotional gathering.

"I can't wait I love every one of those guys," Richey said in a telephone interview last week from his retirement home in Boca Raton, Fla.

All 10 crewmen survived 25 bombing missions over Germany, although Helman and flight engineer/turret gunner Mike Siwek of Hamtramck, Mich., were wounded when a 20mm shell tore through the aircraft during a mission to bomb Bremen in November 1943.

Siwek died, however, in a Detroit auto accident 10 years later. His son, Mike Jr., will stand in for his dad this

weekend. Die other nine men and most of their wives will be on hand for the weekend festivities.

His crew said Richey's Incredible flying skill saved their skins time after time, particularly on the Muenster raid. Richey had to be good to get them out of that one, they said, because the sky was black with German fighters that were twice as fast and easier to maneuver than Ohio Air Force.

"On the Muenster trip, Richey demo'd the barrel roll twice, the wing-over dive, the high-speed hammerhead, the split S and several more I can't even think of," Helman said. "There were times we were literally flying upside down."

Tail gunner Jack Gesser, of St. Pe-

tersburg, Fla., said it was a time of "living scared." The B-17Fs would take off from Great Ashfield, 65 miles north of London.

"The German planes would meet us over the North Sea right After take-off," Gesser said. "Sometimes they stayed with us all the way. We weren't even safe on our Rome turf. They Strafed us on our own runway, If they could hit us there, they, could disable the whole airstrip."

In 1943, the oldest crew member was only 26.

"I couldn't do it now," said navigator Frank McKibbin. "But my feeling at the time was that it was great adventure."

In addition to Richey, Heihum, Gesser, McKibbin and Siwek, the crew members are Bob Winnerman, bombardier and nose gunner from South Orange, NJ.; Milton Lane, radioman and top gunner from Ocean City, NJ.; Thomas Hair, left waist gunner from Ft. Walton Beach, Fla.; Charles Schaefer, ball turret gunner from Lubbock, Texas; and Maurice Simpson, assistant engineer and right waist gunner from Tallahassee, Fla.

The record books give Winnerman credit for three hits on the Muenster mission; Gesser and Hair, two each; and

one apiece for Lane, McKibbin, Schaefer, Simpson and Siwek.

McKibbin said the 10 crewmen were together only about nine months. Three months of that time was spent in training before their overseas duty.

"We flew her (Ohio A&- Force) together across 'the Pond,'" he said.

Then the group was together for another six months — the time it took them to fly their 25 missions.

During World War II, "the Pond," was the slang name for the Atlantic Ocean. As the old lingo rolls off their tongues, it rolls back the clock for the men of Ohio Air Force.

Ohio Air Force pilot John Richey (left) and co-pilot Tom Helman



Secretary George Hruska's minutes of the Dayton Reunion.

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION
ELEVENTH REUNION JULY 23-27, 1987
MARRIOTT HOTEL, DAYTON, OHIO

FRIDAY, JULY 24, 1987 - Reception, Meeting, and Dinner.

Invocation by Rev. James H. Vance.
Dinner Followed.

Our Dinner speaker was Lou Lindeman, Facility Manager for the Air Force Museum complex who gave us a history of the museum and called our attention to the varied aircraft on display at the museum which we would expect to see on our visit the next day.

President Bill Nicholls introduced the present officers of our association: Vice Presidents-Earl L. Cole, Samuel E. Lyke, and Mary A. Ueikert; George S. Hruska, Secretary; John Pettenger, Treasurer; and himself.

President Nicholls then read a Telex from Ian McLachlan and his wife Julie. "I enjoy my work with this grand group and I hope to continue. I love what I am doing. Hope to see you in 1988".

All the present members of our organization were asked to stand up and be recognized. Special crews were recognized. All new members who are attending their first reunion were recognized.

Ruel Ueikert presented a gavel to President Nicholls which was furnished by Earnest Martin and the crew of Robert Milligan.

The ground crews who kept the planes flying were recognized.

Ruel Ueikert and his crew were given a standing ovation for the excellent planning and performance in making this a most successful reunion.

President Nicholls then told us of a letter he received from a 59 year old from Birmingham, England, which pointed out the way the English feel about the job we did during WWII while flying in England. These people think that the sun rises and sets on members of the 385th Bomb. Group.

There being no other items for discussion Reverend Vance gave the benediction and the meeting was adjourned.

SATURDAY, JULY 25, 1987

Continental Breakfast proceeded the meeting.

General Session, Squadron Meetings, Grand Ballroom

Meeting was opened by the President, William A. Nicholls.

Al Chealander gave a report on the August 1988 trip to England, Scotland, Ireland, and Wales. A brochure will be published, and complete information will be in the Newsletter.

Minutes of the meeting of September 15, 1985 which took place at the Hyatt Hotel in Los Angeles, CA were read by the secretary, George S. Hruska. Approved as read.

The treasurers report was given by John Pettenger who indicated that we are quite well off financially. The treasurers report comes out as of the end of December and there is nothing new to report now. John also mentioned that there are some copies of the History of the 385th B.G. left at \$20.00 per copy.

Nominations for the new officers were made by the nominating committee as per the following:

President	Earl L. Cole
Vice President	Samuel E. Lyke
Vice President	A. L. Benefield, Jr.
Lady Vice President	Mary Lyke
Secretary	George S. Hruska
Treasurer	John F. Pettenger

It was moved and seconded that since there were no further nominations that the nominations be closed and all officers were elected by unanimous acclamation.

President Nicholls thanked Cheryl Horn, Sid & Lee Colthorpe, and all others who were responsible for the placement of the memorial at Arlington Cemetery. We probably have the best location in the entire cemetery to memorialize our departed comrades.

Ed Stern, our Newsletter editor, was complimented for the excellent work he has done a terrific job. Ed commented that his job is made easy because of the letters, cartoons, and pictures that are sent to him. Ed asked for volunteers to take over the job and someone in the audience volunteered Ed Stern to be editor. He accepted.

We had several volunteers to host the next reunion and it was suggested that preliminary presentations be made now so that we can vote intelligently at the next meeting. Presentations were then made by Arkey M. Huber for Las Vegas, Archie V. Benner for El Paso, and Ed Stern for Fargo, ND.

All Ex-P.O.U.'s present were recognized individually by giving their name, number, and place of encampment.

Ruel Ueikert made the announcement that the reunion pictures would be taken individually or in pairs and placed in a reunion book which would sell for \$10.00. It was suggested that the pictures be grouped by squadrons.

Visits to the Air Force Museum were scheduled for this afternoon.

The group meeting was then officially adjourned so that the squadron meetings could take place.

MONDAY, JULY 27, 1987

Invocation by Rev. James H. Vance
Pledge of Allegiance to the Flag led by President Nicholls.
Full Breakfast was served.

The newly elected officers were all seated at the head table with their spouses and were introduced by Bill Nicholls. Mr. Nicholls then turned control of the meeting over to the new president, Earl L. Cole, who thanked the group for placing their confidence and trust in him.

It was suggested that a "War Brides" column be placed in the Newsletter and those who wish to contribute to the column should send in their stories to Ed. Stern.

Plaques in appreciation for their work were presented to Bill Nicholls, Forrest Poore, and Mrs. Paul Schulz - the latter plaque to be delivered by past president Nicholls.

Jim Emmons presented his needlepoint work to Forrest Poore, Al Chealander and Verne Phillips and promised that Ed Stern and Bill Nicholls were next on the list when he can get them done.

Ruel and Mary Ueikert, Kelly Mellilo, and Sam and Mary Lyke were given a sign of appreciation for their work toward making the Dayton reunion a success. Ruel made the announcement that they served 546 dinners on Friday and 558 on Saturday.

After some preliminary remarks regarding appropriateness and necessity the following resolution was presented by Verne Phillips: Be it resolved:

That the elected officers of the 385th Bombardment Group Memorial Association, sometimes known as the 385th Bombardment Reunion Association, acting as the Executive Board of the Association, are authorized to execute a Declaration of Trust, with such terms as they think fit, with English Trustees and to transfer into the joint names of the Trustees a sum of 10,000 British Pounds to be held by the Trustees in trust for the purposes of repair and maintenance of All Saints Church in the parish of Great Ashfield in the County of Suffolk, England, for as long as the Church continues to house the memorial altar to those of the 385th Bombardment Group who lost their lives in the service of their country.

That a board to consult on a continuing basis with the Trustees is appointed which will consist of the President of the association and the two most recent past-presidents available to serve. This board will seek to insure continuing communication between the Trustees and the Association.

That that part of the resolution earlier adopted which provided that 5% of the earnings of the trust be added to the principal for reinvestment is repealed.

The President is authorized to appoint a committee to review this matter and to present recommendations to the Association at the next reunion.

Mr. President, I move that the above resolution be adopted. The motion was duly seconded and upon vote was passed unanimously.

Presentations were made to influence the choice of the next reunion. Arch Benner made the presentation for El Paso, Texas followed by a video presentation. Bob Douglas made his bid for Las Vegas, Nevada, and Ed Stern his proposal for Fargo, North Dakota. Upon vote duly taken Fargo became the winner. Ed Stern

thanked everyone for their confidence vote and wanted everyone to know that Ralph Smith and his wife would be co-chairman with help from Warren Diederich.

Bob Taylor made the announcement that the men expressed their appreciation the other morning and that Tiou the women would like to express their appreciation for the excellent job that Ed Stern is doing on the Newsletter. Applause.

Art Wallace said that 1993 would be the 50th anniversary of our organization and that he would like to see someone from the Spokane or Washington State area host the reunion that year.

Tom P. Harrison made the following motion:

"I move that the site of all reunions after the 1989 reunion be selected by the officers of the 385th B.G.M.A. and, further that the site selection be made at least 36 months in advance of the anticipated date to allow the host committee adequate lead time to obtain hotel commitments."

Motion was duly seconded and upon vote was defeated.

George S. Hruska, Secretary, read the minutes of the last general meeting of September 15, 1985, and subject to one correction the minutes were duly accepted as read.

Gerry Donnelly was asked to continue as 8th Air Force Historical Society Unit Contact and he duly accepted.

John Pettenger made a motion that between \$500.00 and \$1,000.00 be donated to the 8th Air Force Historical Society toward the SAF Memorial Education Center planned for Dayton. Motion amended to read \$500.00. Motion duly seconded and upon vote was defeated. (I MAX Theatre Fund)

John Pettenger brought to our attention the item that the only flying B-17 in Europe is in need of expense money to keep it flying. Motion made by James H. Emmons and seconded by Bill Fife that \$1,000.00 be allocated to the preservation of the B-17 in England. Upon vote motion was passed.

Al Chealander then gave us some more details on the England reunion of August 1988. Cost will be about \$1,870.00 for the land tour with each person making their own arrangements to get to London. More details will be in the Newsletter.

Bill Nicholls mentioned that the memorial at Arlington is similar to the one at Dayton, including a tree. The excellent location of the memorial is due to the efforts of Cheryl Horn, Bill also apologized for his personal remarks about the 8th Air Force Historical society and gave us a few examples of why he was frustrated.

George Hruska brought to our attention the work being done by Ian McLachlan as our historian by reading parts of his speech given at the 1985 reunion. Any stories, recall of incidents, or photographs which could add to the archives can be channelled to Ian through the Secretary.

John Richey was called upon to make an announcement, but he did not respond.

Archie Benner was called upon to volunteer as chaplain for the next two years.

Upon motion duly made and seconded and passed by a voice vote, the meeting was adjourned.

B-17 past uncovered

by MSgt. Allen Holtman
curator, Hurlburt Field Memorial Air Park

Around three years ago, while visiting one of the fire stations that I frequent, the fireman who picked me up at the airport told me that his father had been a bombardier during World War II. All he remembered was that his father was in the 385th Bomb Group, 551st Bomb Squadron, and the name of his B-17 was the "Dorsal Queen." At that point I established a goal of acquiring a photograph of the Dorsal Queen for him.

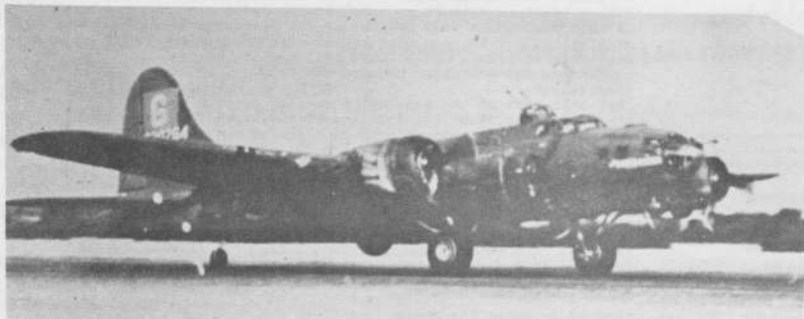
Having contacted the Air Force Historical Research Center at Maxwell AFB and given them all the information that I had, I soon learned that it was insufficient and with no tail number my objective might elude me.

One day soon after, I was walking into the Commissary and there was a bumper sticker on a vehicle in the parking lot from the 8th Air Force Historical Society, so I copied the address and sent a letter to them. Ten days later, I received a response from the Secretary of the 385th Bomb Group Memorial Association. He instructed me to write to an address in

England. It seemed like it took forever to get a return response from England, but it finally arrived, and included was a photograph of the Dorsal Queen. From the photograph it was determined that the last two digits of the tail number were 68. The letter also mentioned that the airplane had crashed Sept. 28, 1943. With this additional information I went back to the USAF Historical Research Center and hit pay dirt. They gave me what history they had on the Dorsal Queen, which included the complete history of the B-17F.

I wrote to England again asking to borrow the negative to have an enlargement produced, but as of now I have not heard back on that.

In addition, I recently received a letter from Portland, Oregon. Not knowing anyone in Portland, I thought that it was a fire buff wanting pictures of fire engines from this area. I was wrong. It began, "Dear MSgt. Holtman, I was the pilot and aircraft commander of the Dorsal Queen. Would you please send me the address of Benny Kananowicz. He was our bombardier, and I have not seen him since 1945." This I did gladly because it just made me feel good.



Returning home - The Dorsal Queen, a Boeing B-17-F, belonging to the 385th Bomb Group, 8th Air Force, England, taxis in after a bombing raid on Germany during the summer of 1943. (photo courtesy of MSgt Allen Holtman)

Great Ashfield Enlisted Men's Council, which was in charge of decorating, planning, and organizing the Aero Club. As President, T/Sgt. Charles McCarthy spent alot of his off-duty hours directing the organization.



1 2 3 4 5 6 7 8

1. Emanuel Costa
2. Col. Lewis
3. William Bowcuty
4. Mary Madeline O'Niel
5. Donald C. Wilson
6. Col. Jumper
7. ?
8. Caroline Buehrer

These enlisted men were the council from its beginning until I left Great Ashfield at the end of March 1945. I was president during this period.

C. F. McCarty

385TH BMGA

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