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# 11th Reunion 44th Anniversary 1987 DAYTON, OHIO

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## *"The Mighty Eighth Reunion Group"*

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION

GREAT ASHFIELD — SUFFOLK, ENGLAND

STATION 155

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### PRESIDENT

William A. Nicholls  
743 Lake Ave.  
Woodbury Heights, NJ 08097

### VICE PRESIDENTS

Earl L. Cole  
Box 289  
Barbourville, KY 40906

Samuel E. Lyke  
4992 SE Princeton Dr.  
Bartlesville, OK 74003

Mary A. Weikert  
6306 Green Leaves Rd.  
Indianapolis, IN 46220

### SECRETARY

George S. Hruska  
7442 Ontario St.  
Omaha, NE 68124

### TREASURER

John F. Pettenger  
Box 117  
Laurel, FL 33545

### EDITOR, BGMA NEWSLETTER

Ed Stern  
P.O. Box 2187  
Fargo, ND 58108

### 8th AF HISTORICAL UNIT CONTACT

Gerry Donnelly  
10770 SW 46th  
Miami, FL 33165

### HONORARY MEMBERS

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# NEWSLETTER

VOL. XII, NO. 4

OCTOBER 1985

EDITOR, ED STERN

## 1986 Dues

This is your first -- and we hope your only notice -- 1986 dues are due.

Because of increased mailing costs (and printing costs), it was unanimously approved that dues be raised to \$8 per year -- the first increase ever. Life memberships are still \$100.

Check your status on the newsletter address label. LM999 means you're a Life Member, A999 an Associate (family) Member, F999 English Friend, R85 dues paid, R00 dues delinquent.

With the dues, plus funds available from Life Memberships, we have funded memorials at Arlington National Cemetery, at Dayton, at Colorado Springs, along with our continued funding of the All Saints Church at Great Ashfield.

Please get your dues off to Treasurer John Pettenger -- overwhelm him with your mail! \$8.00 for one year -- \$100 for lifetime. It's a deductible expense.

## Prez Sez

To those members of our association unable to attend the tenth reunion in Los Angeles, may I say hello.

When I became President of the 385th B.G.M.A., I said to the members present on Sunday morning that I had rather big shoes to fill. As I sit in the comfortable surroundings of my home, I reach out and find that there is much rapport with past presidents of this organization - Ruel, Frank, Vince, John, Jim, Paul, and Forrest.

Perhaps the most wonderful feeling is that John Ford and Paul Schulz, both of whom I knew quite well, are saying to me, "You have the office -- you must keep this great association moving forward as each of us has tried to do."

May I say that I am delighted to be your President, and that with your cooperation and assistance I may fulfill the charge of John and Paul.

## Tenth Reunion Highlights

The usual pleasure in seeing new faces making a first visit to a 385th Reunion - plus renewing friendships that have stretched over 40 years now. Better than any high school or college reunion you ever attended!

The incredible first look at the Spruce Goose - Howard Hughes' huge plane, built in the 40's as a possible troop and freight-ferry airplane that would fly OVER the U-boat danger in the Atlantic. Unbelievable statistics as far as size is concerned - 320' wing span, gross weight 400,000 lbs., 17' props, capacity 750 troops. See it if you ever get to the LA area. And - you flyers - how'd you like to have had a German fighter dive on that one?

And the Queen Mary - any of us who went over on the Elizabeth enjoyed a nostalgic look, remembering how we were packed into the ballroom, the gym, those tiny staterooms, the swimming pool, or those tiny rooms. 1 5,000 of us - it was great on the return trip!

And the Universal Studio trip - and Rodeo Drive. Any of you unlucky enough to have had a wife with a credit card will be hearing from that one. Anyone get a \$100 necktie from Bijan's?

The hospitality room was great as usual. A sad note - the newspaper story of Paul Schulz' fatal plane crash in June caught some sober reading. A great bunch of pictures were up, and some really worth-while TV tapes were shown, including "Brave Young Men", an NBC hour special that shows how it was flying from a Base like Great Ashfield to Schweinfurt without fighter escort, to Berlin with and without escort. Really a "must-see" for all. Ask your local NBC affiliate for a copy that you can borrow. Maybe the newsletter editor can get a copy if you want to write.

Arky Huber got a little extra attention at the Saturday night dinner dance. A cute group of high school cheerleaders were in an adjoining room. Somebody got them to come in and lead us in cheers for "Sparky" Huber - which isn't a bad name for Arky - funny we never thought of it before.

The dance band - 14 piece "Big Band" sound, played a lot of our old favorites. They didn't quite have the "beat" that we've gotten accustomed to, it seemed. Committee Chairman Milt Taubkin came up with the reason. The director fell and broke his leg while he was taking a bath in the hotel right before our dinner started. That young kid who led the band was his son - looked about 19. He no doubt took a look over the crowd and decided he'd better slow things down for these old geezers in our group! Remember how old 65 used to look when YOU were 19?

We had a great response to a call to defray Ian McLachan and wife's expenses from England to attend our reunion. We exceeded our goal of \$2,000 - and Ian added a lot to our meeting while he gathered more information for his work as our British historian.

Can't stop before we salute the great job our Reunion Committee did. Fine choice of hotels, so close to the airport, yet so sound proof, such good restaurants, so reasonable, and such fine rooms. And the Saturday night speaker. International Toastmaster President John Latin, gave us some very interesting info the the Space Program.

Regrettably, Committeeman Totton J. Anderson had to cancel out -- his wife suffered a heart attack and stroke just days before the Reunion.

The official business will be covered in detail in the next newsletter. The Treasurer's report. Secretary's minutes, details on the Trust to handle the future finances for the Church in England, and whatever else your editor may have missed.

## Urgent Note

*Some of you at the Reunion gave Past President Forrest Poore names of people to contact for membership — he lost the notes! Please send them to him at:*

*23253 Westwood Drive  
Grand Terrace, CA 92324*

## Notes Notes from the Air Force

There probably isn't a B17 in the ETO which gets any better care than 1/Lt. Avery J. Ink's Groundhog; the reason: It's one of the few B17s named by a ground crew.

When Lt. Ink and his air crew arrived as a replacement unit, they were assigned an unnamed B17F, which had an outmoded oxygen system and lacked other features of newer Forts. But Ink, his co-pilot, 2/Lt. Albert Stokes, of Hillsboro, Tex., and the rest of the crew liked the ship. It handled well, it was sturdy. If it could be fixed over, they said, they would like to fly it operationally.

That was enough for the ground crew, including S/Sgts. E.M. Peterson, Newell, Iowa, and Dinah Goble, Piquot Lakes, Minn.; Cpi. Paul V. Mullen, Dorchester, Mass., and Pfc Edward F. Benicewicz, Danbury, Conn. They and a couple of others went to work on the Fort's oxygen system and converted it on their own time. They got hold of new instruments, installed them, took what they needed from hangar queens and in a few days the B17 was ready.

Back from the raid on Bonne, Germany, Ink and Stokes talked with T/Sgt. Thomas O. Holmes, top-turret gunner from Jacksonville, Fla., and others from the crew and decided that their ground force had earned the right to name the ship. The ground crew painted Groundhog on the Fort's nose the next day.

The combat crew includes: 2/Lt. James McShane, the Bronx, NY., bombardier; 2/Lt. Eugene D. Cowing, Hartford, Conn., navigator; T/Sgt. Marion W. Taylor, Wichita Falls, Tex., radio gunner; S/Sgt. William H. Shelton, East Bank, West Va., ball turret gunner; S/Sgt. Max Lorenz, San Antonio, Tex., left waist gunner, Lawrence M. Kast, Fresno, Cal., right waist gunner, and Francis B. Moll, Mt. Vernon, tail gunner.

Reprinted from "STARS AND STRIPES" 1943

## New Boohs

Flak Dodger, a story of the 457th Bomb Group During World War 2 by Lt. Col. Roland Byers, a lead Navigator who completed 2 tours over Germany. Available from Pawpaw Press, Box 9191, Moscow, Idaho 83843 (\$13.95).

# Kou IV/10 Know ...

O you who know  
 Did you know that hunger makes eyes shiny  
 That thirst dims them  
 O you who know  
 Did you know that one can look upon one's dead mother  
 And remain without tears  
 O you who know  
 Did you know that in the morning one hopes to die  
 And at night one is afraid of dying  
 O you who know  
 Did you know that a day is longer than a year  
 A minute longer than a life

O you who know  
 Did you know that legs are more vulnerable than eyes  
 Nerves stronger than bones  
 The heart more solid than steel  
 Did you know that the stones along the way do not weep  
 And that there is only one word for terror  
 One word for anguish  
 Did you know that suffering has no limit  
 Horror no frontier

Did you know this  
 You who know ?

Charlotte Delbo, a survivor of Auschwitz Concentration  
 Camp (Madame Delbo died in Paris, France, March 1985)

Editor's Note: Our grateful thanks are extended to the Association des Internees de la Resistance and the Royal Air Forces Escaping Society for their permission to reproduce this extremely moving poem.

The R.A.F. Escaping Society sends a number of grants every Christmas to helpers in need. On the occasion of the fortieth anniversary of the foundation of the Society, the Trustees decided to send a cheque for £120 to every one of them in May 1985, with an explanatory letter of admiration and gratitude. To all of them this came as a complete surprise with the result that some extremely touching letters were received by the Society.

Three examples: From a retired Priest: "For me, at least, these were occasions when I was able to watch men descending from the heavens . . . and who needed my help!"

"Believe me, I am still proud that I was able to help your young airmen while my husband spent five years as a P.O.W. in Germany."

"Does one not help to save one's liberators? What could have been more natural?"

For further information regarding the Society, readers should write to:

Mrs. Elizabeth Lucas Harrison  
 Secretary, R.A.F. Escaping Society  
 206 Brompton Road  
 London  
 SW3 2BQ  
 England



# Foto Fit

As some of you know, my interest in the 385th stemmed from research into the loss of Captain Hutchison and Lt. Pease on 21st February, 1944, and this tragedy is related in a chapter of the book I'm writing. I do, however, face problems regarding identification of personnel in some of the pictures I want to use, so, once again, I'm turning to readers of the Newsletter for help.

When the 385th went on the shuttle of 17th August, 1943, Hutchison flew, "Sly Fox" or, officially, B-17F 42-30278 and his crew were as follows. Ranks shown applied then, those asterisked were killed in the collision six months later.

John N. Hutchison	2nd Lt.	Pilot*
Charles G. Curtis	2nd Lt.	CP *
John E. Epps	2nd Lt.	Nav.*
Edmond J. Gamble	2nd Lt.	Bomb*
Roy C. Kitner	T/Sgt.	TTG*
William J. Dukes	T/Sgt.	ROG*
John J. Fulgieri	S/Sgt.	BTG
Joseph J. Carpinetti	S/Sgt.	TG*
Joseph A. Catalina	S/Sgt.	WG
John E. O'Malley	S/Sgt.	WG

(Also lost with Hutch was the young photographer. Bud Creegan).

The battle that day is well known and I've heard that Joe Carpinetti used up a good stock of prayers before Sly Fox settled in the desert dust. One account says how Joe had kept his Mars Bar when the others had eaten theirs, and, after landing, Joe taunted them, waving it about as he sat in the shade beneath "Sly Fox". This tempting target proved too much for a little Arab boy who whipped in from the sun like a '109 and was away with Joe's Mars Bar, Carpinetti in pursuit, handicapped by boots full of sand. Sometime during the stay at Bone, "Sly Fox" slipped off the PSP and got stuck - she then suffered a further indignity when her tail was chopped off by another aircraft. These two pictures were taken on that occasion but I don't know all the names and would like help to fill in the question marks. In the desert crew shot I have, from L-R Curtis : Catalina(?) : Gamble : Hutchison : O'Malley (?) : Dukes(?) : Carpinetti : Fulgieri : Epps with Kitner taking the pictures? The second picture is another view and I have seen others taken after the "Sly Fox" lost her tail but I don't know how it happened, anyone remember? The next picture of Hutch and his crew was obviously taken in a much colder climate - England - and shows in the rear row, L-R Epps : Curtis : Hutchison : Gamble, but I'm unsure of the gunner's names but think that from L-P. there's Kitner, ?, ?, Carpinetti, Fulgieri and ?

When it comes to pictures of Pease and his crew, I'm really in trouble. So far, I've found only one and that I've copied from the Group History so the quality is poor. I wouldn't even have this if Bob O'Brien hadn't identified Pease for me, because, like many of the photographs in the History, there's nothing to say who they are. Those who perished when Pease's ship 42 -37963 went down were:

Warren J. Pease	Lt.	Pilot
Edward B. Brown	Lt.	CP
Bernard Kaplan	Lt.	Nav
Robert E. Jenkins	Lt.	Bomb
William R. Clift	T/Sgt	TTG
William Gill, Jr.	T/Sgt	ROG
Franklin C. Owsley	S/Sgt	TG
Junior M. Falls	S/Sgt	TG
Gail F. Bruner	S/Sgt	RWG
Harold E. Dickason	S/Sgt	LWG

The only one identified in the picture is Pease himself, kneeling in the front row wearing the

Continued

sheepskin - who the others are is unknown and I'd welcome any inputs. In the 21 years I've been researching this incident, I've learned quite a bit about Hutch and his crew because they were with the Group for several months, but I've found out very little about Lt. Pease. I'm told he'd done 14+ missions. He arrived in November or December 1944 so, if anyone can tell me more about he or his crew, I'd welcome hearing from them.  
Ian McLachlan



The 390th Bomb Group was featured in a story printed by the East Anglian Daily Times, and we're reprinting (without permission) an interesting history of their Group, which all of you will remember was our next door neighbor in Framlingham. A picture in the publication showed our own John Pettenger standing by a picture of his crew that hangs in the White Horse Pub near Stowmarket. How come the picture hangs in a pub, John?

# FRAMLINGHAM TIMES



## FORTY YEARS ON by Eric Smith

From early 1985 a national debate centred on the nature of ceremonies in the United Kingdom to commemorate the 40th anniversary of VE Day (Victory in Europe Day, May 8, 1945).

On a more local plane thoughts turned to those arenas which witnessed exceptional courage in the desperate days of that conflict, and from where men died. Such a place was Royal Air Force, Framlingham, an airfield used by the United States 8th Air Force, and whose remarkable war-time story merits recall at this particular time.

Framlingham airfield was built in 1942-43 on a remote site three miles from the town near the villages of Parham and Great Glemham. The Wickham Market to Framlingham railway passed close to the base. Although the airfield was incomplete, an opening up party of three officers and nine airmen from nearby Horham airfield, moved in on April 21, 1943, under the command of Squadron Leader H. Sainsbury, the first Commanding Officer at Framlingham.

Conditions in the first weeks were primitive with no mains water or electricity. Two 500 gallon trailers provided the early water supply.

On May 12, 1943, 200 officers and a thousand airmen of the American 95th Bomb Group arrived in special trains at Wickham Market and were transported to the airfield by the RAF. The remaining 800 personnel arrived a week later, and with incomplete facilities, tents were utilized for the overflow.

On June 12, 1943, the first operation was mounted and a day later the Group lost ten aircraft when they were ambushed by Luftwaffe fighters over Kiel, Germany. 15 B-17 Flying Fortresses were lost in the month, the highest figure of any of the American Bombardment Groups.

The 95th didn't stay at Framlingham long and Colonel Alfred Kessler moved his Group over to Horham. They were replaced by the 390th Bomb Group commanded by Colonel Edgar Wittan, but before they arrived a German bomber dropped a bomb which failed to explode near Silverlace Farm. The area was sealed off and the detonator wasn't removed for two weeks.

A ceremonial parade was held on August 18, 1943 to officially transfer Framlingham to the United States Army Air Force. The Stars and Stripes was

hoisted after the RAF flag had been lowered, in the presence of Guards of Honour from both nations, and a military band which played the respective national anthems.

The 390th Bombardment Group (H) went on to mount over 300 missions from Framlingham. Industrial targets included a shuttle raid to Regensburg, where they lost 6 B-17's, and a continuation on to North Africa before returning to Framlingham. Later, they operated in support of the Normandy invasion in June 1944, and in the final days of the war they dropped food supplies to the starving Dutch people.

Location Lists, now open at the Public Records Office in London, show that on September 10, 1943, there were 2,170 airmen and 40 B-17 Fortress aircraft at Framlingham, and at the end of the war there were 3,104 airmen and 65 aircraft.

Two Presidential Distinguished Unit Citations were earned by the Group, one for the Regensburg raid and the other for the raid on Schweinfurt on October 14, 1943.

The 390th had four Commanding Officers at Framlingham. Colonel Wittan handed over to Colonel Frederick Ott on May 15, 1944 and four months later Colonel Joseph Moller assumed command. Colonel George Von Arb took over on May 23, 1945 for the last few weeks of their stay. A sinister threat appeared in mid-June, 1944, when V-1 "Buzz-bombs" flew low overhead and sent everyone scurrying for cover when their engines cut out. Many were shot down after crossing the East Coast but on November 14, 1944, two V-1's crashed to earth and exploded near Framlingham airfield.

The Americans lost 144 B-17's during combat missions over Nazi Occupied Europe and a further 32 in accidents, mid-air collisions, take-off and crash-landing accidents. Each Fortress had a crew of ten and although some 39Cth crewmen survived as prisoners of war, most did not, and over one thousand American airmen died flying from Framlingham airfield. Six or more B-17's were lost on three occasions.

Several aircraft crashed over England, the worst being when a Fortress struck a hill at Abergavenny, Wales, killing the entire crew, and on 26 August, 1944 when two Framlingham collided and crashed in Hertfordshire killing 14 crewmen and two civilians. On December 27, 1944, a B-17 crashed on take-off in Parham village killing nine airmen. Local villagers still recall this tragic incident.

Aircraft from other Bomb and Fighter Groups occasionally sought sanctuary at Framlingham when they had been battle-damaged or low on fuel, and in the Spring of 1944 a B-17 attempting to land at Framlingham was attacked and shot down at Great Glemham by a Luftwaffe 'intruder' aircraft. The young American airmen were fond of naming their Fortresses and adorning them with expertly painted pictures of glamorous girls in pin-up poses. Named aircraft at Framlingham included "Calamity Jane", "Phyllis Marie", "Pistol Packin' Mama", "Miss Carry", "Rovin' Ramona" and "The Devil's Daughter".



The airmen were familiar sights in the local village pubs and in Framlingham, using trucks, jeeps and bicycles which were intended to reach the more remote parts of the 500 acre airfield. At the end of the war, VE Day was celebrated in style at the base, and the Americans prepared to return home to the United States. Within two months all the aircraft and half of the airmen were gone, but it wasn't until November 3, 1945 that the airfield was officially returned to the Royal Air Force. The

Continued

RAF didn't use the airfield operationally and it's great flying days were now over. After abandonment, the airfield was finally sold off in 1963.

In the 1970's, a dedicated local group set about the task of restoring the Control Tower to its original condition, as a living memorial to the airmen who flew from Framlingham and to those who did not return. After thousands of hours of toil, the Memorial Air Museum was officially opened at a dedication in May 1981, conducted by the Reverend David Pitcher of Framlingham and the Reverend Bernard Chalken of Bury St. Edmunds. At the same time, a party of 390th Bomb Group veterans returned for the ceremony and to gaze across the area where they'd spent the most traumatic and dramatic period of their lives.

Many of their comrades and close friends died flying from this historic airfield, and it is indeed fitting that the sacrifices of this special generation of airmen should be remembered. For such they were . . .

## Letters to the Editor

Dear Verne:

I am trying to locate the serial number and the code letter of the B-17 Madame Shoo Shoo which we flew in the 385th in 1944.

Naturally I have some pictures, but I failed to get anything of the tail and I only have the last three digits (786) that I picked up from my log book.

I think the alphabetical code letter was V, but I am not too sure of that.

Any information would certainly be appreciated.

Yours truly,  
C.B. Rollins, Jr.  
2409 Valley Brook Road  
Nashville, TN 37215

Dear Editor:

Would very much appreciate it if any of your readers could fill me in on the whereabouts of the following airmen:

Luther P. Newcomer, 0692809, pilot  
James I. Lindquist, 0757783, navigator  
Joseph W. Panasuk, 1 1054999, top-turret gunner  
Marion T. Church, 35573279, radio operator  
Jack C. Davis, 18168885, ball-turret gunner  
Kenneth E. Westerfield, 37496552, tail gunner  
Edward C. Abbot, Jr., 39551640, waist gunner

I am in communication with the brave co-pilot Russell J. Cotts of DePere, Wisconsin, whose gallant conduct was worthy of the Distinguished Service Cross, but who was never decorated.

On 2 August 1944, flying aircraft 42-31598 of the 551st Bomb Squadron, 385th Bomb Group, we were shot down by anti-aircraft fire while on the bomb run over Paris.

Any correspondence with information on the above flyers or the same from those on the mission who saw us go down will be appreciated and fill a void of those dreadfully glorious times.

Edward F. O'Day  
990 Bay St. - 401  
San Francisco, CA 94109

Dear Verne:

At the Mini-Reunion during the Boeing B-17 50th Anniversary, Frank Walls told a story about Chaplain Kincannon flying on one of the Food Drop Missions, so I thought everyone might like to see his letter to my mother after we were shot down on March 2, 1945.

Jesse R. Brown  
6803 Tidewater Drive  
Gulf Breeze, FL 32561

Office of the Chaplain  
A.P.O. 559

8 March 1945

Mrs. Naomi Brown  
3321 Myrtle Street  
Hapeville, Georgia

Dear Mrs. Brown:

In times such as this, I hardly know just what to say because I only know in part your distress and anxiety. But I do feel that you can find courage, comfort, and hope as the Psalmist found when he said, "I will lift up mine eyes unto the hills from which cometh my help. My help cometh from the Lord which made the heavens and the earth. The Lord shall preserve thy going out and thy coming in from this time forth and for evermore."

Since your son, 2nd Lt. Jesse R. Brown, O-778399, has been reported missing in action, we have been anxiously waiting for some word. Jesse was a fine man, a good soldier, and a man of good character. I have great confidence in him and the other men who know what to do in an emergency such as this, and in faith, hope, and prayer, we anxiously wait for good news.

Jesse's Commanding Officer, Col. George Y. Jumper; the Commanding General, Eighth Air Force; and the men of this station extend to you in these hours of distress our deepest sympathy. If I can assist you at any time, feel free to call upon me.

Sincerely,  
James O. Kincannon  
Chaplain (Capt.) USA  
Group Chaplain

Dear Sir:

I am the son of PFC Daniel J. Kennedy, who was a member of the 385th with you at Great Ashfield. Since his death in 1974, I have been searching libraries and many other sources for information regarding his group's activities. Last summer, after my mother's death, my brother and I were going through some memorabilia she had kept. Among the things were some postcards indicating my father's bomber group designation. I know he told us but we simply could not remember. Since last summer, I have been unsuccessful in finding the 385th story in any of the books I have been able to find. It was through a business associate that I learned of the existence of the United States Air Force Museum. I tried my luck there, and after a speedy response, they have directed me to you.

Please send me 2 copies of the 385th Bomber Group History, plus a single copy of The Letter, ordered March 1985, by Frederick H. Shlenburg. Please send them quickly because one copy of the group's history is for my brother's birthday present in late April.

Speaking of my brother, he has recently completed a business trip dealing with the R.A.F. in England. He took some time and went to Great Ashfield, where he took marty photographs of the

Continued

base's site. While snapping pictures near where he learned was the main gate, a woman in a brick house came out to him and told him roughly of the lay-out of the base. She said she was a little girl during the war, and at the time had bright red hair, and could always be found hanging around the main gate guard shack. She indicated that all the Americans gave her candy, and called her Red, and that her mother sold eggs to the GI's from her farm house. Do you remember this girl?

I would be grateful if you could direct me to anyone who has a good map of the base; so that we can properly identify the pictures we now have in our possession. There are some cement structures as well as quonset huts that I think were used for fuel and ammo storage. I am particularly interested in these, since my father was an armorer and he undoubtedly worked in these areas. If it's not too much trouble, do you know of anyone who might have known him?

I see I am rambling. Please find my enclosed check for the books I have requested, and will close with a phrase my father often used just after starting his car, "wheels up, flaps up".

Sincerely,  
James W. Kennedy  
16 Michael Ave.  
Nashua, NH 03062

P.S. He never missed an episode of 12 O'clock High. I am sure if he knew of your group's existence he would have been a member.



Curtis Ailes, RR5, Connersville, Indiana, sent us this picture of his crew, taken at Grand island on October 27, 1943, right before they flew their "Blue Champagne" to the ETO.

Front row L-R:  
Robert B. Bailey, pilot; Wayne D. Corbin, co-pilot; Ralph E. Pryor, navigator; George Kontos, bombardier.

Rear L-R  
Clifford J. Lybeck, top gunner and Eng.; Barney J. Coble, right waist gunner; Curtis A. Ailes, radio and gunner; M. Drue Gillis, ball turret gunner; Noble W. Brucker, left waist gunner; Corbett Fugate, tail gunner.

They were shot down April 8, 1944 near Stettin, Germany and were all taken prisoner, with the enlisted men going to Stalag 17B near Krems, Austria. They were prisoners for 13 months.

Pryor was hit on his 3rd mission and returned to the States. He, Brucker and Bailey are dead - the others still ok.

Verne,

I have received a number of gratifying letters from the many people who have purchased my book, "THE LETTER" through the PX Section of the 385th BCMA Newsletter, but until I heard from Frank B. Crawford, Jr. last July, no one who had written to me had ever connected fact with fiction.

Frank congratulated me on writing an interesting book and speculated that it must be based on fact to a large degree. He correctly assumed that we were operational about the same time and that he had made some of the missions I described in the book.

Frank, now Dr. Crawford of Paducah, Kentucky, was Elmer White's co-pilot in the 551st. According to Frank, Elmer and a close friend in the 548th, whose name neither of us can recall, shared a fate similar - although in no way related - to that of the main character in "THE LETTER". What happened at that time made as devastating an impression on Frank as it did on me.

Our correspondence continued and eventually Frank sent me a picture of Elmer and his friend that was taken at Great-Ashfield forty+ years ago. Considering the hundreds of men who were at Great Ashfield at that time, it's very unlikely that anyone would recognize any two people with whom they were not closely associated. I was shocked at how familiar the men in Frank's picture were to me, but I was unable to supply the name of Elmer's friend. At my suggestion, Frank sent the picture to Jim Emmons. Unfortunately, Jim was of no more help than I was.

We all recall that both Elmer and his friend lost their lives when the ATC plane on which they were returning to the States crashed at Pretwick, Scotland, but that's all. Perhaps one of your readers can supply Frank with more information.

Also, does anyone know who flew Toggies with me for one mission on May 8, 1944 to Berlin?

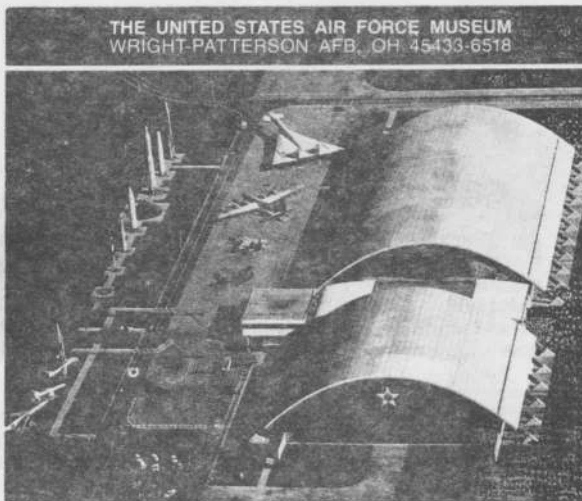
Fred W. Ihlanburg  
5681 SW 31st St.  
Ocala, FL 32674

## Reunion Reunion

*When's the next Reunion?*

*Dayton, Ohio, July 23, 1987. In conjunction with the world's biggest Air Show.*

*A committee is already working. Start planning for it!*



# Personals

With the January issue, we'll start a new feature — PERSONALS — news about you and what's happened to you since 1945. Send in items to the Editor — all of us keep wondering what happened to so and so — it's always one of the most interesting parts of the Reunions.

Here are a couple of examples. Swamp us with more of the same!

MILT TAUBKIN, Croup Dentist. Still working 2 days a week in Los Angeles area, enjoys golf, music, raising orchids, travel, arguing politics, being nice to wife Helen. One son.

WARREN DIEDREICH, 548th Pilot. Returned to Fargo, started Industrial Building firm, 4 sons now in business with him. Active in many civic and State University functions, travels a lot but still working.

FRANK MARANO, 549th Sq. Exec. Still practicing law in Montclair, NJ. Enjoys tennis, golf, dancing with Kathleen, traveling to see daughters and

grandchildren. Gets back to Kathleen's home in England every few years.

ED STERN, 550th Sq. Exec. Rejoined family clothing business in Fargo, semi-retired and enjoying gardening, music, a little golf. North Dakota winters, traveling to visit numerous grandchildren. 5 children, 2 of whom are in the family business.

CLOVIS McWILLIAMS, Croup Intelligence. Returned to St. Joseph, MO, recently retired as Insurance Executive. Enjoys bridge, golf, travel to see daughters and grandchildren, working on civic affairs.

RALPH SMITH, 550th Gunner. Returned to Fargo, with Northwest Airlines for over 20 years, then farmed in the Red River Valley for 12 years, now Sales Manager for Chevrolet agency. Enjoys hunting and fishing. 2 sons and a daughter.

SEND IN YOUR STORY!

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ED STERN, EDITOR  
P.O. Drawer 5970  
Austin, Texas 78763

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