

OHIO AIR FORCE GOLDEN GOOSE THUNDERBIRD WANDERING DUCHESS CURLY'S KIDS
 SKY GODDESS OL' WAR HORSE PICCADILLY QUEEN BLUE CHAMPAGNE MARY ELLEN
 SALLY B ROUNDTRIP TICKET RAUNCHY WOLF CHOWHOUND YANK GELDING WINNIE THE POOH
 HONKY TONK SAL "HAYBAG" ANNIE MISS AMERICA STARS AND STRIPES DORSAL QUEEN WAR WEARY
 HESITATIN' HUSSY LIBERTY BELLE HUSTLIN' HUSSY PREGNANT PORTIA LEADING LADY ALEXANDER'S RAGTIME BAND
 BIG GAS BIRD ANGELS SISTER LI'L AUDREY LONESOME POLECAT HARES BREATH
 STAR DUST **HARD LIFE**  **HERALD** MARY PAT
 SKY CHIEF MR. LUCKY PERRY'S PIRATES SLO JO SACK TIME JUNIOR SHACK N LADY
 MADAME SHOO SHOO GIZMO ROGER THE DODGER IMPATIENT VIRGIN OL' DOODLE BUG
 PAT PENDING POSSIBLE STRAIGHT MICKY HALF AND HALF SLEEPYTIME GAL RAGGED BUT RIGHT SWEET CHARIOT
 ROUNDTRIP JACK HOMESICK ANGEL LATEST RUMOR MAIDEN AMERICA RUBY'S RAIDERS MISSISSIPPI MISS
 SHACK BUNNY MY GAL SAL BIG STINKY VIBRANT VIRGIN MISSION BELLE LULU BELLE SWINGING DOOR
 SPIRIT OF CHICAGO RAGGEDY ANNE OL' RUM DUM FOOLISH VIRGIN
 SOUTHERN BELLE

NEWSLETTER OF THE

385th BOMBARDMENT GROUP MEMORIAL ASSOCIATION



COMBAT UNITS

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

VOL. XV NO. 7

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Prez Sez:

It was a great Reunion in England -- you'll find my reaction in my report in this issue of Hardlife Herald.

With all of the activity, the best part of the Reunion was the marvelous attendance, the comradeship, the visiting.

The same enthusiasm is developing for the 1989 Reunion in Fargo. It's a must -- let's have the largest attendance ever! Plans are developing that will make it an unforgettable Reunion.

Start planning -- and begin by sending in your reservation forms, get first crack at Northwest Airlines Super Saver fares - Call 1-800-237-6390 for reservations. Also, reserve your rooms.

B-1 at the Reunion

The Pentagon has determined that our Reunion is eligible for a visit of B-1 Bombers, but the permission still has to go through SAC and the Commanding General of the Air Base before approval is finalized.

Should this not be forthcoming, we will visit the Grand Forks Air Force Base on Friday, August 25 for a complete tour including lunch, a look at a replica of a missile, Link trainer, engineering, etc.

If we go to the Air Base, transportation will be partly by bus, part by Air National Guard plane. Seats on the plane will be allotted to the early registrants. The plane ride will be a reward for those who act fast. The bus ride will involve about 2 hours each way.

**12th Reunion — 46th Anniversary
 Fargo, ND — Aug. 24 - 27, 1989**

President Cole's report on the 1988 Reunion in England. We'll give you more as we get the information from Al Chealander and any others who send it in.

We had a good trip to England. My daughter, Lynda, and her husband, John Mahoney were waiting at our hotel when Ruth and I arrived on 9 August 1988. They spent a week with us and then returned home to San Francisco.

Then we went with the 385th Bomb Group until 24 August and came home.

It was a good trip. We visited and saw many of the sights in London. We saw the White Cliffs of Dover. Next we went across East Anglica and then on to the "Post House" Hotel at Ipswich. The Post House was a fine hotel.

After a barbecue dinner at the Great Ashfield Air Base, a slide show was given by Ian McLachlan. It was a very fine show consisting of many old photographs of men of the 385th Bomb Group taken during the war and made into slides by Ian. It lasted about an hour. We all enjoyed it very much. It was one of the highlights of our trip.

Sunday, we went to the 390th Bomb Group Memorial War Museum at Parham. It was very nice. Then on to Great Ashfield for lunch and to be with our English friends.

After lunch, we returned to our hotel and then went to the All Saints Church at Great Ashfield where at 1600 we had special services.

We all went at 8 p.m. for a dinner dance at the Orwell Mont House in Felixstow. Good food and a fine band.

Monday, we went to the town of Lavenhove and had time to shop. Later we went to Bury St. Edmunds to enjoy lunch at the Angel Hotel, shop and see the cathedral.

We drove to Raf Lavenheath, now a USAF Base where we were met at the gate by Colonel Donald A. Walbrecht. He took us in our buses to the hangars where he showed us the "Blackbird" SR 71. It flies at 80,000 feet at 3 times the speed of sound plus. Once while talking with Colonel Walbrecht, I asked him if they fired rockets at him while flying over Vietnam. He said yes, but I could see the rockets coming up and we just flew off and left them. To get a hit they would have had to lead us at least 30 miles. He explained to us the airplane and said it was easy to fly. They would not allow us to take pictures of the plane, but enclosed are 3 pictures. One of the airplane and 3 officers. The center one is Colonel Walbrecht. The second being of the same 3 officers and a newspaper article. The third one is Colonel Walbrecht in a space uniform. This was something special and we were excited and proud that as members of the USAF we were a part of it.

We went on to the American Cemetery at Cambridge. This is the most beautiful cemetery I have ever seen. Enclosed is a list of 385th Bomb Group members that are buried here.

Tuesday, 23 August, we visited Cambridge. We had a guide for the churches and schools. Some of us had fish & chips wrapped in newspapers! Cambridge University was most impressive. It is about 800 years old. They have 31 colleges, 1 University and 12,000 students. They say that Cambridge University will look after the body, soul and mind of each of its students.

Next we went on to the British War Museum at Duxford. There we saw many RAF planes and 2 B-17's, one ready to fly. They put an air show on for us with aerobatics performed by a P-40. This was good and we enjoyed it.

Wednesday, 24 August, 30 of us left in a bus for the airports and home. The balance of the group continued on for another two weeks to visit Scotland and Ireland. There were 97 of us that made the first week of the trip and 67 that continued for the second 2 weeks.

Two news photographers were with us taking motion pictures of the 385th members, individually, and in groups.

This was done by them at all of the interesting places we visited. Their purpose was to get us on television, both locally in the Los Angeles area and nationally.

Also, Ronald C. Nolan who was with us in England in 1976 at which time he made a motion picture of us. Many of you have seen this picture. While with us in England this time, he talked with many of us, made motion pictures of us, individually, and as a group. He explained to me that he intended to make the old films over and take some of it out and add to it what he had gotten this time. His plans are to make it into a video cassette and to sell them at \$29.95 each.

We can, of course, take a copy of the cassette to our local TV stations and many of them will show them for us. Certainly then most all former members of the 385th will know about our organization.

Ronald will be at our meeting in Fargo, North Dakota in 1989.

It was a beautiful trip. Allen Chealander and David Wade did a fine job in arranging and taking us on it. Thanks to both of them.

Sincerely,

Earl L. Cole
President, 385th BGMA

1989 REUNION

Golf Tournament

We've reserved Thursday, August 23 for the golf tournament. Green fees will be \$25.00, carts included. Jim Emmons will be in charge, along with a Gung Ho B26 Retired Colonel and golf nut from Fargo.

You won't be the first tourist to visit North Dakota — but don't expect a traffic jam!



IT SEEMS THAT “we” don’t care for the Flicker-tail State. According to a garish graphic this past spring in *USA Today*, the national newspaper of the first person plural, “we visit North Dakota less often than any of the other lower-48 states.” Which is to say: slightly more often than Hawaii and a good deal more often than Alaska—not that anybody in North Dakota is losing sleep over the matter.

“It doesn’t bother us,” says Jim Fuglie, the state’s tourism

director, who adds that he thinks it’s just “wonderful” that more people visit North Dakota than Hawaii.

Meanwhile, over in Fargo, the folks at the Convention and Visitors Bureau have begun happily touting North Dakota as “The Last Frontier State. Least Visited in the Continental U.S.A.” In early May, the Bureau’s executive director, Vince Lindstrom, enlisted help from the North Dakota Highway Patrol and began pulling over out-of-state cars to hand out certificates

attesting to the occupants’ visit. The cream-colored parchments have become something of a collectors’ item, with expatriate North Dakotans phoning in from as far away as Arizona to request one. “People love ‘em,” says the Bureau’s sales director, Beth Johnson. “They think it’s a scream.”

Tourism last year generated \$700 million in North Dakota, with about three million people making the trek to take in attractions such as Theodore Roosevelt National Park in the

Badlands, General Custer’s home at Fort Lincoln, the International Peace Garden, and 200-mile-long Lake Sakakawea. Fuglie thinks *USA Today’s* casting of the state as an underdog will probably boost the number of visitors to North Dakota. “Hey,” says Fuglie, “here’s a new destination. It’s uncrowded. It’s unspoiled.”

Edited by William Souder, with reports this month from Steve Fletty, Brian Lambert, Jim Leinfelder, and Mike Whye.

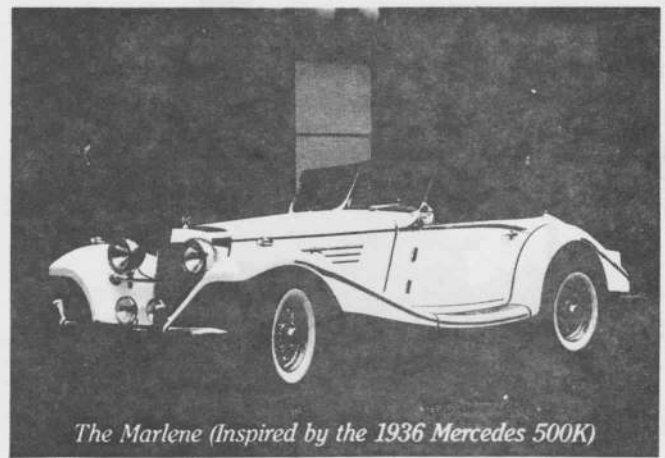
Illustrated by Linda Frichtel.

JULY 1988 | MINNESOTA MONTHLY 25

Classic Roadsters, Inc. of Fargo



The 1'-8 powered Sebring 5000 ■ rally Austin-Healey reproduction.



The Marlene (Inspired by the 1936 Mercedes 500K)

Bartenders Needed

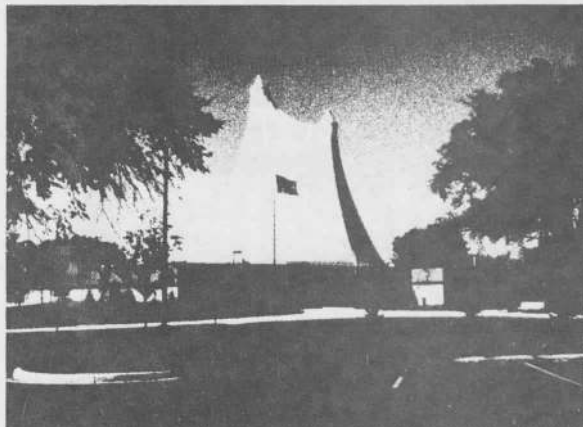
Each registrant for the Fargo Reunion will receive a Nylon zipper suit bag with 385th insignia. If you want yours in advance to help identify you to others on your plane, send an extra dollar (for postage) with your registration, and we'll mail it in advance.

The Reunion hospitality suite needs someone to take charge of the operation. We hate to ask the same volunteers again — it seems to be a fun operation, a great way to see almost everyone. Send in your name, and we'll get a "staff organized.

1989 Reunion co n't. ■

HERITAGE-HJEMKOMST CENTER

This world class facility is the home of the Viking ship Hjemkomst that was built in the Red River Valley and sailed from Duluth harbor to Norway in 1982. The multi-million dollar center is also the home of the Clay County Museum. The Heritage Center features touring exhibits from the Smithsonian, the Museum of Man and Nature, and other national museums and interpretive centers.



Dear Friends,

Margie and I spent a day and a night in Fargo with Ed Stern this summer and I want to tell you how impressed we were with Fargo and with Ed's plans and preparations for the 1989 Reunion.

First off, I want to assure you that Fargo is **IMO ONE HORSE TOWN**. I saw several horses, and a helluva lot more that impressed me. Fargo, and it's neighbor Moorhead, MN, which is just across the Red River, comprise a very important urban area for Minnesota, North Dakota and South

Dakota, with a population of around 100,000 not counting service personnel. We spent over two hours in a *very modern* air conditioned enclosed shopping mall, as large as any I have seen ANYWHERE. There must be at least 75 or 100 different stores, very modern and attractive. In the mall, there is an area devoted to information and memorabilia of Roger Maris who grew up in Fargo. I could easily have spent more than an hour there.

Then Ed took us to visit 'Bonanzaville USA'. A marvelous 15 acre restored pioneer village and museum area. We spent perhaps two hours in the Museum and touring the site — it just wasn't enough time to get a glimpse of everything. I would want to spend at least an afternoon or evening there. For example, there was one building which represented early telephone equipment, they even had a model of 'Central' if you can hark back to those days. Another building was a dairy equipment place with churns, early ice cream making machines, etc. Another bldg, was a model railroad area, another was real old railroad machinery, all of it extremely interesting and guaranteed to 'take you back 50 or 75 years'. You just **have** to see Bonanzaville!

We also visited the hotels, met the Managers and examined the rooms. I inquired about 'non-smoking rooms' and was assured that they have them available.

Ed invited Margie and I to play his golf course, we did and had a lovely time. The course is right along the river with lots of trees, some of which seemed to reach out and grab my golf ball.

As the English used to say to us, "You Cawn't Miss It" — meaning Fargo and the Reunion. Best Regards to you all,

Jim Emmons
1649 Via Tovita, San Lorenzo, CA 94580

Editor's Note: Jim missed two other horses. They were pulling the fire wagon to the North Side where one of the houses of ill-répute was burning down.

NOTICE

63rd A.A.F. - F.T.D. of Douglas, GA, 1941 -1944. All Cadets and Student Officers who received Primary Flight Training there, please get in touch with us now. Send information (a biography) about yourself and your career, military and civilian, a W.W. 2 picture and a current one for our records and a book about our school. It will contain information about what our students did for their Country and for themselves. You will also be placed on a mailing list for information about our next Reunion (our 8th). If you know anything about a Class Mate or two, Lost in Action, P.O.W., or deceased later, please send what information you can. Also, send a current address of one that you are still in contact with. Contact Paul D. Schlundt, 3149 N. Winfield Ave., Indianapolis, Ind. 46222-1953. Phone 317-924-1825.

STALAG LUFT IV&VI

I am trying to locate all Ex-Prisoners of War, WWII Germany. Stalag Luft IV a camp for Enlisted men air crews, at the town of Grosstychow, railroad station of Kiefheide, in the Pomerania sector, in Northern Germany, which is now part of Poland.

The camp was South of the Baltic Sea & Where the meridians cross on the globe 54' & 16'.

Before the Germans walked us out in Feb. 1945, there were 10,000+ POW'S.

Stalag Luft VI was in Hydekrug in East Prussia.

We have a Reunion each year and not all XPOW'S from Luft IV & VI know of this.

Could you please drop a line in your newsletters or at your Reunion.

Yours Truly
Leonard E. Rose
8103 E. 50th St., Indianapolis, IN 46226

It's not too soon to start planning for our 1991 Reunion. Here's a good proposal for consideration.

Dear Ruel:

Hello again, want to thank you for your letter concerning the reunion book. Always enjoy hearing from you.

Ruel the main reason I am writing you concerns our forthcoming 50th anniversary, our 13th reunion I think? And, of course, I realize that it's quite a bit of time down the road but not really considering what must be done to pull it off and make it a really good gathering.

Ruel, Bob Smith asked me to write to you about this - he has suggested it be Spokane, Washington and he (being in place) wants to be the person to put it all together up there - his thoughts on it are that we all started there in Washington and how nice it would be to come back there 50 years later to where we all started - he swears he has the know-how and he knows the right people, he golfs regularly with the Fairchild people. He also said that what Spokane might be short of that Couer d'Alene, Idaho would have - one thing they have just completed a huge super-nice hotel there in Couer d'Alene which is only 25 miles from Spokane - all considered Ruel, I myself think its a very nice suggestion, it would certainly be suitable for our 50th - Could you and would you consider this and let me know? Let me know your thoughts.

Louis G. Lonsway
4711 S. Santa Fe, Oklahoma City, OK 73109
Smith's tail gunner

Why not consider the Rochester, N.Y. area for a future reunion location? In August there is the annual Geneseo Airshow, there are winery tours (this is the heart of New York wine country), Niagara Falls is not far away, there are several lakes nearby, and the list goes on and on. For more information call the Rochester area Convention Planning Office at 716-546-3070.

An interesting article sent to us from Frank Marano.

AM-Lost Squadron, 0635

Eight Fighters, Bombers Lost on Arctic Ice Since 1942 Are Found — By WILLIAM E. SCHULZ, Associated Press Writer

ATLANTA (AP) Six American Fighters and two bombers that crash-landed on the Greenland icecap during World War II have been discovered 46 years later buried under 260 feet of ice, searchers said Wednesday.

An Atlanta-based group located the "lost squadron" in July and plans to tunnel down into the ice and slide the eight airplanes to the surface.

"Then, if we can, Pat Epps and I are going to fly two of them off the ice," expedition co-leader Richard Taylor said Wednesday. The others will be dismantled and returned to the United States for restoration. Some will be sold to pay for the expedition.

"We have a meeting tomorrow with a contractor from Seattle who is accustomed to doing Arctic work. We are soliciting a proposal to excavate the airplanes" said Taylor, an Atlanta architect. Proposals also are being sought from a Danish company and a company from Iceland.

The saga of Bolero Mission's Tomcat Blue and Tomcat Yellow flights began July 15, 1942, as the two B-17 bombers escorted the six P-38 fighters from Greenland to Reykjavik, Iceland.

They ran into bad weather. A German submarine jammed their communications with Reykjavik, and the planes, low on fuel and unable to find their destination, returned to Greenland, where they belly-landed on the ice about 10 miles inland.

All 25 crew members were rescued, but the top-secret Norden bombsight was left on one of the bombers.

The Air Force sent Maj. Norman Vaughan by dog sled to retrieve the bombsight because it didn't want it to fall into the hands of the Germans, who had weather stations in the area.

Vaughan, the last man to see the eight aircraft, is part of the Greenland Expedition Society, which has been working since 1981 to find the aircraft.

More than a dozen expeditions and an assortment of supporters have sought the planes, but there have been no confirmed locations until now.

This year, Pat Epps, owner of Epps Air Service in Suburban Atlanta, began a new expedition with Taylor, Vaughan and investors, who had received permission from the Danish government to search for the aircraft. They used two forms of subsurface radar, a metal detector and a steam probe, which uses high pressure steam to drill through ice.

Radar developed by Helgi Bjornsson of the University of Iceland located the first aircraft June 30. On July 2, six more were located.

"Sunday we went to the site of the B-17, planted the American flag, had Sunday morning services at the site, and started the steamer," Taylor said in an interview.

That first day they hit the plane twice, at 263 feet, and missed it about 10 times. Eventually, they hit the plane six times.

"It was a B-17 called 'Do Do'" Taylor said. "WE have photos showing the location of the planes, so we know which one it is: The other (B-17) was 'Big Stoop'. With our other photographs, we've identified each of the airplanes; we know which has good propellers, which has damaged propellers."

Location of the other planes was confirmed by a narrow beam subsurface radar built by Austin Kovacs of New Hampshire's Cold Research Engineering Laboratory.

After that, we took a satellite navigation system and plotted the coordinates, so we can go right back to that spot" next year during the short summer, when conditions will allow crews to work, Taylor said.

Denmark will get one of the P-38 Lightnings, Taylor said. There are only five known airworthy P-38's still flying, and each of the five the expedition will retain could be worth \$800,000, he said.

AP-NV-08-03-88 1626EDT

VA Recovers Copies of Files Last in 1973 St. Louis Blaze

St. Louis (UPI) —Veterans whose claims have been rejected because of lack of documentation should check with the Veterans Administration now that it has located duplicates of many military files lost in a fire. Sen. J.J. Exon, D-Neb., said Tuesday.

"The discovery of these files is a blessing that will enable the processing of many veterans' disability claims that were previously rejected because of a lack of documentation," Exon said. Exon is a member of the Senate Armed Services Committee.

A large number of Nebraskans have been turned away from the VA because their records were destroyed, Exon said. Many of the claims now can be reviewed, he said.

The 1973 fire at the National Personnel Records Center at St. Louis, Mo., destroyed or seriously damaged 18 mil-

lion military records of persons who served in the Army from 1912 through 1959 and the Air Force from 1947 through 1963.

The duplicate records discovered cover the years 1942 to 1945 and 1950 to 1954. These records were compiled by the National Research Council, a private research organization, during the 1950s as part of its analysis of Army hospital records and recently were uncovered.

The Veterans Administration now is reviewing disability claims rejected because of the lost records. Anyone who thinks he has a legitimate claim and was previously turned away for lack of documentation should now contact his regional VA office.

For Nebraskans, the Veterans Administration Regional Office is located at the Federal Building, 100 Centennial Mall North, Lincoln, 68508.



Milton R. Coudyser — Feb. 1988

Vincent J. Faix — Mary. 1988

Francis J. Wanger

Marston S. Leonard (Edited our Group History)

Reid Lowe — Sept. 1988

Until now, we have listed only names and dates for members who've passed away. A short Obituary would certainly seem appropriate, and we'd welcome any that a survivor would feel comfortable sending in.

Dear Mr. Stern,

This is to inform you that my husband John Vovolka, Jr., died at Boone Hospital Center in Columbia, Missouri on July 28, 1988.

Burial followed in the Veterans Section at Memorial Park Cemetery on July 31, 1988 with Military Honors.

In 1940 he enlisted in the Army Air Corp and served in the Eighth Air Force 385th Bombardment Group, Great Ashfield, Suffolk, England.

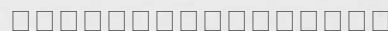
We were married on August 30, 1947 in Chicago, Illinois and moved to LaFayette, Indiana, where he attended and graduated from Purdue University School of Air Transportation. We lived in Glen Ellyn, Illinois for twenty-three years, raising four children before moving to Columbia, Missouri in April 1980.

John retired in July 1986 after thirty years service as a Flight Engineer with Trans World Airlines.

He was a past president of the Glen Ellyn Lions Club, a life member of VFW, Know Indiana, and American Legion Post #1 Paris, France, and was a member of Missouri Pilots Association and Trinity Presbyterian Church. Since his retirement, Mr. Vovolka, who was a private pilot, flew blood for the Mid Missouri Red Cross Center and did volunteer work for Meals on Wheels.

Sincerely,

Evelyn Vovolka
1104 Hulén Drive, Columbia, MO 65203



LIFE MEMBERS

180 — Wayne G. Zeigler

181 — Luther P. Newcomer

Dear Ed:

I have enclosed a list of the surviving B-17's from around the world which will probably interest a lot of our 385th BGMA members. Maybe sometime in the future when you have

some extra space in a newsletter you can put it in. This list came from "B-17 Combat Crewmen & Wingman", volume 3, 1988.

Sincerely,

AI

Surviving B-17's From Around The World

- 40-3097 B-17 D (BO) "Swoose"**
National Air & Space Museum, Silver Springs, MD
- 41-2446 B-17 E (BO) "Swamp Ghost"**
Aggiambo Swamp, Papua, New Guinea
Ken Fields, P.O. Box 662, Pampa, TX 79066
- 41-12595 B-17 E (BO) (No Name)**
Michael Kellner, 331 Van Buren St., Chrystal Lake, IL 60014
(815) 459-7315
- 41-24485 B-17 F 10 (BO) "Memphis Belle"**
Memphis Belle Memorial Association, Inc., c/o Harry Friedman,
626 Shady Grove Rd. S., Memphis, TN 38819 (901) 525-0691
- 42-3374 B-17 F 50 (BO) (No Name)**
Edward F. Beale Museum, Beale Air Force Base, CA S/Sgt.
Mark Barager
- 42-29782 B-17 F 70 (BO) "Museum of Flight" ***
Bob Richardson,
Boeing Field, 9404 E. Marginal Way So., Seattle, WA 98108
- 42-32076 B-17 G 35 (BO) "Shoo Shoo Shoo Baby"**
USAF Museum, Dover, DE 19901
- 43-38635 B-17 G 90 (BO) "Virgin's Delight"**
Castle Air Museum, Castle Air Force Base, Merced, CA
Capt. Greg Russell
- 44-6393 B-17 G 50 (DL) "2nd Patches"**
March Field Museum, March Air Force Base, CA Maj.
John Freitas (Painted as No. 42-30092)
- 44-8543 B-17 G 70 (VE) "Chuckle"***
BC Vintage Flying Machines, Dr. Bill Hoppers, P.O. Box 18099,
Fort Worth, TX 76180 (817) 282-3825
- 44-8846 B-17 G 85 (VE) "Lucky Lady" □**
Jean Salis, Cerny, France
- 44-8889 B-17 G 85 (VE) (No Name)**
Musee De L'Air, LeBourget (Paris) France
- 44-83512 B-17 G 85 (DL) "Heaven's Above"**
Lackland Air Force Base History & Tradition Museum
San Antonio, TX. Ms. Nora Patteson
- 44-83514 B-17 G 85 (DL) "Sentimental Journey" ***
Arizona Wing (Mesa, AZ) Confederate Air Force
P.O. Box CAF, Harlingen, TX 78550
- 44-83525 B-17 G 85 (DL) "Suzy Q" ***
Weeks Air Museum, Tamiami Airport, 13908 SW 139 Ct.,
Miami, FL 33186 (305) 232-0141
- 44-83542 B-17 G 85 (DL) (No Name)**
Weeks Air Museum, Tamiami Airport,
13908 SW 139 Ct., Miami, FL 33186 (305) 232-0141 (Hulk only.)
- 44-83546 B-17 G 85 (DL) (No Name)***
Silvernill Museum, Chino, CA.
Dave Tallichet, Specialty Restaurants Corp.,
2099 S. State College Blvd., Anaheim, CA 92806 (417) 634-0300
- 44-83559 B-17 G 85 (DL) "King Bee"**
Strategic Air Command, Omaha, NE Jack Allen, 2510 Clay St.,
Bellevue, NE (Using No. 44-23474.)
- 44-83563 B-17 G 85 (DL) "Fuddy Duddy" ***
National Warplanes Museum, P.O. Box 159, Geneseo, NY 14454
(716) 243-0690 Austin Wadsworth
- 44-83575 B-17 G 85 (DL) "909"***
Collings Foundation, Riverhill Farm, Stow, MA 16775
(617) 562-9182 (Using No. 42-31909.)
- 44-83624 B-17 G 90 (DL) (No Name)**
USAF Museum, Dayton, OH
- 44-83663 B-17G90(DL) "Short Bier"**
Hill Air Force Base Museum, Utah Larry Yonnotti, (801) 777-8623
- B-17G90(DL) "Picadilly Lilly"**
W-S> 36119
4-86864
Planes of Fame Museum, Edward Maloney, P.O. Box 278,
Corona del Mar, CA 92625 (714) 597-3722
- 44-83690 B-17 G 95 (DL) "Miss Liberty Belle"**
Grissom Air Force Base Museum Foundation, Peru, IN 46971
Lt. Col. James Gabriel
- 44-83718 TB-17 H (DL) (No Name)**
Museu Aerospacial, Rio de Janiero, Brazil
- 44-83728 B-17 G 95 (DL) (No Name)**
Assumed Musee de L'Air, LeBourget (Paris) France
- 44-83735 B-17 G 90 (DL) "Mary Alice"**
Imperial War Museum, Duxford, England
- 44-83785 B-17 G 95 (DL) (No Name) ***
Evergreen Air of Mt., Inc., Pinal Airpark, Marana, AZ 85653
Sandy Ellis (602) 682-4181 (Restoring for Del Smith.)
- 44-83814 B-17 G 95 (DL) "Tanker 09"**
National Air & Space Museum, Dulles Airport, Washington, DC
- 44-83863 B-17 G 95 (DL) (No Name)**
USAF Armament Museum, Eglin Air Force Base, Eglin, FL
Howard Corns
- 44-83868 B-17 G 95 (DL) (No Name)**
RAF Bomber Command Museum, Hendon (London) England
- 44-83872 B-17 G 95 "Texas Raiders" □**
Gulf Coast Wing, Confederate Air Force P.O. Box CAF,
Harlingen, TX 78550
- 44-83884 B-17 G 95 (DL) "Yankee Doodle II"**
8th Air Force Museum, Barksdale Air Force Base,
Bossier, City, LA 71112 Buck Riggs
- 44-85599 B-17 G 100 (DL) "Blackhawk"**
Texas Museum of Military History Dyess Air Force Base,
Abilene, TX Capt. Gates
- 44-85718 B-17 G 105 (VE) "Thunderbird"***
Lone Star Museum, Hobby Airport, 8910 Randolph St.,
Houston, TX 77061 Tommy Garcia, (713) 645-7709
- 44-85734 B-17 G 105 (VE) "Five Engine"**
New England Air Museum, Hartford, CT Tom Reilly, 500-No.
Airport Blvd., Kissimi, FL 32741 (305) 847-7477
- 44-85738 B-17 G 105 (VE) "Amvet"**
American Veterans Memorial, Tulare, CA
Gene Thomas, (209) G88-0660
- 44-85740 B-17 G 105 (VE) "Aluminum Overcast" ***
EAA Warbirds of America, P.O. Box 229, Hales Corner
(Oshkosh) WI 53130 (414) 425-4860
- 44-85778 B-17 G 105 (VE) (No Name)**
Aero Nostalgia, Richard Dartanian, 7030 So. C.E. Dixon, Stockton,
CA 95206 Jim Ricketts restoring for Mr. Dartanian. (209) 983-0235
- 44-85784 B-17 G 105 (VE) "Sally B"***
B-17 Preservation, Ltd., P.O. Box 34, Horley, Surrey,
RH6 9RQ England
- 44-85790 B-17 G 105 (VE) (No Name)**
Art Lacey, Milwaukie, Oregon. Sits atop a gas station.
- 44-85825 B-17 G (VE) (No Name)**
Pima Air Museum, P.O. Box 15097, Tucson, AZ
- 44-85828 B-17 G 110 (VE) "I'll Be Around"**
390th Bomb Group Association Pima Air Museum, P.O. Box 15097,
Tucson, AZ Gen. Robert Waltz
- 44-85829 B-17 G 110 (VE) "Yankee Lady"**
Yankee Air Force, P.O. Box 1100, Ypsilanti, MI 48197

* Flying condition; All others static.

Suggestions for Randy Green's Art Work

Dear George:

I was born and raised in Franklin, Nebraska and went to the University of Nebraska Class '41. There is no place like Nebraska.

I submit the following information per your request: I would like us to commission Randy Green to do a painting using the "Liberty Belle" with the Schweinfurt Raid for Background.

1. The Schweinfurt Mission remains the single most Historical of the 8th Air Force WWII Raid.
2. The 385th and 3rd Division was led by our Brilliant Warrior and Commander, Brig. General "Pete" Vandevanter.
3. We Put up 223 Bombers for the raid. 60 never returned, 59 more Airplanes never flew again.
4. The Pilot of the Liberty Belle was awarded the DFC for that raid.
5. The DSC was awarded to my Tailgunner, Loni Longsway. This is the highest award given to any 385th member.

I see no problem obtaining a sponsor and selling the copies particularly for our 50th Anniversary in Spokane where the 385th was activated in January 1943. The 50th Anniversary would be appropriate as well as the painting.

Sincerely,

Bob Smith
N. 12019 Anna J. Dr., Spokane, WA 99218

Aloha George,

I am interested in a 38 x 25 full color Litho "When Mercy Was Victory Enough". I would pay as much as \$26 plus shipping.

On the second question, I would like to commission Randy Green to do another painting for the 385th Group depicting the mission to ZWICHAU, Germany on May 12, 1944, mission #107 for the Group.

This mission belonged to the 385th, and the 385th alone, unlike others we shared with other groups, wings and the 8th AAF.

We were cited for this mission, and the citation is in our group history book. I would like to see the citation printed up and put on the back of the painting to further explain the mission.

We were cited for Regensberg, as were many other groups, for a Berlin mission, as were other groups, but the ZWICHAU mission was the only mission I am aware of that belongs to the 385th BG (H) and them alone.

It was led by Col. Vandevanter and this would be a fitting tribute to him as well as the group.

Munster was an outstanding mission, and a wonderful book has been written about this mission.

I would like to see some time spent in selecting the mission for the painting, and see the full citation for the ZWICHAU mission printed in our newsletter as some are not aware of this.

George, if you feel that printing the citation of the ZWICHAU mission along with parts or ? of this letter, please feel free to send it on to Ed Stern.

Hope to see you in Fargo in 89, and until then stay as healthy as you can, take it easy and above all "HAVE FUN".

Aloha Nui Loa from Hawaii nei,

Jerry H. Ramaker
76-6176 Lehua Rd, Kailua Kona, Hawaii 96740

From other PX Offerings

Your editor knows **nothing** about these.)

Dear Editor,

I have an aviation parts and memorable company, called Air Depot. While searching out new items for Air Depot, I ran across something that is of interest to your members. It will make a great gift or memento.

It is the emergency release handle and pin for the forward crew hatch on the B-17E thru G models. Some of them have the original A.A.F. or manufactures tag. The prize is \$12.50 each, with \$2.50 for shipping.

Some of the members especially members of the Caterpillar club, would enjoy this souvenir.

I have a parts listing available also, interested members should send \$1.00 for the catalog and to be placed on my mailing list.

I appreciate your assistance on this, and I feel that your members will find something of interest or enjoyment.

Thank you,

Donald Keller
Air Depot
P.O. Box 2111, Beaverton, OR 97075-2111

PX co n't.

Willis & Geiger Army Air Corps A-2 Jackets - said to be the same as those we had, satisfaction guaranteed. Sizes 40 - 48. \$295 + 2.50 UPS. M.D. Tasker, 1305 No. State St., Syracuse, NY. Phone 315-471-5891.

Aircraft Coin Bolos, B-17, P47, P51, P38, & B-24. Made by the Franklin Mint, \$22.00 + \$1.00 postage to 303 Bomb Group, Robert Kidd PX Admn., 13214 "D" Fyi Way, Marina Del Ray, CA 90292

Ron Nolan, who was made an honorary member of the "385th Bombardment Group Reunion Association" on the recommendation of John C. Ford after the 1976 England trip, has rewritten and re-edited his film, "Wings From the Past".

The new version includes personal narration by members of the 385th along with additional scenes relating to incidents of flying during the war. Also, footage from the 1988 trip, "Reunion at Great Ashfield", has been woven into the film. But most important, the movie has been enhanced and transferred to VSH video tapes for your cost of \$29.95, plus \$2.00 for postage and handling.

Order your copy today by writing a check to 385th BGMA and send it to John F. Pettenger, Box 117, Laurel, Florida, 34272. Ten per cent of the money will go into the treasury of the 385th.

Why not, when ordering your copy, order an extra one that you can give to your local school so that those things burned forever into your memory ... will not be forgotten by others!

Pres. Earl Cole has purchased two of these and says they're great.

To: Air Force Associations
From: John Comer
Subject: COMBAT CREW

Last year a number of Air Force Associations reviewed the book COMBAT CREW in their membership publications. At that time, the book could only be purchased from me, because I had to publish it myself and it is seldom that a self published book ever manages to break even on the expense. But COMBAT CREW sold out rather soon, much to my surprise. Now two things have happened:

1. The William Morrow Publishing Co. has bought the U.S. reprint rights. They will bring out a new edition for sales through book stores this month.
2. The Leo Cooper Publishing LTD, London, will release a reprint for the United Kingdom.

It occurs to me that some of your members might be interested to know that they can buy this book at any book store. If the store does not have it in stock they can order it from:

William Morrow Publishing Co. Inc.
105 Madison Avenue
New York, NY 10016

For the new members Combat Crew is an account that is taken from a journal that I recorded after each of my first 25 missions (I flew another 50 raids later with the 15th air Force). The account is what my small circle of associates thought was happening at the time it was happening and includes what I could recall of the intercom dialog. I changed nothing from the original journal except to smooth some of the wording. I flew with thirteen crews in two Air Forces and found that all experienced crew were far more alike than they were different. So COMBAT CREW is typical of what combat crews were in the high frigid air over Europe. It was intended for those who were there, and even more so for the families of those who were there.


Today I had a fine letter from John Richardson who was a member of one of your original crews - the pilot was William E. Swope and after he went down, with another crew, the pilot was Billy Ruby who is buried at the beautiful American Cemetery near Cambridge. Wm Richardson and myself reached England about the same time in June 1943 so what I described in Combat Crew was the same experience that he had in his 25 missions.

Respectfully,

John Comer
9641 Spring Branch, Dallas, TX 75238

What do you think of having these engraved and hand them out at the 1989 Reunion?

.50 CML. Machin* Gun Belta



Enhntct your Warbird gun room. place of business with impressive and unique wall display of .50 cal. shells, 5'A" long, complete with copper jacket projectiles intact, including steel links for continuous belt.

- * Original Frankfort Arsenal. 1943-44 Issue
- * Na pewtier. safe legal tt bay.
- * ExsaHent candttlaa. (ether Militia)

Super large	100 rounds,	\$83.50
	nearly 9" long	Shipping \$a 00
50 rounds	Shipping \$6.00	\$34.50
25 rounds	Shipping \$4.00	\$19.50

JOE JELINEK (312)758-2183
1201-A Cottage Grove, Chicago Heights, ILS0411

Dear Ed,

I would like to join the chorus of praise for the super job you are doing as editor.

In sorting out my files Post-retirement, I came across a bit of 385th history that might interest you and the group.

Both the Great Ashfield Church people and those of us in the Ground Echelon of group were concerned about the dedication of the Memorial before we left for unknown destinations.

Not knowing what the future would bring, it was agreed that we should have an early - indeed - immediate dedication.

Thus on 1 August 45, a dedication ceremony was held at the church Vicar, the Rev. Vincent F. P. Davies, presiding.

I have the original program and have sent facsimilies of the pages on in this folder.

Ray LaPine visited us several weeks ago and asked to be remembered to you. You may or may not know that his charming and dedicated wife passed away recently.

Fran and I are planning to make the Reunion in Fargo — for sure this time.

Cordially & Cheers,

Andy

ELMSWELL STATION
1 MILES
E. COUNTRIES BUS
FROM
OLD CATTLE MARKET.
IPSWICH

GREAT ASHFIELD VICARAGE,
ST. EDMUNDSBURY,
SUFFOLK.

ACCEPTANCE & DEDICATION of
U.S.A.F. MEMORIAL.
in.

at SAINTS PARISH CHURCH GREAT ASHFIELD
WEDNESDAY 1st 1945
10 AM.

PRESENTATION of the MEMORIAL BY:-
MAJOR TOTTEN J. ANDERSON. U.S.A.F.
SHOAR ADDRESS

ACCEPTANCE & SHORT REPLY BY THE VICAR
THE REV. VINCENT F. DAVIES

HYMN 437. ARMY PRAYER BOOK 29.

PRAYER

PRAYER

BENEDICTION

tyff. Pdf.



**3n jfflemoriam: f^reat gfebfielb
1943—1945**

The Memorial to the men of the 385th Bombardment Group resides in All Saints Church, Great Ashfield, Suffolk County, England. The picturesque, rural village of Great Ashfield borders our flying field and from it Station 155 took its name.

The military history of our Group has been bred into the hearts, minds and rich soil of this little community. When we searched for a fitting memorial in tribute to the everlasting memory of our gallant comrades who unselfishly gave their lives in the fight against the common enemy, we thought that the ageless institution of the church would best guard our loving tribute.

Standing at the eastern end of the north aisle of beautiful 14th Century All Saints Church, our memorial consists of altar and reredos, with side panels, all richly hand carved and traceried in oak. The design came from the creative genius of H. Munro Cautley, F.S.A., one of Britain's foremost authorities in church architecture. It stands on random squared stone paving, and makes a charming side chapel, 6 feet in width and 18 feet in length. A beautiful, silk American flag will hang permanently in the chapel.

All Saints Church stands just off a narrow, winding road in a little grove of lovely evergreen trees with its stone decked graveyard spread about it. It is approached by a small bridge over a rippling country brook. Its simple construction consists of the Nave and Chancel, the north aisle and the western tower with steeple. Entrance is gained by a 16th Century brick porch. The benches are topped with hand carved poppy heads and are as old as the church. The old Jacobean pulpit is undoubtedly one of the country's finest, its backboard and tester dating from the year 1619. All Saints Church was constructed at least 900 years ago but just over 500 years ago it was rebuilt and has remained unaltered to the present time.

In the quiet dignity of this holy sanctuary rests our tribute to our comrades.

**Memorial of the working on the /Memorial
(great iasrtjiefio ©burcfj, Suffolk**

IN MEMORIAM



**DEDICATED
TO THE
EVERLASTING MEMORY
OF THE
OFFICERS AND MEN
OF THE
385TH BOMBARDMENT GROUP
8TH AIR FORCE**

©U-S-ARMY®

**WHO GAVE THEIR LIVES
IN HEROIC SACRIFICE
AND
UNSELFISH DEVOTION
TO DUTY
*-<<<<>>>>**

**WORLD WAR II
• MCMXLV ♦**

**HEADQUARTERS
. A.A.F. STATION 155
GREAT ASHFIELD
SUFFOLK
ENGLAND**



The memorial described in the foregoing pages has been established by the officers and men

of the 385ZA Bombardment Group (JT) and 424th Air Service Group as a tribute to the memory of those of our comrades who gave their lives in the struggle against the enemy.

It is our intention and sincere hope that the memorial will constitute a shrine which will be visited by our relatives and friends for generations.

We wish to take this opportunity to express our heartfelt appreciation and gratitude to our good British friends who have so generously offered to cherish and maintain this memorial for us.

In our minds the Great Ashfield Memorial is a symbol of the historic friendship and affection which exists between our two great nations.

**GROUP COMMANDERS
385th Bomb Group (H)
424th Air Service Group**



Waiting in line for mail. Left one is Willard Hag man. Who are the other two?

Letters to the Editor:

Dear Ed:

I am a new member of the association having joined in April of this year.

I was with a crew in the 549 B.S. from June thru November '44. Haven't really had much opportunity to reminisce about service time, too busy raising a family and going thru the battle of economics. Have just retired after 38 1/2 years with same employer. Recently made contact with Bill Hunter, a supply Sgt. in the 549th B.S. and he put me in touch with Allan Chealander. Thru Allan, I became aware of the Memorial Association. Always wondered where or if the 385th had such, and after all these years found the answer.

By the way, does the association ever publish a name and address roster of the members? If so, when? The only 385th member I recall seeing was a pilot name of Harrington. We had been thru flight training, class 43 - J. Harrington was a commissioned officer who transferred to the A.F. from a U.S.A. Armoured division. He arrived at the 385th (549th) as I recall late August of '44, and was assigned to our barracks. Not long tho' cause they were shot down on their first mission. Years later, his son graduated from parochial school with our oldest daughter. Small world.

Sincerely,

Don Noe
15455 Glenoaks Bl. #254, Sylmar, CA 91342

Editors Note: An updated roster will be printed next spring before the Fargo Reunion.

Dear Sir,

I'm writing in reference to the Newsletter of the 385th Bombardment Group. My husband was a tail gunner with the 385th in England. Loved it. His name was Ladislav Charamut.

I find many articles about the 385th Group. If my husband was alive today, I'm sure he would find it very interesting. Come Nov. he has been gone nine years.

Thank you,

Sophia Charamut
1250 High Road, Kensington, CT 06037

Dear Mr. Stern,

You can stop sending the Newsletter. Our crew was with the 385th for a very short time. We hardly got to know anyone. We made the Group History only because we were 1 of 2 crews lost on 4/22/44.

For the record, I was top turret gunner on MacDevitt's crew. Our first mission was Augsburg on 4/13/44. We were shot down on Hamm 4/22/44.

The ship we went down in was "War Cry" a veteran of 30 (?) missions (bombs painted on her nose) & 7 (?) swastikas. Her nose art was a indian in a feathered war bonnet. We flew her on 4/21 /44 mission recalled and 4/22/44 shot down.

Since she was a veteran of the 385th, perhaps some of your readers may be interested in her fate.

Her crew on 4/22/44 was as follows —

Pilot	MacDevitt
Co-pilot	Klaflin (experienced pilot with many missions)
Bombardier	Wickter
Navigator	Nickless
Top Turret	Lane
Radio	Foss (deceased)
Ball Turret	Walker
Waist	Montagna
Waist	Gregory
Tail	Moss

"War Cry" her last 2 missions 4/21/44 mission recalled after the Group had formed. There was a very scary let-down through an overcast so thick all you could see were the shadows of the planes near you.

"War Cry" had some problems that day - a lack of power at normal settings for climb & flight at altitude.

4/22/44 Target, Hamm, Germany

Shortly after take off, the same symptoms of lack of power for climb were observed but we did not abort.

"War Cry" was the leadship, 2nd element, high squadron. We had trouble keeping up with the group. As we approached the I.P. #2 engine failed, spewing a thick stream of oil over the wing. We peeled off to our left in a steep dive, pulled out and established straight and level flight at some lower altitude. The bombs were salvoed and we headed for the channel. A P47 responded to our distress flares and flew with us until we ran into a flak barrage. We were still flying when we cleared their field of fire but we had no control of the engines and were losing altitude rapidly. At this point, we bailed out. All of the crew survived. We landed near the town of Krefeld.

Fourty-four years plus is a long time and memories dim. This is as I remember the last 2 missions of the venerable by "War Cry"

Ed Lane
548th Squadron



Letters to the Editor con't

Like snakes? Go visit Frank.

Dear Ed,

I now live way out in the boondocks. Our mailbox is 5/8 of a mile from the house and the nearest neighbor just a shade farther.

This is a very isolated area near a place called Cut & Shoot 14 miles outside of Conroe. If you are ever in the Houston Area call and I'll come and get you. We have thick woods, 3 small lakes filled with fish and watched over by water moccasins and rattlers and copperheads. A hike around here is an adventure and we have a small long haired curbstoner setter who loves everything but snakes so he keeps you aware.

I'll be looking forward to hearing from you.

Oh for your wife, we have many beautiful birds and wild flowers especially in the spring.

Sincerely,

Frank Sutter
RR 19, Box 3838, Conroe, TX 77303

Dear Mr. Stern,

I took this picture in April when our cherry tree was blooming at Arlington National Cemetery. Thought it might be nice to have for the reunion in Fargo. See you in Fargo.

Sincerely,

Cheryl Horn



Arlington Cemetery 385th Plaque and tree. In back behind limb is the Memorial to those who died on Battleship Maine. Houses (tempory) the body of Polish pianist Padarewski.

551st Members — here's a very generous offer. It's a beautifully finished and colorful woven patch.

Dear Ed;

I had these 551 st Patches reproduced from the "Wolfhead" painting I have.

I would like all 551 st Sqdn. members to have one. All I need would be for them to contact me and request one or more. It is not necessary for them to pay for them. A contribution would be accepted.

So far, I sent them to the following: John Pettinger, Ruel G. Weikert, Wm. A Nicholls, Smithsonian Institute, Mark D. Griffith, MD (He's the one that requested a patch in the newsletter), Tom V. Betow, Ian McLachlan (included with his, one for the Memorial at Great Ashfield Church).

Also, in the newsletter of Aug. 1988, you have a picture of my brother-in-law. Les Blaker not Blakely. Les died on Aug. 28, 1985 of a massive heart attack. Worthing, England — my wife, his sister. Olive and I were with him at that time. The Elmswell Pub is the "Fox Hotel" Elmswell, England. If possible, we'd like to know where his picture came from. My wife. Olive, would like to have a copy of it.

Olive is getting a letter together for the War Brides section.

Very truly yours,

Darwin L. Mushrush
PO Box 521 Clayton St, Dagsboro, DE 19939



Letters to the Editor con't.

Dear Ed,

Your August 1988 newsletter titled "Hard Life Herald" gave me a flash back when my eyes focused on name "Roger the Dodger". I went immediatley and found picture of crew with fond memories. I can't remember getting so dressed, real class, "Roger the Dodger". Some one of the 551 st SIS may smile.

My tail flew 35 missions June 44 to Oct. 44.



Crew Standing L. to R.: Unknown, Harry Deardorff, M. Weinberg, W. Jarmen. Kneeling: N.A. Miller, Dick Maher, Bob Caddy, R.B. Mayne, Ed Robinson.

Sincerely,

Ed Robinson

Dear Ed,

I can't tell you how thrilled I was to read my Aug. Newsletter and see photos of people I knew at the Aero Club at Gt. Ashfield. I used to work there and seeing those photos brought back a lot of happy memories, do you have any idea of where Carolina Beuhler is now and I wonder if any of you other readers might have worked at the Aero Club also. I'm still in touch with several of the girls that worked with me there, we go to England quite often and stay in Woolpit, and we visit the old base at Gt. Ashfield quite often. I'm very sorry to be missing the reunion there. I also notice in the newsletter you have a letter from Mr. and Mrs. Ellis, they gave us a nice tour of the base a couple of years ago. I was at the last reunion at Gt. Ashfield, believe me, there were quite a few tears shed when the BI 7 made its fly over, keep the newsletter coming, I really look forward to it.

Best Wishes

Grace Herdman

9995 No. Arrowhead Ave, San Bernadino, CA 92410

Mr. Ed Stern

Here's an aircraft you can add to the list of 385th Bomb Group Aircraft. I was her first pilot and named her "Gypsy Princess". I cannot remember who painted the picture for me.

The two pictures enclosed were taken by me on April 8, 1945. The name of the person on the left was Calahan. I believe he was the ground crewchief.

On the right is Jimmy Lause, my engineer. Surely do enjoy the newsletter!

Sincerely,

Lewis A. Smith, O.D.

321 S. Hillside, Wichita, Kansas 67211-2194



Dear Ed,

RE: Picture of Crew #3, page 19, August 1988 Newsletter

I'm reluctant to view your remark as nothing known at all. The crew shown saw Great Ashfield for the first time in October 1944 as a replacement crew. We arrived the day the 385th lost eleven (11) aircraft and crews.

Letters to the editor con't.



We were assigned to the BEST SQUADRON in the Group 550/Aircraft Leading Lady, most completed our Missions by April 9, 1945.

The Crew was the JAMES E. WITNER CREW, Pilot James E. Witner, one of the best in group (recalled for Korea). I was the Radio Operator, who was assigned to Group as SQUADRON OPERATOR, if you flew home with Col. Witherspoon when we closed the Base June 18, 1945, I was the RADIO OPERATOR who brought you into GOOSE BAY from Iceland when we had SOUP ALL THE WAY INTO Goose.

Reading left to right, Standing Lt. James E. Witner, Pilot, Robt. Yates - Co-pilot, Lt. Woodrow Staats, Navigator - S/Sgt. Lloyd Wright - Waist Gunner.

Kneeling left to right Butch Wizner - Tail Gunner, Wm. James Chin - Turret and Toggler Tommy Johnson, Ball Turret gunner, Joe Schneider - Radio Operator, Parisian Engineer - Top Turret gunner.

Thank you for showing the picture and appreciate the opportunity to assist you.

With warmest best wishes,

Joe Schneider

Dear Ed:

I read in the last newsletter, a letter written by Bill Bernedoe Jr. referencing nose art and B-17 names.

I put in 35 missions in various positions ie. tail R & L, waist and mostly ball Turret as a spare gunner. However, I put in most of my missions in "Rum Dum" at BTG.

I would like to get in touch with former crew members who knew me, Emery (Stogy) Blanchette, 18 Mar 44 thru 30 Aug. 44

Yours,

Emery D. Blanchette
13638 SE 37th St., Bellevue, WAS 98006

Dear Ed:

Have put off too long sending you this copy of notes I received from authors in response to my letter re "Berlin Mission 250, 6-3-44. I had finished reading (1st) on 6-3-88 - forty-four years later (also the time was approximately 1:15 pm) Such coincidence caused me to write. Other may find reprint information helpful. This book with one exception (# of chutes from Wilson A/C) is as my minds eye still recalls that important day in my life.

Trust this info is of interest

As every fraternally

Geo. Behl
548th Czerwinski Crew)
51 Windsor Rd, Springfield, IL 62702

Dear George...

Alfred Price and I both thank you for your fine letter on the 6 Mar 44 mission and the books we wrote about it. It will be republished in May 89 - when it is released I'll send an order form to you and if you still want it, you can get it then.

We have received many letters like yours from those who flew that day. It was **epic** to be sure.

Thanks again,

Jeff Etrell

Dear Mr. Hruska:

It was a pleasure talking with you on the phone last night.

As I stated on the phone, I am trying to put together a collection of Army Air Corps items and am featuring the 385th Bomb Group in particular. I would be very interested in any type of item you could locate particularly bombardier wings, uniform, helmet, goggles, and really anything at all pertaining to the 548th. I have enclosed a self-addressed stamped envelope.

Please let me know what you find. I am quite willing to buy these items from you; so, if you wish, just tell me what you would want for them.

Once again, thank you for talking with me. I really appreciate any help you can give me.

Sincerely,

Mark D. Griffith, M.D.
Roanoke Memorial Hospitals
P.O. Box 13367, Roanoke, VA 24033

Letters to the Editor:

Dear Ed,

Imagine my suprise when I opened my newsletter for August to page 9 and lo and behold, there was my picture staring at me using the name of Lt. Stodola. Can't say as I ever knew or met this man, but the picture was made around the first of October, (a public relations picture) 1944 just after I finished my 35th mission. I was assigned to the 548th Squadron and flew with Capt. Charles B Woodward as my first pilot. The first thing my crew did was vote as to whether be a lead crew or fly them as fast as we could and get out of there. We chose to fly them fast and Ed, I believe that we flew 35 missions in maybe record time.

Our first mission was June 20, 1944 to Falkerslehan, Germany and by August 30 (30 in 60 days) had flown 30 missions. The weather worsened and we were until September 26 flying our last 5. Must say thats doing it in a hurry.

Our last mission was to Bremen and we were flying the "Heavenly Body", Miss Hedy Lamar right on the side. We were hit by flak over Willemshaven and we turned back for our base. Luckily no fighters were near but we lost 3 engines and had to ditch. What a way to wind up on your 35th mission. I'll wind this up now Ed, but just had to write after seeing myself from a picture made 44 years ago.

Sincerely,

Roy F. Buck 0706796

The Aug. 1988 article from the Hard Life Herald.



Lt. Stodola with . & TH
"Miss "D"Day"
540
ALAI S
ROY F. BUCK 1st LT

Green Sqan.,
385th B. G., E Fellers

One man with no contact since WWII is Bob Dykins formerly from Washington, Indiana. He was a classical student of piano and on frequent passes to London, he would use time to practice piano.

Cheers,

Vic Ferguson
515 W. 3rd, McGregor, TX 76657

385TMBGMA

ED STERN, EDITOR
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Fargo, ND 58108

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