

HARDLIFE HERALD

Newsletter of the 385th Bombardment Group
Association



548th



549th

550th



551st



1942 - 1945 Great Ashfield - Suffolk, England Station 155 - The Mighty Eighth

Volume 31 - Number 3

September 2014



385th BGA REUNION - NASHVILLE, TN - October 2014

HARDLIFE HERALD

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Front Cover: Two Crews of "Picadilly Queen"

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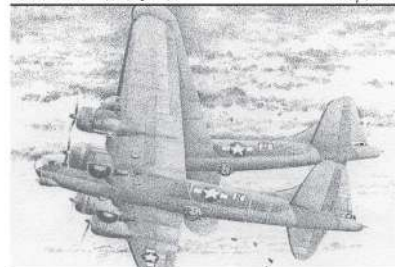
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HARDLIFE HERALD

Newsletter of the 385th Bombardment Group
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1942 - 1945 Great Ashfield - Suffolk, England Station 155 - The Mighty Eighth
Volume 31 - Number 2 July 2014



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EDITOR'S MESSAGE

They say a picture is worth a thousand words. I'm doing something a little bit different in this issue (in order to commemorate our annual reunion) by giving you 48 pages of "words." I start with all of the crew pictures the 385th has in its possession. Many of these pictures are not the best in quality having been scanned long ago from newspaper articles and our roster certainly is not complete. If we are missing your crew photo or you have a copy that is of better quality (or any photographs or memoirs from your time in the 385th), please contact us so that we can best preserve your legacy. Thanks to Ian McLachlan for his ongoing research overseas and a very special thanks to Bill Varnedoe who spent a good few days cross-checking the crews and answering a barrage of emails to make sure these updates were as accurate as possible.

Below is an excerpt from a letter sent to Chuck Smith. I think it makes a most appropriate foreword for this issue.

-Enjoy and as always, thank you for your service.

-Charles Lundsberg

"I do recall watching raids of 300 to 500 planes go over each morning in January and February of 1945. At that time I was in a small Eastern French village, Gandrange in Lorraine, and as we would go to our breakfast meal at 6:30 or 6:45 a.m. we would watch the B17s in the clear blue sky. Each plane would be putting out four "vapor trails" as we called them in those days. The formations would be tight and in the separate echelons as they made their way to Germany, some 35 or 40 miles away.

Of course, we had no idea as to what the target was, but it was good to see them and to guess the effect that they would have in bombing the hell out of the Krauts.

About 30 minutes after we saw them heading east they would be coming back. It was a different sight on the return. No longer were the formations tight and disciplined. Some were high, some low, some eight to ten planes together, some alone, some with two engines gone (evidenced by only two vapor trails following the plane). I was most appreciative of the Air Corps by this time.

But it was not always that way. I trained as an infantryman and we always had an unspoken but seething envy of men in the Air Corps. 1st, they got to sleep in a warm bed at night, 2nd, they had better chow, served in a mess hall, 3rd, girls always went for the "fly boys" before they would consider a foot soldier. I think they had a better pay scale as well.

When the German breakthrough came in December of 1944, there was fog and clouds everywhere for about the first five days. We were without the benefit of either bomber or fighter support at that time. I found my self asking over and over again. "Where is the Air Corps, Where is the Air Corps". From that day on I had the most profound appreciation of men in the airplanes. They made life bearable for us on the ground."

Tom Chambers
Private First Class
"A" Company
343rd Infantry Regiment
86th Infantry Division

ALLEN, BYRON D. CREW



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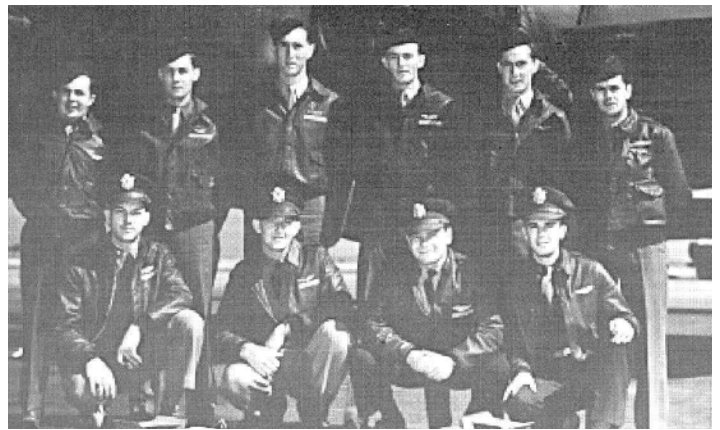
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LANCASTER, ORVID V. CREW



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LASHER, DEXTER B. CREW



LEDOUX, BERNARD J. CREW



Standing L-R
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Lt.R.C.Cowan
Ryan?
Capt.B.J.LeDoux
??
Kneeling
S/Sgt.Irven Birdsall
T/Sgt.E.T.Hudson
T/Sgt.W.Seaman

LEHMAN, RONALD E. CREW



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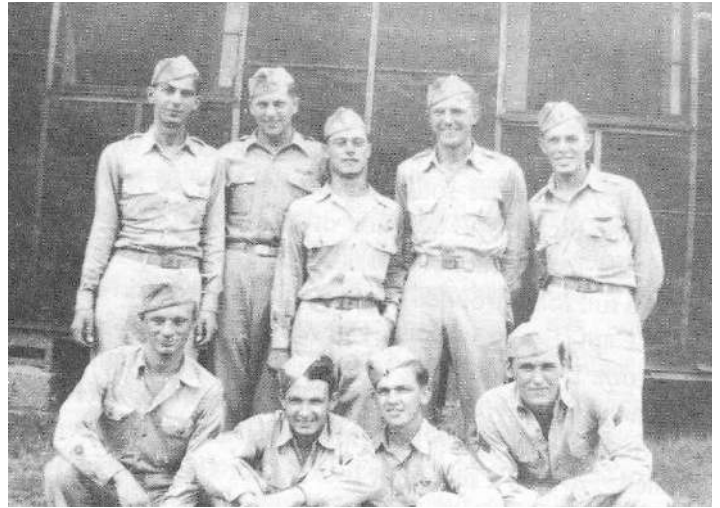
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M CERLANE, JOHN T. CREW



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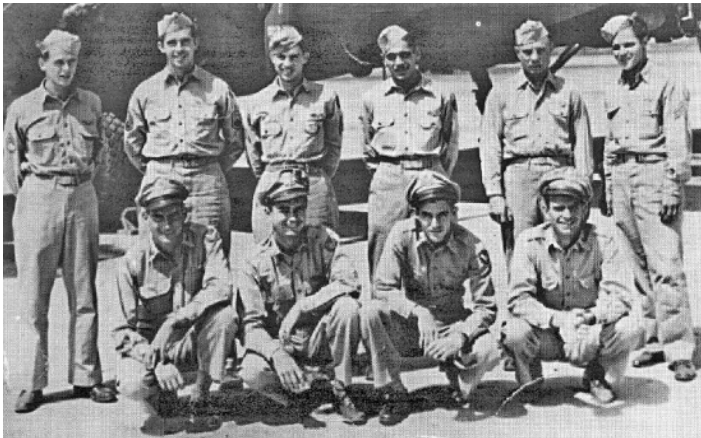
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MORSE, ROBERT W. CREW



MUDGE, JEROME H. CREW



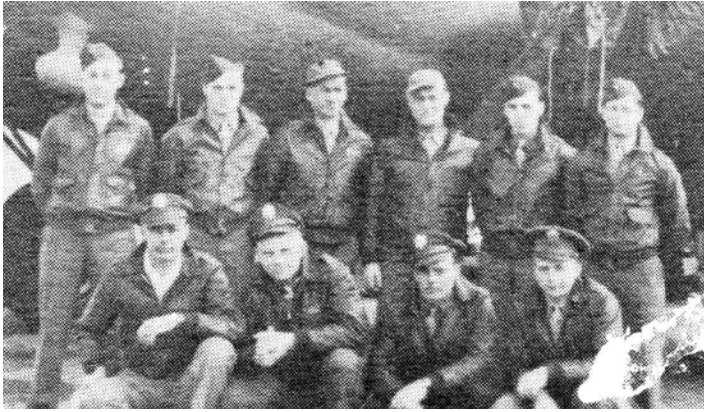
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PABICH, FRANCIS F. CREW



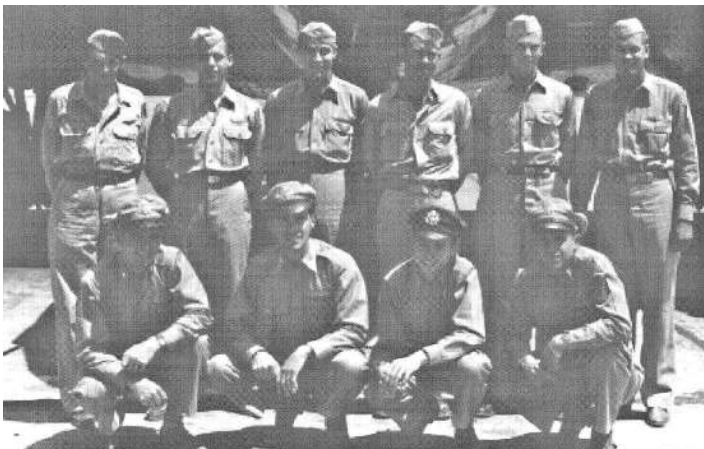
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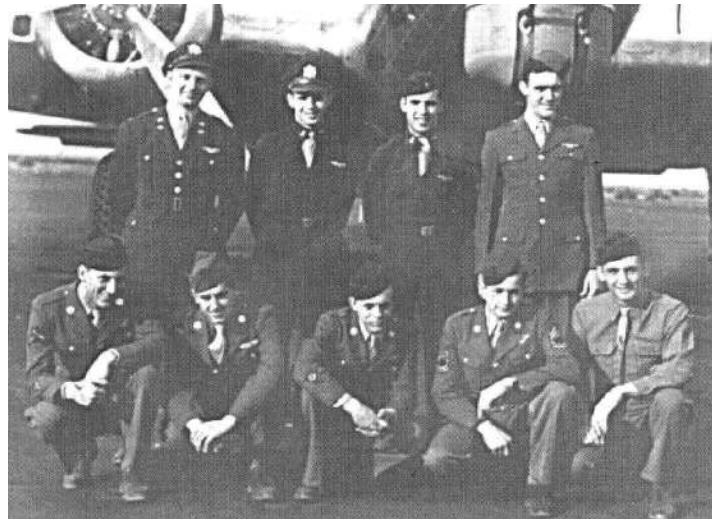
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TRIPP, LEON E. CREW



VAADI, EUGENE J. CREW



VANCE, W. T. CREW



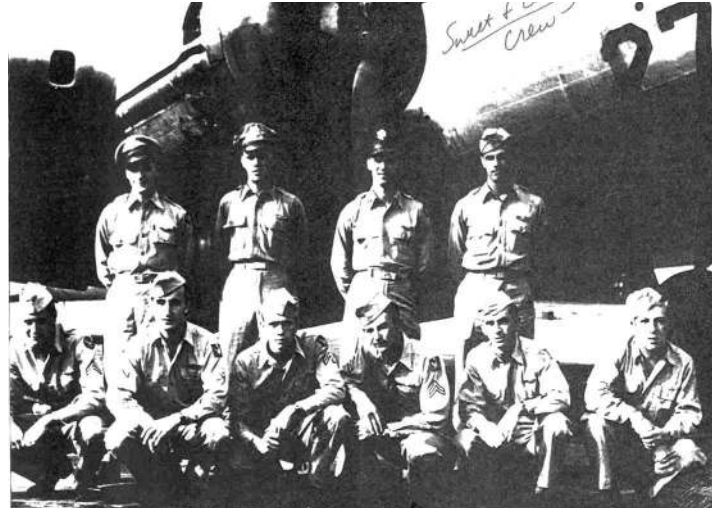
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VOLRATH, LAWRENCE V. CREW



WALLACE, LUTHER R. CREW



WALLS CREW



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GEORGE E. CREW**



WELLS, CHARLES E. CREW



WEST, GORDON A. CREW



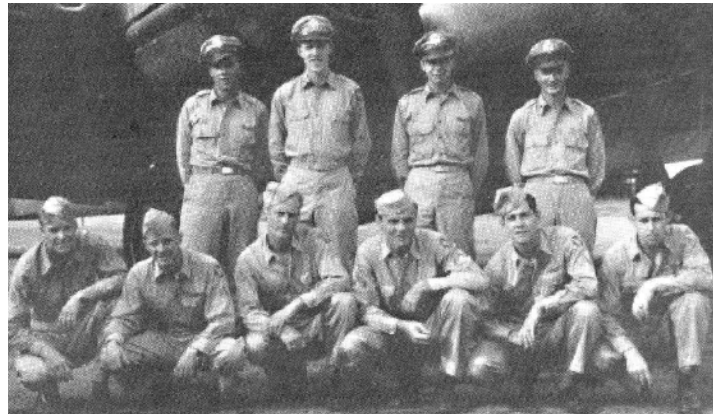
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WHITLOW, W. B. CREW



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YANNELLO, PAUL R. CREW



YODER, RICHARD CREW



Some of Our Favourite Ladies



AMMUNITION SECTION



AUTOMOTIVE SECTION



BASE COMMUNICATIONS



BASE FIRE STATION PERSONNEL



BASE MEDIC STAFF



MESS HALL PERSONNEL #1



MESS HALL PERSONNEL #2



MOBILE REPAIR PERSONNEL



PERSONNEL SECTION



PHOTO SECTION



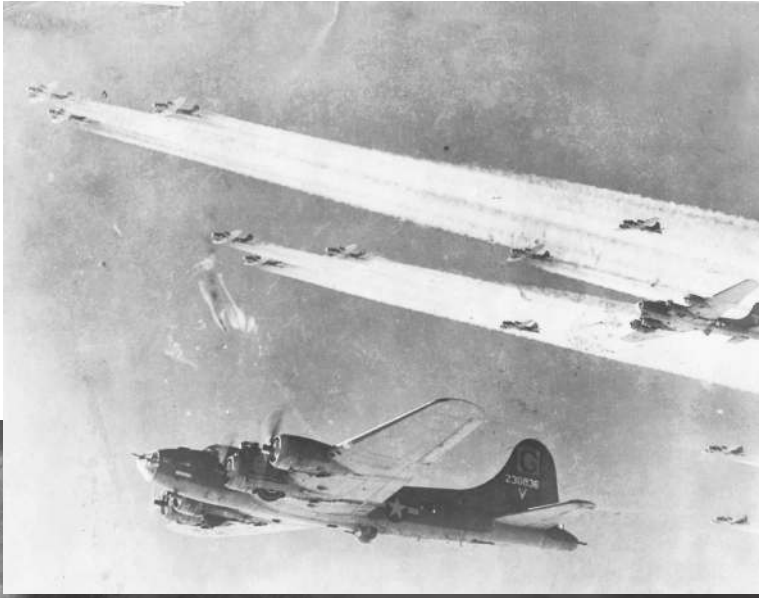
RED CROSS CLUBMOBILE PERSONNEL



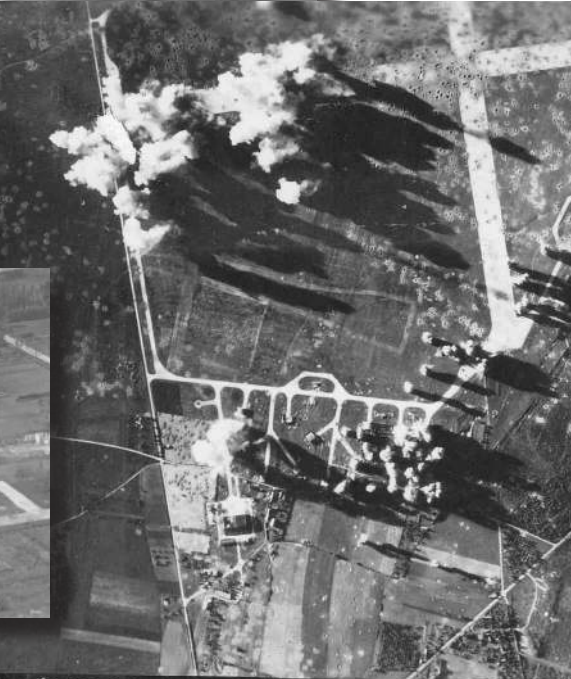
WEATHER PERSONNEL



385th Moments in Time



(6PR-217-5-385)(23-9-44)(548TH ORPHANS BIRTHDAY PARTY)



(6PR-246-26-385)(10-7-44)(THE BOMBS HIT)



The following are crew photos that we do not have, or that have same last names that we cannot properly identify:

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Ackerman, Harold B.
Alexander, Lawrence E., Jr.
Anderson, William A.
Andreas, Donald J.
Archer, Vance D., Jr.
Audrain, Thornton L.
Bailey, E. D.
Baldwin, Robert R.
Barney, Robert E.
Barrington, R. K.
Bartley, George V.
Baumann, Ernest G.
Bean, Ashley R.
Beidenstein, Kenneth R.
Bell, Thomas A.
Benefield, A. L.
Bennett, Robert E.
Bensing, Robert G.
Benson, Virgil H.
Berg, William A.
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Bristol, Sterling W.
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Bryan, Adoniram J. Jr.
Burt, Joseph P.
Byran, Adoniram J., Jr.
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Castle, Frederick
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Closz, Charles M.
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Danciger, David K.
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Davis, John D.
Davis, R. R.
DelBianco, C. W.
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Dobbins, Charles O.
Dolan, Daniel H.
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Drobysh, Andrew, Jr.
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Dunlap, Roger R.
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Eklund, Fred
Elder, C. L.
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Foss, Clifford W.
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Franks, Norman A.
Frye, Earl T.

Fulton, Frederick P.
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Gagnon, Henry C.
Gaguarelli, Anthony D.
Garza, Hector J.
Geiwitz, Clifford P.
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Goodwin, Earl G.
Goose, Samuel
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Hall, Warren D.
Hamilton, Albert J.
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Kratz, Myron J.
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Robbins, William M.
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Ruby, Billy E.
Ruckey, Alexander
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Sanders, William A.
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Selmeier, J. P.
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Shank, Franklin F.
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Smith, Truman J.
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St.Clair, Samuel D.

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 Wilson, Willard E.
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 Wolff, R. H.
 Worster, Howard M.
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548 Bomb Squadron
 GX - Blue



549 Bomb Squadron
 XA - Yellow



550 Bomb Squadron
 SG - Red



551 Bomb Squadron
 HR - Green



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