

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 35 Number 1

APRIL 2018



385th BGA REUNION - DAYTON, OH - OCTOBER 2018

HARDLIFE HERALD

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Check us out online;

www.385thBGA.com

www.facebook.com/385thBGA

Front Cover: 42-102636 "Sleepytime Gal!"

Back Cover: Production line B-17s

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PRESIDENT'S MESSAGE

I write this President's Message with a heavy heart. You will see in this issue's TAPS that we have lost five more from our small cadre of remaining 385th BG veterans, including some who have been active attendees at our reunions. And these five are the ones for whom we received notification. There were likely several others lost during this period that we are not aware of. It goes without saying they are missed each and every day by family and friends. Those who regularly attended our reunions surely will be missed at our next reunion. We pause for a moment to remember them and to honor their memory-----and then it is for us who remain to move on. There is a reunion scheduled for later this Fall in Dayton, Ohio, location of a magnificent Air Force museum. Details are included elsewhere in this issue and I strongly encourage you to attend. This could very well be the last 385th BGA reunion - that remains to be seen. Nevertheless, it is time for serious consideration of what is to become of our Association when the last of our veterans has "gone West." We have raised this issue in the past, but have "kicked the can down the road." I will be contacting some of you nextgens for your thoughts and ideas.

-Tom Gagnon

Letter from the Editor

I am happy to say that as time moves on, I am seeing more interest in the 385th BGA with 2nd and 3rd generations, many of whom have found us through our website (385thbga.com) and Facebook pages (www.facebook.com/385thbga). It is very important to all of us that we continue to share the stories, photographs and journals with each other in order to preserve the fine history of the 385th Bomb Group and to educate ourselves through the experiences of 385th veterans.

I thoroughly enjoy communicating with and helping these generations connect with their grandparents and what they went through and I highly encourage them to attend our reunions and join our association.

Veterans, I encourage you to please reach out to our Historian, Ray Fordyce, and me regarding your time with the 385th. Our contact information is posted on the opposing page (02) of these newsletters.

-Best!

-Charles Lundsberg

PANTAGRAPH STORY

STEVE LANCASTER

My father, O.V. Lancaster, passed away on Christmas Day, 2016. In 1989 Dad told the following story to Kathleen Dill, a reporter for our local newspaper; The Pantagraph. Dad was always promoting the memory and history of the 385th and had contacted the newspaper to offer this story. It was published in the paper on August 27th, 1989. I thought the story would be interesting as well as reaffirming the importance of the reunion. Here is the story as reported.

These days most young adults celebrate their 21st birthday with friends at a favorite night spot. But in 1944, O.V. Lancaster spent his 21st birthday fighting enemy pilots.

Lancaster is part of the 385th Bomb Group, 550th Bomb Squadron from WWII that is in Fargo to celebrate their 12th reunion and 46th anniversary. The group holds a reunion every other year.

Lancaster, a McLean Ill. native, and his Bomb Group were stationed in England during the war. He was a B-17 pilot who flew 29 missions. He said his aircraft returned without damage in only 10 of his missions.

"The worst one (mission) was my 21st birthday and that particular mission, of course, being my 21st birthday, would naturally be outstanding, and we suffered most damage under fighter attack for almost four hours" Lancaster said.

He said his aircraft returned with 387 holes of different sizes and descriptions. "Most of the damage to the aircraft was to the wing tanks in the left wing and our oxygen tanks were hit and exploded.", he said. "We lost our oxygen and had to drop out of formation and go to a lower altitude."

"Prior to that we had been under fighter attack for such a long period of time, the electric heated suit on my radio operator was damaged and malfunctioned and he froze all ten fingers to the second joint and they all had to be amputated when we got back."

He said most of their equipment had been damaged beyond use and two of the four engines were lost.

"You are in constant fear because from the time you arrive over any area in enemy territory until you leave enemy territory, you are under constant attack of some sort," he said. "You see airplanes adjacent to you have a direct hit and on occasion one blows completely apart."

The mission that takes place on Lancaster's birthday, started out with nine aircraft. His was the only one that returned.

"I had seen one of my good friends, who had been with me all the way through pilot school and we were assigned to the same squadron; his aircraft was hit by enemy fire in the number two engine." he said. "He slow-rolled over the top of my aircraft and his radio operator fell out and almost hit my aircraft. Seven members (out of ten) of that crew perished".

"Now that's a sight that would scare any 21-year-old to death," he said.

Lancaster said his friend was captured and became a prisoner of war. He never knew what happened to his friend, until after he returned home from his 16-month stay in England, and he was reassigned in the states.

"After I came back and was reassigned, I brought some of my flying and experiences which led me to California," he said. "I ran across him in the control tower. I was completely surprised. It's hard to explain the feelings."

The members of the squadron share similar stories during the reunion, but also take time to enjoy the city they are in.

Ed stern of Fargo was one of the organizers of the Fargo Reunion. He served in the 550th Squadron also but didn't experience combat firsthand.

"I was one of the permanent ground personnel in the administrative office," Stern said. "I never shot a gun. Once the Germans bombed us and I just stood there and watched like a damned fool."

He said for someone who had to be away from home and in England for 28 months like he was, it was the nicest place he could be.

Stern said he contributes not having to be in combat to luck - "150 per cent." "Most of the luck, I suppose, had to be with my eyes being too bad to be a pilot," he said. "The Navy wouldn't take me because my eyes weren't good enough. I enlisted into the Army then got sent to the Air Force. That's luck."

Although each reunion has been special, Stern said it is a little more so because it is Fargo. This year's reunion brought in 400 members and their families, representing 40 states. The group has been visiting the various sites in the area and after a Scandinavian smorgasbord breakfast today, we decide where the next reunion will be.

4 EW 4-2, 6(1-2-3) **COMBAT REPORT** CONFIDENTIAL

GROUP 385 SQN. 530 A/C 33423 DATE 24/1/44

WHERE ATTACK TOOK PLACE Behind R.P. HEIGHT 23000 TIME 10:58

Our Heading 220

Type of E/A HE 209

Clock Pos. 6:00

Attack Level Low

MAP #1: ATTACHED AND CLOCK POSITION

385th up

DO NOT WRITE IN THIS SPACE

COMPLETE STORY OF THE ATTACK:

With 385th up #15 in low speed. opened fire 500 yds. till 20 yds. fighter below rolled at left side at B.17. saw flames & smoke + went down under



O.V. Lancaster 1944
HARDLIFE HERALD 05

DEATH BEFORE DANGER

During World War II, the men of the 385th Bomb Group, 8th Air Force, faced enormous challenges on any given mission. A fiercely determined enemy with multiple layers of defense and formidable weapons resident in those layers made every mission hazardous. (It is noteworthy that for a time it was, in fact, "statistically impossible" for a bomber crew to complete the initially-assigned 25 missions to fulfill their combat-tour requirements.) And the heavy losses that were experienced by our crews continually validated that calculation.

What is not always apparent to the observer, however, is the inherent risk our crews dealt with long before, long after as well as during encounters with the enemy that had nothing whatsoever to do with the enemy. A significant number of "non-combat" losses were incurred that were directly related to the nature of the mission profiles regardless of the presence or absence of the enemy. Poor visibility, the bitter cold and oxygen starvation exacted a toll.

These missions were being flown before the advent of modern navigational and detection aids (e.g., GPS, airborne proximity and weather radar) which meant that poor weather flying was reliant upon the skill of the pilots, navigators and, largely, blind luck. "By guess and by God." Additionally, the lack of pressurization or anything resembling inside temperature moderation made these missions, essentially, a sub-zero, high-altitude outdoor adventure. At best.

As aircraft assembled for takeoff at numerous bases throughout England, the crews made their last-minute preparations for the multitude of hazards they would be encountering. In addition to weapons and aircraft equipment checks, each crewmember carefully checked their flight suits and oxygen delivery systems (bottles and hoses) for any deficiencies. For good reasons.

As the green flare rose, signaling takeoffs would begin, the crews tensed at their positions. As perfect weather was the exception, the planes would frequently be launching into cloud cover or fog. With a typical 30-second separation between sequential aircraft, uniform application of power and climb-rates was crucial to avoid mid-air collisions in conditions of poor visibility. Navigators and pilots would carefully plot their way-points enroute to the Assembly Point, where they would form into the lengthy "bomber stream" with other groups from other airfields.

Many tragic accidents occurred during this organizational part of the mission. Power settings and performance characteristics varied slightly from one aircraft to another leading to the overtaking of the preceding departure being a real possibility. And in clouds or fog, this could have deadly consequences. And did, on a regular basis.

Hundreds of our aircraft were lost due to collisions. And those collisions resulted in thousands of "our boys" being lost. Before the enemy was encountered, and after. (A memorial in Perlé, Luxembourg, commemorates two 385th BG crews lost in a mid-air collision in 1944 while returning from a raid.)

Once into the bomber stream, at altitude, the nearness of death was a constant companion. Without heat and with open windows admitting 30-50 below zero temperatures (at high speeds), frostbite was a common result when flight suits or gloves were not securely

in place. And as a result of enemy action - fighters, flak - damage to flight gear was not uncommon. A ripped-apart flight suit could result in freezing to death. And did.

The photograph below shows the close confines of a B-17 along with the flight suits. Note the oxygen masks and small tubes affixed to oxygen bottles. Note also the plethora of sharp edges and hard surfaces.



Should a rupture or tear occur in an oxygen hose this too could lead to death in fairly short order. (Breathing at high altitudes does not feel markedly different than at sea level. The lack of oxygen in the air, however, leads to loss of consciousness and death quickly.) Crews regularly checked their air-supply during a mission. But during a mission, combat damage to the aircraft sometimes also severed crew oxygen hoses. Quick detection by the crew member(s) was critical, lest another combat fatality occur.

Crew members in close proximity to each other could often "buddy check" gear decreasing their odds of mishaps, mission conditions permitting. Crew members in "remote" locations - e.g., the tail- or ball-turret gunners - were on their own. Sometimes anomalies were not detected until it was too late.

In the comfort of our present circumstance, can we even imagine getting into an airplane under these conditions? Poor visibility, the bitter cold and oxygen starvation could exact a toll. And, when facing these hazards, knowing full well that we were tasked with flying to an area where there were highly resourceful people waiting to try to kill us? Can we even imagine?

And yet the men of the 8th, the 385th, did imagine, did get into those airplanes and did perform those missions. Day after day, year after year.

Until the war was won. And the measure of their success is reflected in the freedom we enjoy today.

Ray Fordyce
Historian, 385th Bomb Group Assn

**8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION
CROWNE PLAZA DA YTON
OCTOBER 10-14, 2018**

REGISTRATION INSTRUCTIONS

Please see the information on the hotel and make your reservations immediately. Once your hotel reservation is confirmed, proceed with the activity registration. See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. We do not need your squadron. Remit by mail with check or money order payable to Armed Forces Reunions by September 7, 2018. You may also register and pay with credit card online at www.afr-reg.com/8afhs2018. A 3.5% convenience fee will be added to credit card reservations. Forms received after September 7 will be accepted on a space available basis only. Hotel reservations should also be made by September 7, but we encourage you to do so much sooner.

ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$10 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$10 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 4:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn't cancel your reunion activities.

DUES

Most reunion activity registration forms include a principal attendee and possible guests. Examples include: A WWII Veteran and his wife, a Next Gen Attendee and her son, an 8AF Enthusiast (no relation to a WWII Veteran), etc. The principal attendee must be a dues paying member of the Society to attend the reunion, so at least one person on the registration form must be in good standing as a member of the Society for that person and his/her guests to attend. If the principal attendee is not a member, Dues, \$40 per year, may be paid on the registration form.

REGISTRATION FEE

Everyone is expected to pay the registration fee, \$45 per person, which is totally different and separate from Dues.

MEAL & TOUR CHOICES

NEW FOR 2018: There are no meal packages! Because the hotel room rate includes a hot breakfast each morning, there is no need for a meal package. All other hotel meals can be purchased separately and are listed on the registration form.

In addition, tours are listed on the registration form and can be purchased separately. Tours and trips are described on the Reunion Highlights Pages, and prices are listed on the registration form. Driver and Staff gratuities are not included in the tour prices. All trips require a minimum of 35 people. Please be at the bus boarding area five minutes prior to the departure time.

DAYTON CITY TOUR

Thursday, October 11

The birthplace of aviation, Dayton was once home to powered flight inventors, Orville and Wilbur Wright. Your guide will narrate the significance of the many interesting sites along this tour, including Oregon District, the city's oldest suburb; the Civil War Monument; the Flyover, an award-winning sculpture of flight; the Korean War State Memorial; and Memorial Hall, where veterans are remembered. Learn the history of the Miami Valley from the first settlers in 1796 to the influence of such entrepreneurs as Patterson, Deeds, Kettering, and Frazee. These notables and others made immense contributions to aviation, the arts, sports, government, and industry. There will be a short stop at the Esther Price Candy Store, now a successful candy distributor, which opened 50 years ago in Mrs. Price's basement. Enjoy lunch on your own at Dayton's upscale shopping and restaurant district, The Greene - featuring Cheesecake Factory, Chipotle, Panera, Subway, and many other dining choices.

9:00am board bus, 2:00pm back at hotel

\$38/Person includes bus and guide. Lunch on your own.

NATIONAL MUSEUM OF THE US AIR FORCE

Friday, October 12

The United States Air Force Museum at Wright-Patterson Air Force Base is the oldest and largest military aviation museum in the world. The Museum tells the exciting story of aviation development from the days of the Wright brothers at Kitty Hawk to the Space Age. More than ten galleries showcase various exhibits including over 300 aircraft and missiles, plus historically interesting aeronautical displays. Exhibits are known to change and move, but lots of planes are on display, such as the P-51, P47, P-38, B-24, and B-26. The newly refurbished B-17 Memphis Bell, one of the most recognizable symbols of WWII will be on permanent display at the museum. In addition, the Presidential Gallery is located here featuring a collection of presidential aircraft, some of which you can walk through. The museum also features an IMAX theater and flight simulators (admission on your own). Have lunch at your leisure in one of the cafes on the mezzanine or second floor. The buses will shuttle back to the hotel at 12noon, 1pm, and 2:15pm.

9:30am board bus, 2:30pm back at hotel

\$38/Person includes bus and escort.

Lunch and IMAX on your own.

CARILLON HISTORICAL PARK / PACKARD MUSEUM

Saturday, October 13

Carillon Historical Park celebrates the history of invention, transportation, and pioneer life in Dayton and the Miami Valley. It is home to a variety of collections, which document the area's history. While touring the Park, you may visit Newcom Tavern, Dayton's oldest standing building; view the Wright Flyer III; and board a 1903 Barney & Smith Parlor car. Antique automobiles, a working 1930's Print Shop, and vintage bicycles are some of the other exhibits you will see along the way. Continue the tour and step back in time at America's Packard Museum, where the Packard Motor Car Company comes to life again. Located in the original Packard Dealership Building, which was built in 1917, the museum has officially taken the name of the original dealership - The Citizens Motorcar Company - but has become known as "America's Packard Museum." View the world's largest collection of "Packard only" automobiles in the actual showroom. This unique museum showcases "the world's finest motor car" from its beginnings in 1899 to its demise in 1956. Note: This tour may be limited to the first 100 people, or different schedules may be followed. A lunch break is not included on this tour, so consider pre-purchasing the box lunch to eat before departure.

12:30pm board bus, 4:45pm back at hotel

\$54/Person includes bus, escort, and admissions.

All Trips require a minimum of 35 people.

Please be at the bus boarding area at least five minutes prior to the published time.

Driver and Staff Gratuities are not included in the tour prices.

CROWNE PLAZA DAYTON - DAYTON, OH

(937) 224-0800

www.cpdayton.com/

Location

33 E. 5th Street, Dayton, Ohio 45402

Ideally located near the Dayton International Airport and situated in the heart of the city, near the Oregon Arts District, guests can enjoy shopping, dining, and entertainment just minutes away.

Reservation Information

Please call the number above and reference the 8th Air Force Historical Society or please go to www.afr-rea.com/8afhs2018 and click on the hotel reservation link at the top of the page. The hotel will allow no more than two reservations per call. Reservations should only be made for yourself and/or a family member. Separate names will be required for each room reservation. Please encourage your friends and family to make their own reservations instead of holding multiple reservations as a 'just in case.' This practice caused a premature need for overflow hotels last year.

Group Name: 8th Air Force Historical Society

Reunion Dates: October 10-14, 2018

Rate: \$124 + tax (currently 13.25%) for 1-2 people (\$10 add-on per night, per person for 3rd and 4th person/ Rate includes hot breakfast each day.

Rates will be offered three days before and after official reunion dates, with advanced reservation notice and subject to group block availability.

Cut-off Date: 09/7/18. Late reservations will be processed based on space availability at a higher rate.

Cancellation Policy: All reservations must be accompanied by a credit card guarantee. Reservations can be cancelled up to 6pm on the day of arrival. No shows and late cancellations will be charged.

Parking & Shuttle Information

Complimentary airport shuttle service is offered to and from the Dayton International Airport. Call the hotel once your airline ticket is booked to make your shuttle reservation and to obtain more information. The hotel also offers a complimentary shuttle service to the local area. As is the case with all complimentary shuttles, space is limited and considerable wait times may be necessary during busy arrival/departure times. You may want to pay for a taxi instead. The hotel also offers complimentary parking for guests staying at the hotel.

Wheelchair Rental

ScootAround rents both manual and power wheelchairs by the day and week. Please call (888) 441-7575 or visit www.scootaround for details or to make reservations

Unit Hospitality Rooms & Friday Events

A limited number of hotel meeting rooms and parlors will be used as hospitality rooms for individual groups, as well as meetings on Friday. Depending on the size of the room and the number registered for Friday's dinner, the same rooms may be used for those dinners. Rooms will be available to set up beginning Wednesday afternoon, and should be vacated by Sunday morning at 10am. Groups are allowed to bring in their own beverages and dry snacks. Ice will be provided. Hospitality Room bars must be closed when Receptions show on the reunion agenda (each evening). Rooms will be assigned based on the size of the group after the cut-off date and may need to be shared if lots of groups are interested. Small groups may need to combine with others for hospitality and/or Friday night's dinners. None of this can be confirmed until we know how many groups would like a hospitality room and how many people register from each group to determine final counts. To be included in group counts, each person must have paid the registration fee and be a dues-paying member of the Society (or the guest of one). Please contact Donna Lee, Armed Forces Reunions, Inc. at DonnaLee@afri.com immediately to let her know if your group is interested in a hospitality room.

8TH AIR FORCE HISTORICAL SOCIETY
OCTOBER 10-14, 2018
CROWNE PLAZA - DAYTON, OH

SCHEDULE OF EVENTS

WEDNESDAY, OCTOBER 10

- 1:00pm ■ 6:00pm **Reunion Registration**
6:00pm - 7:00pm Welcome Reception with Cash Bar and Snacks, followed by dinner on your own
7:00pm - 9:00pm 8th AFHS Board Meeting
7:00pm - Until Hospitality Suites open

THURSDAY, OCTOBER 11

- 7:00am ■ 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
8:00am - 11:30am **Reunion Registration Open**
9:00am - 2:00pm DAYTON CITY TOUR (*description follows*)
1:00pm - 6:00pm **Reunion Registration Open**
2:10pm - 2:50pm Curator's Corner
3:00pm ■ 5:00pm Seminar on Crash Site Excavations, Uwe Benkel & Maj Arie Kappert *
6:00pm - 9:00pm Cash Bar Reception
7:00pm • 9:00pm Buffet Dinner and World Premiere, "The Cold Blue" by Erik Nelson & Peter Hankoff *

FRIDAY, OCTOBER 12

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
8:00am - 11:30am **Reunion Registration Open**
8:00am - 9:15am Group Meetings
9:30am - 2:30pm NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE (*description follows*)
1:00pm - 6:00pm **Reunion Registration Open**
3:00pm - 4:30pm Q&AWWIIvets
6:00pm - 9:00pm Cash Bar Reception
7:00pm ■ 9:00pm Rendezvous Dinners

SATURDAY, OCTOBER 13

- 7:00am • 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
8:30am ■ 11:30am **Reunion Registration Open**
8:45am ■ 10:15am General Membership Meeting
10:30am - 11:30am Heritage League Meeting
11:30am - 12:00pm Box lunches available for pick up (pre-purchase only)
12:00pm - 3:30pm 8th AFHS Board Meeting
12:30pm - 4:45pm CARILLON HISTORICAL PARK / PACKARD MUSEUM (*description follows*)
5:00pm - 5:30pm **Reunion Registration Open**
5:30pm - 7:00pm Cash Bar Reception
6:30pm • 6:45pm WWII Veteran Group Photo (Tentative timing. Please check final schedule for update).
7:00pm - 10:00pm Gala Dinner and Program

SUNDAY, OCTOBER 14

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests

***SPEAKERS ARE TENTATIVE AT THIS TIME AND WILL BE CONFIRMED PRIOR TO THE REUNION !**



I'M CERTAINLY ABREAST
OF THE TIMES

THOMPSON

A

Featured Pin-Up Artist - T.N. Thompson

When artist Earl MacPherson was stricken with polio in 1951, Thompson found himself with the responsibility of painting the yearly MacPherson Sketch Book for the Shaw-Barton calendar company.

From its initial publication in 1943, the Artists Sketch Pad was a yearly institution in the calendar- publishing business. Originally created by Earl MacPherson for Brown & Bigelow, the calendars' format was adopted by most major pin-up publishers for almost twenty years. There were twelve one-sheet pages of pinups, spiral bound along the top of the calendar that featured a central image surrounded by a group of smaller ones.

Around 1948, MacPherson hired an assistant named Jerry Thompson, an accomplished artist who wanted an opportunity to improve his pinups. When MacPherson was stricken with polio late in 1951, Thompson found himself with the responsibility of painting the yearly MacPherson Sketch Book for the Shaw-Barton calendar company. He handled this project until 1958, while also creating a similar calendar for the John Baumgarth Company of Melrose Park Illinois.

One image from the Baumgarth calendar published in September 1952, was also sold as a single, one-sheet "hanger" calendar. Entitled "Want to See Me Swing My Baton?", this image of a majorette was Thompson's most popular and one of the company's best money-makers. More than a million matchbooks with this picture were sold to advertisers who wanted their products or businesses associated with its all-American baton girl.

Thompson also had pinups published by the Kemper-Thomas calendar company. In 1950, he did a well-received series of advertising paintings for Dodge Trucks that featured scenes on a farm with horses and shiny new pickup trucks.

Thompson painted both on canvas and illustration board. Unlike Earl MacPherson, he often combined mediums in the same painting, adding pastel, gouache, charcoal, and graphite to his oils. Only about half of his commercial pinups are signed.

Biography borrowed from The Great American Pin-Up by Charles G. Martignette & Louis K. Meisel.

8th AFHS ACTIVITY REGISTRATION FORM - OCTOBER 10 - 14, 2018

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will participate in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as confirmation. You may also register online and pay by credit card at www.afr-reg.com/8afhs2018 (3.5% will be added to total). All registration forms and payments must be received on or before September 7, 2018. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee. Your contact information will be shared only with reunion attendees.

Armed Forces Reunions, Inc.
322 Madison Mews
Norfolk, VA 23510
ATTN: 8th AFHS

OFFICE USE ONLY
 Check # Date Received
 InputtedNametag Completed

CUT-OFF DATE IS 9/7/18			Price Per	# of People	Total
DUES					
The principal attendee must be a member of the 8AFHS to register for this reunion. If you are not a member, please pay your yearly dues here.			\$40		\$
REGISTRATION FEE					
Includes meeting expenses and other reunion expenses.			\$45		\$
Req. Fee for children ages 8-16 attending more than 1 function & staying at hotel			\$30		\$
MEALS					
Thursday, 10/11: Dinner Buffet (Chicken w/ Honey Brie Dijon Sauce & London Broil w/ Chimichurri sauce)			\$42		\$
Friday, 10/12: Rendezvous Dinner (Rosemary Lemon Chicken)			\$38		\$
Saturday, 10/13: Box Lunch (sandwich, chips, cookie, water)			\$16		\$
Saturday, 10/13: Banquet (Please select your entree below)					
Herb-Roasted Prime Rib			\$45		\$
Grilled Salmon w/ Creamy Leek Sauce			\$45		\$
Chefs Choice of Vegetarian Entree			\$45		\$
TOURS					
Thursday, 10/11: Dayton City Tour			\$38		\$
Friday, 10/12: National Museum of the US Air Force			\$38		\$
Saturday, 10/13: Carillon Historical Park / Packard Museum			\$54		\$
Total Amount Payable to Armed Forces Reunions! Inc.					\$

Please Print. If a WWII Veteran is registering on this form, please list his name first

MEMBER NAME (for nametag) _____

8AF VETERAN OTHER VETERAN DNEXTGEN ^HERITAGE LEAGUE COTHER

IF A VETERAN, PLEASE CIRCLE: WWII Cold War Era Korea Vietnam Gulf War Desert Storm Iraq Other

WWII GROUP AFFILIATION FOR UNIT TOTALS & SEATING ARRANGEMENTS (please list BG/FG, not BS/FS)

SPOUSE NAME (if attending) _____

GUEST NAMES _____ uNEXT GEN

PHONE # (-)_____ EMAIL ADDRESS@_____

ADDRESSCITYSTATEZIP

DISABILITY/DIETARY RESTRICTIONS

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? YES NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

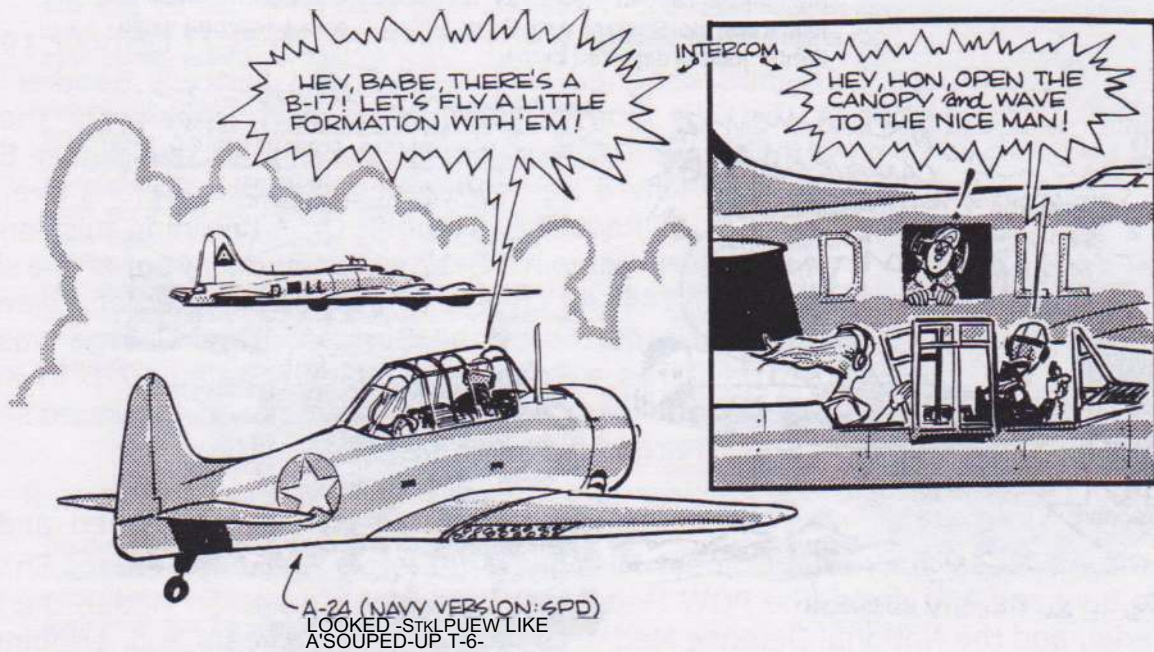
HOTEL RESERVATIONS SHOULD BE CONFIRMED BEFORE SUBMITTING THIS FORM. PLEASE CHECK YOUR CONFIRMED HOTEL:

CROWNE PLAZA DAYTON COTHER

EMERGENCY CONTACTPH. NUMBER (-)_____

"There I Was..." The Cartoons of Bob Stevens

Once upon a time there was a regulation which permitted an AAF pilot to take his wife, and certain other relatives, for a ride in a military aircraft (one flight per year). This is a true story of one such flight.



385TH

BGA

TAPS



Ninety-three-year-old **George Bartell** of Thunderbolt passed away in his home.

Bartell served in World War II overseas in October 1943 in England assigned to a B-17 Flying Fortress Bomber Crew in the 551 Bombardment Squadron (Heavy) of the 385 Bombardment Group, as well as part of the Mighty Eighth Air Force where he flew eight bombing missions over Nazi Germany as Radioman/Gunner. On a bombing mission over northern Germany, his B-17 was shot down out of the sky on April 22, 1944. All crew members parachuted and were immediately captured by the German Army. George was held in captivity as a Prisoner of War in Stalag 17-B in Krews, Austria until liberated 13 months later and continued serving until discharged in November 1945.

For his service in World War II, George earned and was awarded the Air Medal for Aerial Combat Missions, the Purple Heart for 25mm Shrapnel Wounds to his hand and arms, the POW Medal, the European Campaign Medal, the WWII Victory Medal, and the National Defense Medal. His wife passed 26 years ago, bringing him and his son Mark closer than ever. "I come over every day, in fact, the last few weeks I've been coming over every few hours," his son Mark Bartell said.

Mark found his father in peace Wednesday morning, and more about his noble past he never knew.

"It's an interview they did, I guess back in 1945. He ended up in an Austrian prison camp. Something I read here which he never told me, he and a couple other guys tried to dig a tunnel to escape."

They picked up the floorboard and dug with tin cans. It took three weeks to dig a 30-foot route to safety.

"They were about 20 feet to freedom when the tunnel was discovered by the Nazi's. As a result, the chapel was torn down immediately but none of the boys were caught," said Mark.

Bartell's next-door neighbor, Jeff Roseman, served in the Air Force reserves.

"George's life had a lot of inspiration for me. There are so many people these days that do something positive, they want everybody to know about it. He wasn't that way at all," Roseman said.

385TH

BGA

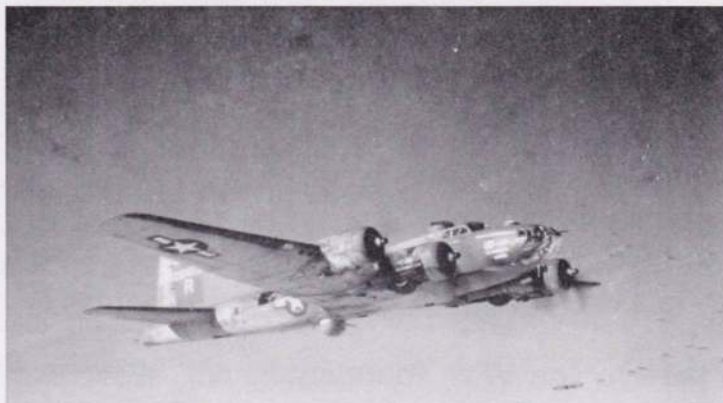
TAPS

George began his employment with Grumman Aircraft in 1951, which brought him to Savannah in 1967. After a full career, George retired from Gulfstream Aerospace. His service in Veterans Organizations began in 1943 when his father signed him up with the Veterans of Foreign Wars as soon as George went overseas, 67 years ago, and George later became Commander of the local VFW Anthony P. Russell Post 4392 in 1995.

George organized the first chapter in Savannah of Ex-POW's and was the Charter Commander in 1988. He has been a member of the Military Order of the Purple Heart since 1983 (27 years) and was commander circa 1993. He has been a contributing member of American Legion George K. Gannam Post 184 for the past 30 years and been an active participant in the effort to complete the WWII Memorial for Chatham County.

George J. Bartell was also selected by the Veterans Council of Chatham County as the 2010-2011 Veteran of the Year.

The funeral service was held at Lutheran Church of the Redeemer, located at 51 Wilmington Island Road, on Monday, Dec. 4. Bartell was buried next to his wife at Forest Lawn Cemetery in Thunderbolt.



Some of the B-17s George Bartell flew on. Clockwise from top left: 42-38049 "The Golden Goose", 42-31174 "Spirit of Chicago", 42-32008 "Li'l Audrey," 42-30822 "The Dorsal Queen"
George was shot down in 42-38200 "Miss Cheyenne" (photo unavailable)

385TH

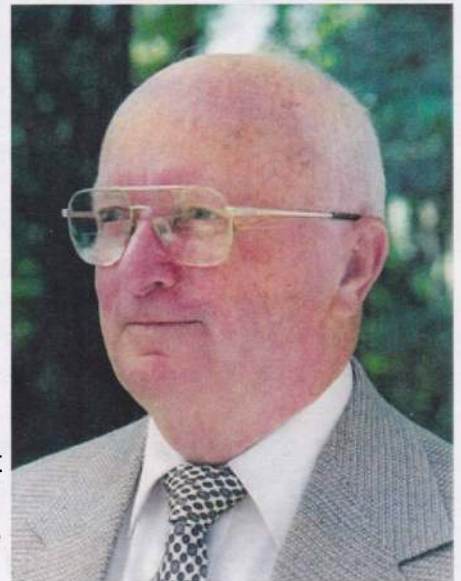
BGA

TAPS

James Madison Bond, 94, of 107 S. Moseley Street, Edenton, NC, died Monday, December 25, 2017, at the Crystal Coast Hospice House in Newport, NC.

Mr. Bond was born in Chowan County on May 20, 1923, and was the son of the late Millard F. and Hettie Hudgins Bond. Retired from the United States Postal Service, he had served as the Postmaster of the Edenton Office, and earlier had worked with the Bank of Edenton (later Peoples Bank), and as manager of the Edenton Savings & Loan.

A veteran of World War II, he served as a tail-gunner in numerous sorties over Germany with the 385th Bombardment Group of the Eighth Air Force. In 2016, he received the National Order of the Legion of France for his service during the War.



A faithful member of St. Paul's Episcopal Church, he had served as the treasurer for many years, taught Sunday School, and had been a member of its Vestry. Living in Edenton his entire life, he served his community with distinction, having been the Edenton Town Treasurer, serving as a member of the Edenton School Board, the Chowan Hospital Board, the Edenton Development Commission, and the Chamber of Commerce. A member and Past President of the Edenton Rotary Club, he was a Paul Harris Fellow.

In addition to his parents, he was preceded in death by his loving wife, Alice Weadon Bond; and by his siblings, Doris Smith, John Bond, and Edith Nixon.

Surviving are his sons and their wives, James, Jr. and Lucy Bond of Morehead City, Millard and Teresa Bond of Edenton, and Richard and Kathy Bond of Dunn; seven grandchildren, Sarah Caroline Bond, Michael Marino Bond and wife Karena, Joseph Cannarella Bond, Heather Bond DeShields, Jennifer Bond Thompson, Elizabeth Lee Bond, and Judith Reynolds Bond; and three great-grandchildren, Brooklyn Combs, Jabez DeShields, and Laurel Bond.

A memorial service was held Saturday, January 6th, at 11:00 a.m. in St. Paul's Episcopal Church. Friends joined the family in the Parish Hall immediately following the church service. The burial, next to his beloved Alice, on the family plot in Beaver Hill Cemetery, was held in private.

In lieu of flowers, contributions may be made to the VFW Foundation, 406 West 34th Street, Suite 920, Kansas City, MO 64111, or to a charity of one's choice.

Online condolences may be made by visiting www.millerfhc.com.

385TH

BGA

TAPS



Richard Lawrence Smith, 93, died Tuesday, November 21, 2017 at The Cypress Club of Charlotte where he had lived since 2012.

Richard was born May 30, 1924 in the Bronx, NY to John and Frances Smith. In 1942, after high school, he enlisted in the military. During World War II he proudly served in the Mighty Eighth Air Force as a Waist Gunner on a B17 named Gypsy Princess.

He returned to New York after the war and earned a B.S. from NYU. In 1945 he married Muriel Theresa Hochheim, his one true love. They were happily married for 66 years before her passing in 2011.

He is survived by his two daughters and son-in-law:

Stephanie P. Smith of Philadelphia, PA and Stacie & Matt Oste of Concord, NC, all of whom will miss him every day.

Richard had a successful career in industrial sales with Synthane Taylor Corporation, retiring as VP Sales & Marketing at the young age of 58.

Muriel and he then began their travels. Some of their favorite destinations included Scotland, Ireland, England, British Columbia, Alaska, and California.

Not only was Richard highly intelligent and well-read, but he had a wonderful sense of humor and had a joke ready for every occasion. He never met a stranger and was a born entertainer. He was generous beyond belief, could fix anything and was a born optimist. He was a fan of single malt scotch (Lagavulin was his favorite) and loved sharing it. He had "grand-pets" in lieu of grandchildren, but he loved them just the same.

A private Celebration of Life event is pending. Memorials can be made to the Fisher House Foundation (www.fisherhouse.org).

Right: Nose art
43-39088 "Gypsey Princess"



385TH

BGA

TAPS

Roberto Vasquez Moreno, beloved husband, father, grandfather and great grandfather, entered eternal rest on January 24, 2018 at the age of 96.

Roberto will be lovingly remembered by his wife of 68 years, Juanita Alaniz Moreno and their children, Robert (Rosemary), Belinda, Carmen (Abel, Sr.), Patricia (Paul), and Stella, his grandchildren, Matthew, Abel, Jr. (Shea), Jamie (Kenneth), Robert Gabriel, Michelle (Danny), Aaron, Elena (Andrew), and Brianna, along with 9 great grandchildren. He is preceded in death by his parents Teodoro and Vicenta Moreno, his brothers Frank, Joe, Jesse, and sisters Luz, Jovita, and Maria, his daughter Maria Elena, grandson Joe-Ed, and great grandson Ian Luke.

Native of Kenedy, Texas born on January 21, 1922. Tech Sergeant Moreno served in WWII in The U.S. Army Air Corps as a Ball Turret Gunner in the 385th Bombardment Group of the Mighty Eighth. He flew many missions in the belly of a B-17 and was proud to fight for his country. After returning from the war he worked briefly as a mechanic back in his hometown. Soon he married and began his family living in Littlefield, Texas. He worked hard to provide for his family until retiring in San Antonio, Texas.

He enjoyed watching his baseball games, going fishing, and taking pride in his yard. He delighted in the company of his family, making others laugh and catching a Wheel of Fortune episode in his evenings. He was strong in his Catholic faith and always looked to The Lord for guidance and peace.

Please join in the celebration of Roberto's life. A rosary was held Thursday, February 15th at 7 p.m. to 9 p.m. at Sunset Northwest Funeral Home, 6321 Bandera Rd, San Antonio, Texas. Mass was held on Friday, February 16th at 9:30 a.m. at his home church, St. Anthony Mary Claret, 6150 Roft Rd, San Antonio, Texas. Burial followed at 11:30 a.m. at Fort Sam Houston National Cemetery, 1520 Harry Wurzbach Rd, San Antonio, Texas.



Moreno with Dittmer Crew



Moreno flew the most on 42-31638 "Big Gas Bird"

385TH

BGA

TAPS



Theodore Souza, the outdoorsman who spoke for the Smith River's salmon and steelhead and the knight who helped liberate Nazi-occupied France during World War II, died Friday. He was 92.

Souza had lived in Gasquet since 1973, retiring from Naval Air Station in Alameda at age 48, his daughter Gayla Souza said Wednesday. He served in the Gasquet Volunteer Fire Department starting in 1975, retiring as the fire chief in 1986.

Souza kept racing pigeons, fished commercially with his wife Chris until her death in 1984 and was also an accomplished sport fisherman. Gayla Souza said her father also became a tireless advocate for the Smith River. Both he and her mother were involved in the Friends of Del Norte, both wanting to protect the river's salmon and steelhead and keep mining out of Smith's North Fork, Gayla Souza said.

"My dad lived his life fighting for the fish in the river," Gayla Souza said. "He watched the number of fish decline consistently over the years, creating a fire in him to continue to fight and speak for the fish he loved so dearly."

Theodore Souza was born on Nov. 27, 1924 in Oakland. His father had immigrated to the U.S. from Portugal and was a ferry boat captain, while his mother was born in Hawaii. Theodore Souza began working at the Naval Air Station in 1940 as a member of the supply department.

Souza was 18 years old when he enlisted in the U.S. Army Air Corps. A tail gunner aboard a B17 bomber, the Dozy Doats, Staff Sgt. Souza flew 35 missions over Germany and France, including the Allied invasion of Normandy in 1944.

Souza received the Purple Heart in July 1944 for injuries sustained during a bombing mission over Merseburg, Germany. Souza was 90 years old when he was inducted into the French Legion of Honor as a Chevalier, or Knight, for his efforts during the war.

"It's the highest decoration bestowed in France," Gayla Souza said of the honors her father received July 2015. "He often recalled these memories to friends and family, starting with how he felt it was his duty to serve during his time in the Air Corps."

Gayla Souza said her father was the last surviving member of the Dozy Doats flight crew.

Following the war, Souza married his wife Chris on May 27, 1956. Gayla Souza said her



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TAPS

father's first taste of Gasquet came during a family camping trip in 1957.

In 1970, they bought a house overlooking the Smith River. They relocated to Gasquet from the Bay Area three years later when they both retired at the age of 48.

"That's 60 years we've been coming here and Mom and Dad lived in Gasquet from 1973 to 2017, which is 45 years," Gayla Souza said. "We were a very avid outdoor family hunting and fishing, mostly fishing. We had a good life."

Theodore Souza was involved in the Friends of Del Norte from almost the time he moved his family to Gasquet. He also served as the its treasurer, said organization president Don Gillespie.

Souza had always been concerned about the salmon and steelhead fisheries on the Smith River, staying engaged even as he got older, Gillespie said. Just last month Souza braved a snowstorm to testify before the California Fish and Wildlife Commission in Redding on new proposed regulations affecting the Smith.

"Those may come to pass," Gillespie said, adding that the regulations were both proposed by Friends of Del Norte. "What he was asking for was to no longer use roe to catch steelhead and to not fish above the forks in November and December to give the fish a chance to spawn. His thing was 'I speak for the fish.' He was very compassionate about giving salmon and steelhead a break."

Souza had proposed curtailing the amount of fishing on the Smith River for three years to give them a chance to recover, Gillespie said. But that wasn't popular among many local fishing guides.

One component of sport fishing Souza advocated against was catch and release because he was concerned that too many fish were dying, Gillespie said. "We play these fish to the state of exhaustion and pull them out of the water right when they're gasping," Gillespie said. "It's like if we had run a few miles and then (someone) puts us underwater right at the finish line, it's the same as what a fish goes through. They swim off, but there's research showing they don't survive."

Beyond his love for the river, Souza was a friendly personable guy, Gillespie said. During the 60s and 70s he brought people "from far and wide" to fish on the Smith himself. And even though he received France's highest honor, Souza was humble about his service to his country, Gillespie said.

"He thought it was everyone's duty at that time, especially in World War II," Gillespie said of Souza. "He didn't think he did anything heroic. Not everybody receives the (French) medal of honor for their actions."

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Theodore Souza was preceded in death by his wife Chris and his sons Douglas and George Souza. He is survived by his daughter Gayla Souza; his grandchildren William Cannon, James Cannon, Jeffrey Wiedemann (Elisa), Kristi Wiedemann (Andrew), George Souza Jr. and Crystal Souza; and his great-grandchildren Marley and Madeline Wiedemann and Jack and Lachlan Bray.

Right: Ted Souza in his office onboard
42-97079 "Dozy Doats"



BEFORE YOU RECYCLE THIS NEWSLETTER...

**Please consider donating it to your local School, VFW,
or American Legion.**



HARDLIFE HERALD
Newsletter of the 385th Bombardment Group
Association



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Volume 34 - Number 5 NOVEMBER 2017



385th BGA REUNION - NEW ORLEANS, LA - OCTOBER 2017

FOR SUBSCRIPTION INQUIRIES PLEASE CONTACT:

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B-17s fresh off the production line (note the sequential serial numbers)