

# 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 29 - Number 3*

*August 2012*



**385TH BGA REUNION - SAN ANTONIO, TX - OCTOBER 2012**

# HARDLIFE HERALD

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**Front Cover: Madingley American Cemetery  
Memorial Day 2012 - Photo by Ian McLachlan**

## CAPTION CONTEST WINNER



### WINNER!!!

"Due to its advanced aerodynamics, the B24 was capable  
of landing in extremely short distances."

-Craig Schrotter

### Runner Ups:

"HELP! I've fallen and I can't get up!"

-Jeffrey H. Balding

"Caution - the brakes on this aircraft are very sensitive!"

-Horace R. Hosbach

Mr. Hosbach is pretty accurate with what really happened: this ac-  
cident was ..."Supposedly the result of inadvertent application of  
brakes during takeoff run."



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## PRESIDENT'S MESSAGE

"Summertime, and the living is easy..." These words from a familiar song ring true for me, especially at this time of year. Here's hoping that you and yours are enjoying the summertime and having some easy living - in spite of the uncomfortably high temperatures many areas of the country are experiencing. I am pleased to note that our Association continues to be active with publication of the Hardlife Herald and, although you'll just have to take my word for it, development of our Internet web site. At last report, we are on schedule for opening up the web site in September. In preparation for this event and to help us build content, I would invite anyone with photos, stories or other information they would like posted to the web site to contact me, preferably by email, so I can arrange for submission of your material. I also want to remind you all that our reunion is being held this year in conjunction with the national 8thAF Historical Society reunion in San Antonio, TX October 3-7. If you haven't already made your arrangements to attend, please do so. Your friends and family are encouraged and welcome to join us for what promises to be a great time in a great city. Hoping to see you there!!

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## LETTER FROM THE EDITOR

One thing I can say about editing this newsletter - there is certainly no lack of content to be had! That being said, I invite all of you to email, write and call me with items or articles for the Hardlife Herald.

They say a picture can be worth 1000 words - Perhaps you have some to share from your days in the Mighty 8th. Have you read a good book pertaining to WWII or visited a local military museum? I'd love to print your reviews. Do you have memories or journals from your time in service you'd care to share? (that goes for all of your 2nd and 3rd Gens that served as well) Even the simplest of anecdotes can paint a picture for those of us who did not experience that era and can rebuild a recollection for those of you who were there. Maybe you have a suggestion for next issue's pin-up girl? On second thought, scratch that - I enjoy picking those out too much! At any rate, I think you all get where I am going with this.

I often get requests from readers who are looking for information on a particular B-17 or about certain people. I'm thinking of creating a section dedicated to such requests in hopes that readers can provide answers. Name suggestions for such a section would be welcome. Remember those "Unknown Crew" pictures from last issue? They have all been identified and we have been sent a never-before seen crew picture as well! A very sincere thank you to everyone who wrote/called in with information.

## Madingley Memorial Day 2012 - by Ian McLachlan

Contrasting with the weather on the last 3 occasions, Memorial Day at Madingley American Cemetery on Monday May 28th witnessed a meteorological jewel. The serried ranks of marble crosses and stars glistened beneath warm Spring sunshine bathing the Cambridgeshire countryside.

When the USAAF commenced ETO combat operations seventy years ago, it soon became grimly evident that there was a need for a cemetery and the University of Cambridge donated just over 30 acres of land to US Forces where fallen warriors would rest. The cemetery expanded as America paid a heavy price wresting air superiority from its enemies but the early post-war years saw a contraction in size when many families opted for the repatriation of their loved ones. Others chose to leave the fallen at peace with their comrades and today there are 3812 resting in graves neatly arranged on a slope overlooking a gently rolling landscape. A later development saw a Wall of The Missing constructed and inscribed with names honouring 5127 personnel with no known grave. Beautifully maintained by the American Battle Monuments Commission, the cemetery is open daily from 9 a.m. to 5 p.m. and on most public holidays.

A major highlight in its annual calendar is the Memorial Day Service and my family and I have been privileged to represent the 385th since the 1970s. Learning of this in 2002, the family of the late Lou Massari provided funds to support our costs and we are still indebted to them for their generosity. This year's wreath again bore the 385th insignia centred amidst a cushion of white chrysanthemums with an encircling blue ribbon and we were 81 in a numerical cascade of tributes generally following the unit's designation. Memorial Day always gives me an opportunity to catch up with friends – other volunteers – representing their particular groups, the 96th, 100th, 361st and so on. The legacy of friendship bequeathed by the USAAF is evident from the numbers of Brits honouring "their" group in addition to homage paid by various American and British dignitaries and the modern US Armed Forces.

The ceremony opened as piper Dave Harper played the famous lament for a fallen warrior, "A Scottish Soldier" and the Posting of Colours by an Honor Guard from RAF Mildenhall then followed. Proceedings were introduced by Lt Col David Harris from the 100th Security Forces Squadron and attendees were welcomed by Cemetery Superintendent, Mr Michael Green, then came an invocation by Chaplain, Major Kristina Coppinger

of the 100th Air Refuelling Wing whose KC-135Rs still honour their 100th BG heritage with the "Square D" adorning their tail fins.

In this Diamond Jubilee year, the Queen's representative, Mr Hugh Dubberly, Lord Lieutenant of Cambridgeshire, made the opening remarks and spoke of Britain's gratitude to those who took up arms to secure our freedom. He recognised the forthcoming 70th anniversary of the first Eighth Air Force mission and recalled how America's entry into World War 2 brought hope to this beleaguered island. Borrowing from Longfellow he spoke about the alliance sealed between our two nations:

"Thou, too, sail on, O ship of State!

Sail on, O Union strong and great!

Humanity with all its fears  
With all the hope of future years,

Is hanging breathless on thy fate"

In closing, he thanked our "good neighbours and friends [the modern US Military] still alongside us".

Representing those forces, Rear Admiral Mark C Montgomery, Deputy Director of Plans, Policy and Strategy, US European Command, Stuttgart, spoke of our "shared sense of democracy and freedom of speech...the shared sense of values...common beliefs and a truly special relationship..."

A poignant part of the proceedings was the recognition of veterans and I remembered previous occasions when perhaps 40 or 50 would stand. This time, a handful of aging figures struggled to proudly stand and accept the warm applause. No doubt, in the ensuing Moment of Silence, they thought not of their own achievements but of comrades lost in combat or who have since departed. As I placed the 385th's floral tribute, I, too, thought of my many 385th friends, some no longer with us, and of others I never knew but today thanked as best I could. Leaning the wreath against the Wall of The Missing, I noted a 385th name inscribed amongst others in the column above, "Weider, Norman L, 548th Squadron", and I recalled that he was co-pilot on Swope's crew all of whom were lost on 29 November, 1943. With head bowed, my thoughts were with this hero, unknown to me but one to represent the many whose self-sacrifice allowed me to attend this day with my daughter, Bethan and her partner, Paul. These wartime airmen paid the price for our freedom and the Prayer of Remembrance spoken by USAF Chaplain Captain Phillip Kaim allowed us to give thanks.

The American shield that continues to guard this freedom was represented in fly-by tributes from an

MC130H of the 352nd Special Operations Group and a KC-135R of the 100th Air Refuelling Wing, both based at nearby RAF Mildenhall. As the noise faded, there came the Firing of Volleys and Taps was played by an airman standing amidst the headstones, the setting and these haunting notes prickled tears to many eyes, mine included. As the trumpet call faded, the sound of jets coming in raised all heads and four F-15Cs from the 48th Fighter Wing at Lakenheath roared overhead, one soaring heavenwards in the classic "Missing Man" salute. This concluded the official part of the ceremony but the audience had been advised of a special and very fitting tribute to follow.

Based at Duxford, Europe's only airworthy B-17, the famous Flying Fortress, "Sally B" was inbound to honour the fallen in the way only such an iconic aircraft could. As we waited, I took the opportunity for a few words with the inspirational Elly Sallingboe whose commitment and dedication at the head of B-17 Preservation has overcome many problems and setbacks to keep Sally B airworthy. This was a special occasion for her and the team whose tireless efforts maintain Sally B as an airborne tribute and one couldn't conceive of any better acknowledgement during this 70th anniversary year. Elly remembered receiving "Hardlife

Herald" and the 385th has previously provided financial support – the aircraft relies solely on charitable donations to keep those big radials rolling. As if on cue, the approaching grumble of four Wright Cyclones transported us back to the 1940s and, moments later, the B-17 swept into view over the tree-tops, banking gracefully into a dipped-wing salute to those who had flown in or helped maintain her and her kin - the Liberators, Lightnings, Thunderbolts and Mustangs. Today, for a few brief minutes, she represented them all but, more importantly, she honoured the fallen heroes and, as the sound of her engines faded, we returned to 2012 but with a profound sense of gratitude to the fallen and a renewed determination to continue supporting those who, in today's troubled times, continue to risk their lives protecting our democratic values.







"Sally B" 44-85784 still touts markings of the Memphis Belle from the 1990 movie production.



Historian, Ian McLachlan, Presents the 385th Bomb Group Association's Wreath

## THE NAME OF THE PLANE

with Frank Moll

Ever wonder how a plane gets it's name? I spoke recently with Frank Moll - Tail Gunner on "Ground Hog" who explained how their B-17 got its name.

"When we got to the 385th the Ground Hog (42-3097) was the oldest plane on the base and it had never been on a mission, therefore a ground hog. In fact, the Ground Hog still had the high pressure oxygen systems in it and we flew it with the high pressure system on several missions before the ground crew, headed by Sgt. Pete Peterson, took the old obsolete system out and installed the new system for us. Maybe the only plane that ever flew combat for the 385th with the high pressure oxygen system."

The Ink crew was the first replacement crew for the 385th/549th squadron and the 2nd crew in the group to complete 25 missions.



Capt. Ink observes Crew Chief Sgt. Peterson painting on the "Ground Hog" name.

**8<sup>th</sup> AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION  
CROWNE PLAZA RIVERWALK SAN ANTONIO  
OCTOBER 3 – 7, 2012**

**REGISTRATION INSTRUCTIONS**

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. Remit by mail with check or money order payable to Armed Forces Reunions by August 31, 2012. You may also register and pay with credit card online at [www.afr-reg.com/8afhs2012](http://www.afr-reg.com/8afhs2012) . A 3% convenience fee will be added to online credit card reservations. Forms received after August 31 will be accepted on a space available basis only. Hotel reservations should also be made by August 31, 2012.

**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 \$5 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 \$5 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.

**MEALS / EVENTS CHOICES**

MEAL PACKAGE #1 \$196

Package includes 7 hotel food functions starting with breakfast on Thursday. Tours are separate.

MEAL PACKAGE #2 \$138

Package includes 5 hotel food functions starting with breakfast on Friday. Tours are separate.

Breakfast menus: The continental breakfasts on Thursday and Sunday include juice, breakfast breads, cereal, yogurt, fruit, coffee, and tea. The breakfast buffets on Friday and Saturday includes juice, biscuits, eggs, meat, potatoes, French toast or pancakes, coffee, and tea.

**CHOICE #3 INDIVIDUAL EVENTS**

Friday Rendezvous Dinner at \$42, and Saturday Banquet at \$44 can be purchased separately, but are included in both packages above.

**TOUR OPTIONS**

Tours and trips are described on the Reunion Highlights Pages. Prices are listed on the registration form. Driver and Guide gratuities are not included in the tour prices.

**8<sup>th</sup> AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION**  
**OCTOBER 3 – 7, 2012**  
**CROWNE PLAZA RIVERWALK – SAN ANTONIO**

**Wednesday, October 3**

- 1:00pm - 6:00pm **Reunion Registration open**
- 2:00pm - Memorabilia / Gathering Rooms open for duration of reunion
- 2:00pm - 8AFHS Board Meeting
- 6:00pm - 7:00pm Welcome Reception with Cash Bar

**Thursday, October 4**

- 7:30am - 8:30am Continental Breakfast
- 9:00am - 11:00am **Reunion Registration open**
- 9:45am - 2:30pm BUCKHORN MUSEUM AND EL MERCADO
- 2:00pm - 6:00pm **Reunion Registration open**
- 3:00pm - 4:00pm Unit Advisory and Chapter & Unit Dev. Meeting
- 4:30pm - 6:00pm Next Generation Meeting
- 6:30pm - 7:00pm Cash Bar Reception
- 7:00pm - 9:30pm Welcome Dinner Buffet, followed by guest speaker,  
George Ciampa of [www.letfreedomringforall.org](http://www.letfreedomringforall.org) .

**Friday, October 5**

- 7:00am - 8:30am Full Breakfast
- 8:00am - 1:30pm LACKLAND AIR FORCE BASE
- 9:00am - 12:00pm CITY TOUR
- 9:00am - 11:00am **Reunion Registration open**
- 2:00pm - 6:00pm **Reunion Registration open**
- 2:00pm - 3:30pm Individual Group Meetings
- 4:00pm - 5:30pm WWII Q&A SESSION
- 6:30pm - 7:00pm 8AFHS Cash Bar Reception
- 7:00pm - 9:30pm Rendezvous Dinners and 'Hangar Flying'

**Saturday, October 6**

- 7:30am - 8:30am Full Breakfast Buffet
- 9:00am - 10:30am General Membership Meeting
- 12:00pm - 5:00pm 8AFHS Board Meeting
- 1:00pm - 5:00pm CITY TOUR / B-17
- 5:00pm - 5:30pm **Reunion Registration open**
- 6:00pm - 7:00pm 8AFHS Cash Bar Reception
- 7:00pm - 8AFHS Gala Banquet

**Sunday, October 7**

- 7:00am - 8:30am Continental Breakfast

Driver and guide gratuities are not included in the tour prices.  
Please be at the bus boarding area at least five minutes prior to the scheduled time.  
All tours must have a minimum of thirty-five people, unless otherwise stated.



## **REUNION HIGHLIGHTS**

### **BUCKHORN MUSEUM AND EL MERCADO**

Thursday, October 4

It all started in 1881 when trappers, hunters and cowboys traded deer antlers for beer or whiskey at Albert Friedrich's saloon. Now, the Buckhorn Saloon and Museum's Hall of Horns, Hall of Feathers and Hall of Fins house not only the largest, but also some of the most impressive collections of native and exotic wildlife around. Next door you'll find the Texas Ranger Museum which contains priceless artifacts documenting the history and lore of the Texas Rangers. From there you'll visit El Mercado, the largest Mexican marketplace outside of Mexico. It occupies three blocks of plazas and historic buildings full of shops, restaurants, art galleries, and more! The shops feature a wide range of products including leather goods, piñatas, jewelry, Mexican dresses, stained glass, art, pottery, and blankets. There are also authentic Mexican restaurants, many with open air patios. The plazas are alive with music, dancing, mariachis, and other entertainment.

**9:45am board bus, 2:30pm back at hotel**

**\$43/Person includes bus, escort, and admissions.**

### **LACKLAND AIR FORCE BASE**

Friday, October 5

Begin the day with the parade and graduation ceremony at Lackland Air Force Base. Take a stroll along the parade grounds and view Lackland's static display of vintage and modern aircraft. Take a short trip to the History and Traditions Museum, which houses a collection of rare aeronautical objects. The museum's aircraft, engines, instruments, and air weapons span the years of aviation development from its origin to the aerospace age. Next, head to the Gateway NCO Club for lunch, consisting of a turkey croissant with salad, chips, and dessert. NOTE: This trip is limited to the first 100 people registered.

**8:00am board bus, 1:30pm back at hotel.**

**\$47/Person includes bus, escort, and lunch.**

### **CITY TOUR or CITY TOUR / B-17 SENTIMENTAL JOURNEY**

Friday, October 5 OR Saturday, October 6

From the earliest Spanish Missionaries in 1691 to today's traveler, San Antonio's appeal continues to draw attention. Enjoy a narrated tour of San Antonio's unique blend of rich heritage, traditions, and natural beauty. Points of interest include San Jose Mission which is still an active church and is part of the National Park service; the Alamo; San Fernando Cathedral, the original church of the Canary Island settlers; and the Riverwalk. **On Saturday**, the buses will stop at the Stinson Municipal Airport to view the B-17 Sentimental Journey. This plane is on location, especially for our group. For those wanting to go inside the aircraft, a \$5 donation will be collected at the plane steps (not included in tour price). Lunch is on your own before or after the tour.

**Friday: 9:00am board bus, 12:00pm back at hotel. \$28/Person includes bus and guide.**

**Saturday: 1:00pm board bus, 5:00pm back at hotel. \$29/Person includes bus and guide.**

### **RENDEZVOUS DINNERS**

Friday, October 5

Units (BGs, FGs, etc.) with approximately fifty or more people in attendance will have a private room. Smaller groups will be combined with others. Think of this as your "reunion within the reunion." Dinner features Chicken Marsala.

**6:30pm Cash Bar Reception, 7:00pm Dinner.**

**Cost is included in both meal packages or \$42 separately.**

### **8<sup>th</sup> AIR FORCE HISTORICAL SOCIETY ANNUAL BANQUET**

Saturday, October 6

Assemble in the ballroom for the Posting of the Colors and Memorial Service. Dinner will be a choice of Tilapia w/ Lemon Caper Sauce or Flatiron Steak w/ Cabernet Demi Glace and the usual accompaniments. After dinner, we'll proceed with the guest speaker.

**6:00pm Cash Bar Reception, 7:00pm Banquet.**

**Cost is included in both meal packages or \$44 separately.**

### 8<sup>th</sup> AFHS ACTIVITY REGISTRATION FORM

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating 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 your confirmation. You may also register online and pay by credit card at [www.afr-reg.com/8afhs2012](http://www.afr-reg.com/8afhs2012). All registration forms and payments must be received by mail on or before August 31, 2012. 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.

**Armed Forces Reunions, Inc.**  
**322 Madison Mews**  
**Norfolk, VA 23510**  
**ATTN: 8<sup>th</sup> AFHS**

#### OFFICE USE ONLY

Check # \_\_\_\_\_ Date Received \_\_\_\_\_  
 Inputted \_\_\_\_\_ Nametag Completed \_\_\_\_\_

<b>CUT-OFF DATE IS 8/31/12</b>	<b>Price Per</b>	<b># of People</b>	<b>Total</b>
<b>REGISTRATION FEE</b>			
Includes meeting expenses and other reunion expenses.	\$45		
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$30		
<b>MEAL PACKAGES</b>			
<i>Choice #1 includes 7 hotel meals beginning with breakfast on Thursday.</i>			
<i>Choice #2 includes 5 hotel meals beginning with breakfast on Friday.</i>			
Choice #1	\$196		\$
Choice #2	\$138		\$
<b>Please select your entrée choice(s) for the Banquet:</b>			
Flat Iron Steak		#	
Tilapia w/ lemon caper sauce		#	
<b>SEPARATELY PRICED MEALS (if not purchasing a package)</b>			
Friday: Rendezvous Dinner (Chicken Marsala)	\$42		\$
Saturday: Banquet ( <b>please select your entrée</b> )			
Flat Iron Steak	\$44		\$
Tilapia w/ lemon caper sauce	\$44		\$
<b>TOURS</b>			
Thursday: Buckhorn Museum & El Mercado	\$43		\$
Please choose one of the following two tours:			
Friday: Lackland Air Force Base	\$47		\$
Friday: City Tour	\$28		\$
Saturday: City Tour / B-17	\$29		\$
Total Amount Payable to <b>Armed Forces Reunions, Inc.</b>			\$

Please Print

MEMBER NAME (for nametag) \_\_\_\_\_

VETERAN  NEXT GEN  OTHER WWII GROUP (for seating purposes) \_\_\_\_\_

SPOUSE NAME (if attending) \_\_\_\_\_

GUEST NAMES \_\_\_\_\_  NEXT GEN  OTHER

PHONE # (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ EMAIL ADDRESS \_\_\_\_\_ @ \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_

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).

EMERGENCY CONTACT \_\_\_\_\_ PH. NUMBER (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

**Register Online at [www.afr-reg.com/8afhs2012](http://www.afr-reg.com/8afhs2012)**

**CROWNE PLAZA RIVERWALK, SAN ANTONIO, TX  
(210) 354-2800**

The Crowne Plaza Riverwalk San Antonio is located at 111 East Pecan Street, San Antonio, TX 78205. Call the hotel for accurate driving directions. This hotel is within walking distance of Hemisfair Park and Tower, The San Antonio Convention Center, and the River Center Mall. The Riverwalk is just outside the door.

The Crowne Plaza Riverwalk offers 410 rooms. Handicapped and non-smoking rooms are subject to availability. Please request these special accommodations when making your hotel reservations. Each room features cable/satellite tv, coffee maker, hairdryer, iron and ironing board and free morning newspaper delivered to room. High-speed internet and wireless internet access are available for a fee. Guests may also enjoy the hotels full fitness center, whirlpool, and roof top pool. **The 111 Bar & Grille** serves breakfast, lunch, and dinner featuring South Texas influences with Mexican Flair. Room service is available.

Hospitality Suites are available for group socialization. There are two traditional parlor suites and a few meeting rooms that will allow byob privileges. The parlors of traditional suites will rent at the group rate (adjoining sleeping room at group rate as well). The meeting rooms will rent for \$100 per day and will be used on Friday for group business meetings and Rendezvous Dinners. Please contact [DonnaLee@afri.com](mailto:DonnaLee@afri.com) for more information.

SA Trans provides shuttle service from the San Antonio International Airport. Currently, rates are \$19 per person one-way; \$34 per person round trip; all pricing subject to change. Shuttle tickets are sold at the baggage claim area in Terminal 1 & Terminal 2. You can make advance reservations by calling (210) 281-9900. For a discount, make your 8AFHS reservations online at <http://saairportshuttle.hudsonltd.net/res?USERIDENTRY=AFR&LOGON=GO>. Self-parking at the hotel is offered to guests at a discounted rate of \$10.00 per day with in and out privileges. Check-in is at 3:00pm and check-out is at 11:00am.

The hotel does not have parking available for RV's. Should you require full hookup service, please call Fiesta Campground at (210) 821-6494 or Alamo KOA San Antonio at (210) 224-9296.

ScootAround rents manual and power wheelchairs by day or week. Call their toll free number at (888) 441-7575.

\*\*\*\*\* CUT HERE AND MAIL TO THE HOTEL \*\*\*\*\*

**8<sup>th</sup> AIR FORCE HISTORICAL SOCIETY REUNION – HOTEL RESERVATIONS  
OFFICIAL REUNION DATES: OCTOBER 3-7, 2012**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

EMAIL ADDRESS (if available) \_\_\_\_\_ TELEPHONE # (    ) \_\_\_\_\_

ARRIVAL DATE \_\_\_\_\_ TIME \_\_\_\_\_ AM/PM DEP. DATE \_\_\_\_\_

NUMBER OF ROOMS NEEDED \_\_\_\_\_ NUMBER OF PEOPLE IN EACH ROOM \_\_\_\_\_

**SPECIAL REQUESTS:** Wheelchair accessible room \_\_\_\_\_ Nonsmoking room \_\_\_\_\_ King Bed \_\_\_\_\_ Two Double Beds \_\_\_\_\_ Room/Bed types are not guaranteed.

**RATE:** \$109 + tax (currently 16.75%) Single/Double occupancy. Rate will be honored 3 days before and after reunion dates, based on availability.

**CUT OFF DATE: 8/31/12.** Reservations received after this date will be processed on a space available basis, at the prevailing public rate.

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**GUARANTEE:** Reservations must be guaranteed by credit card or first night's deposit, enclosed.

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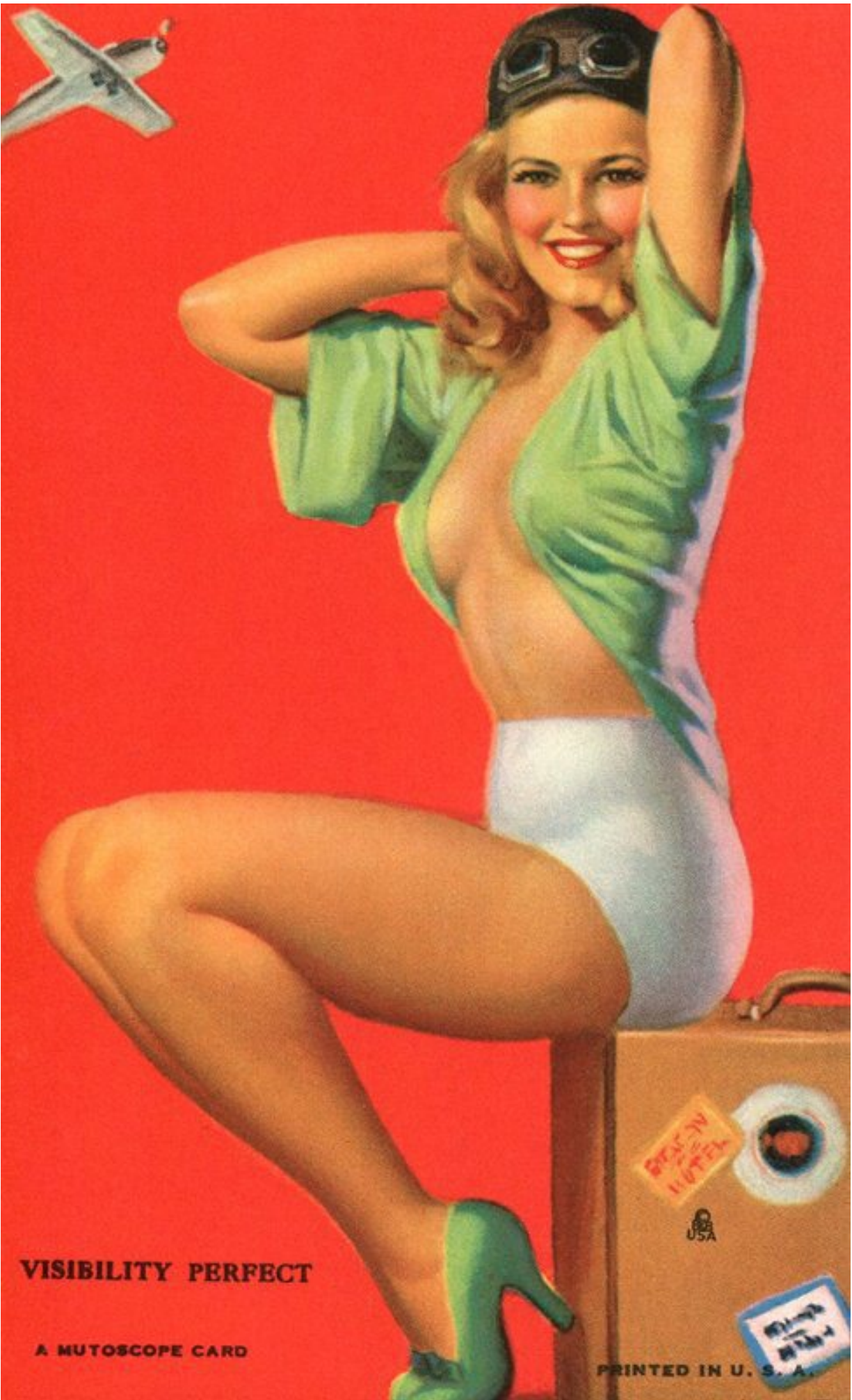
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**Or Visit <https://resweb.passkey.com/go/8thAirForceHistorical>**





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**PRINTED IN U. S. A.**

# August

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
National Aviation Day (US)						
26	27	28	29	30	31	1

# September

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2	3	4	5	6	7	8
	Labor Day (US)					
9	10	11	12	13	14	15
		Patriot Day (US)				
16	17	18	19	20	21	22
		U.S. Air Force Estab- lished, 1947			International Day of Peace	
23	24	25	26	27	28	29
30	31					

## **FEATURED PIN-UP ARTIST**



Earl Steffa Moran (December 8, 1893 – January 17, 1984), born in Belle Plaine, Iowa, was a 20th Century pin-up and glamour artist. Moran's first instruction in art came under the direction of John Stich, an elderly German artist who also taught the great illustrator W.H.D. Koerner. Moran also studied with Walter Biggs at the Chicago Art Institute.

Moran later studied at the famed Art Students League in Manhattan, where he took instruction from the muralists Vincent Drumond, Robert Henri, Thomas Fogarty (Norman Rockwell's teacher), and the legendary anatomist George Bridgman. After moving back to Chicago in 1931 and opening a small studio where he specialized in photography and illustration, he sent some paintings of bikini-clad girls to two calendar companies; when both Brown and Bigelow and Thomas D. Murphy Company bought the work, his career was officially launched.

Moran signed an exclusive contract with Brown and Bigelow in 1932 and by 1937, his pinups had sold millions of calendars for the company. In 1940, Life ran a feature article entitled "Speaking of Pictures" which mostly focused on Moran's work and made him a national celebrity. In 1941, Moran helped the magazine publisher, Robert Harrison, to launch a new men's magazine called Beauty Parade, and he later contributed pin-ups to other Harrison magazines such as Flirt, Wink and Giggles.

In 1946, Moran moved to Hollywood though he had already painted many movie stars including Betty Grable, for publicity posters. Soon after his arrival, he interviewed a young starlet named Norma Jean Dougherty who wanted to model for him. For the next four years, Marilyn Monroe posed for Moran and the two became friends. She always credited him with making her legs look better than they were as she felt they were too thin. Moran's work during this time period is now his most valuable; a Moran Marilyn pastel sold for \$83,650, nearly doubling the previous record for one of his works, when the Craig MacMillan collection was sold at Heritage Auctions in February 2011.

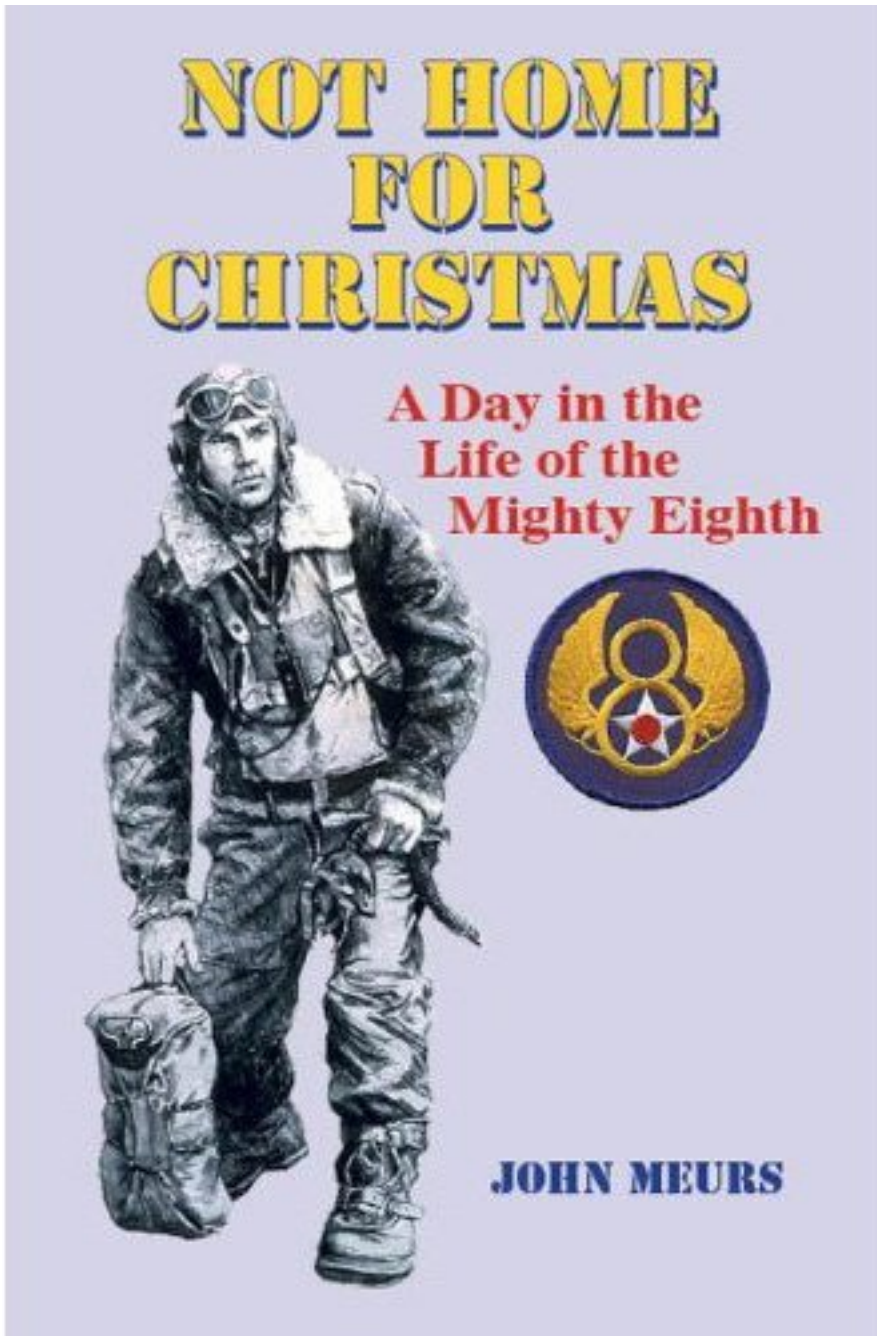
Moran lived in the San Fernando Valley from 1951 to 1955, hosting fabulous parties, directing and starring in short television films, painting portraits of Earl Carroll's Vanities Girls, and maintaining his position as a star of the pin-up world.

After a move to Las Vegas (circa 1955) and several years of living in the fast lane, Moran decided to devote his time to painting fine-art subjects, with nudes as his favorite theme. Signing with Aaron Brothers Galleries, he painted for collectors until 1982, when his eyesight failed. An interesting note, some of his earlier works for Harrison were signed "Steffa" or "Black Smith"

Information from wikipedia.org



# BOOK REVIEW



**ISBN 978-1-934193-31-0 • Quail Ridge Press •  
2009 • 544 pages • retail \$16.00  
[www.quailridge.com](http://www.quailridge.com)**

He collected the personal stories of veterans who lived through it, families of veterans lost, and witnesses of the crashes. These first-hand recollections provide a compelling and terrifying account of the reality of war.

Thanks to those men who “would not be home for Christmas” in 1944 and many of their comrades in arms, he and his country have lived in peace ever since.

Not Home for Christmas describes the fate of the thirty-four heavy bomber crews of the 8th USAAF who did not return to their bases in England after their mission of Sunday, November 26, 1944.

On that day, John Meurs, a nine-year-old schoolboy living in a village in Nazi-occupied Holland was having his meager wartime lunch with his family when a B-17 crashed near his house.

The crash made such a deep impression on him that nearly sixty years later, after his retirement in 2000, Meurs began to research the crew of “his” B-17. He later extended his research to the complete 8th USAAF mission of November 26, 1944, concentrating on the thirty-four heavy bombers of the Mighty Eighth that did not come back.

His research covers the 314 crew members of the planes that were lost that day—136 were killed in action, 170 were taken prisoner, and 8 were hidden by the Dutch Underground until their liberation by Canadian troops in the spring of 1945.

# Single-Seater Baby B-17

By Stephan Wilkinson

While there are plenty of 7/8-scale and even 3/4-scale flying fighter replicas—the latter would give an F4U Corsair look-alike a wingspan of just under 30 feet—nobody has ever tried to shrink a four-engine bomber down by two-thirds and still make it flyable. Nobody but Jack Bally, of Dixon, Ill., that is. Bally is building a 1/3-scale Boeing B-17 replica that will be about the size of a Cessna 152, and it's well on its way to completion. "I'm about 90 percent done, with 90 percent to go," says Bally, obviously a wise old aircraft homebuilder. He has in fact built three other sportplanes already, though not nearly of his current project's complexity. "This is the most challenging thing I've ever done," he admits. "I bit off two mouthfuls when I started this project."

Bally began with a detailed set of plans for a 1/9-size radio-controlled model B-17, scaled them up, and loosely based his all-metal airframe on the model's wooden components. The pilot's seat, instrument panel and controls fill the entire B-17 cockpit and are fully enclosed by the multi-paned canopy and



**An oversized upper gun turret—and the dimensions of the garage it's housed in—distinguish Jack Bally's B-17G from the genuine article.**

cockpit roof, now a single piece hinged at one side for entry. The airplane will remain a single-seater at least for awhile, though Bally is considering putting a tandem passenger seat directly behind the pilot's.

The faux B-17 is a remarkably accurate replica externally, and Bally can think of few compromises he's had to make. "The gear-retraction mechanism is hydraulic and not through jackscrews, and the engines aren't radials," he points out. "They're Hirth F30s, four cylinders opposed, 2-stroke, detuned from 80 hp each to about 60 because I'll run them direct-drive." (In order to put out the full 80 hp, the engines would have to turn so fast that a gearbox would be needed to keep prop speeds reasonable, but a total of 240 hp should be plenty for an airplane this size.)

Bally hasn't logged the time he's spent on his baby B-17, but he calculates that 40 hours of work on it every week for 12 years comes to just under 25,000 hours. Does he know when it will finally fly? "Oh, hell no. I once thought it should have been five years ago; now it's still probably two or three years in the future."



**Room for one — the seat, instrument panel and controls will fill the entire cockpit, however a tandem passenger seat might be in the future of this Baby B-17.**

(Photos Courtesy of Jack Bally)

This article originally appeared in the July 2012 issue of Aviation History magazine.

For subscription information, call 1-800-435-0715 or visit [www.historynet.com](http://www.historynet.com).



# THE 8TH AIR FORCE'S 1ST MISSION TO BERLIN!

FROM THE SCRAPBOOK OF CAPT. LEONARD "SWEDE" SWEDLUND

VIA HIS SON, MARK SWEDLUND.

17th Mission

Berlin - 3rd Attempt

March 6th, 1944 - (8:20 Hours)

Maximum Effort - All flyable planes and crews. First daylight bombing of Berlin, Germany by the Eighth Air Force

Our group with General Wilson leading in the lead plane led the 8th Air Force to the target. I flew lead of the high squadron as deputy leader of our group. Lead plane was pathfinder plane with equipment for instrument bombing. A second pathfinder plane flew on lead plane's wing in case the lead plane was shot down before bombs were released. Lots of friendly fighters chasing enemy fighters that were attacking bombers most of the way to the target. Fighters don't like flak.

Flying formation off of lead plane, I suddenly realised we were letting down. The lead plane had been hit and was on fire going down out of control. The 2nd pathfinder plane also was hit, the pilot was killed & co-pilot wounded, but could fly the plane home. As deputy leader, we fired a couple of red, red flares to designate we were taking over the lead. The lead plane with the General went down over Berlin, no chutes were seen. We ran into heavy flak at one spot on the way home. Probably flew over some large city where we shouldn't have been. Our group lost just the one plane.

As deputy leader I was called to a high-level critique at 8th Air Force headquarters because of the General being shot down. The concern was the possibility of sabotage with both pathfinder planes having trouble over the target, at the same time.



This was the 8ths Air Force First Bombing of Berlin. After the two Pathfinder lead planes were shot down, Len, as the Deputy Leader, assumed command of the mission and lead all remaining ships home.



At left: Colonel Sherburne thanks 1st. Lt. Swedlund for getting him back safely after seeing General Wilson and crew go down.

Sherburne flew with Swedlund as an observer from the 8th Air Force.

Len (pictured at right) flew 28 missions from Dec. 5, 1943 to April 26, 1944 while stationed with the 385th Bomb Group at Great Ashfield Air Base in Suffolk,



LAST MISSION  
CAPTAIN SWEDLUND  
28 missions  
12-5-43 to 4-26-44

The group had 609 officer and 843 enlisted men for a total of 1412 men. Of these, 231 were killed, 458 became POW's and 13 were interned. That means that 48% were killed or became POW's.

The total Air Force losses were 27%. The Navy lost 0.88%. The Army lost 2.08%. The Marines lost 2.94%





**La Verne Nemo Cummins** was born on March 29, 1918 near Vandalia, Illinois and was raised on a small farm in that area. He graduated from Millikin University in Decatur, IL where he was a member of the Sigma Alpha Epsilon fraternity. He went on to attend the University of Illinois Law School but was drafted after Pearl Harbor to join the United States Army. His first station was the Presidio in San Francisco, CA from which he was sent Adak, Alaska. Soon after was accepted into the Army Air Corps flight program. He became a pilot of the B-17 in the Mighty Eighth Air Corp, 385th Bomb Group stationed in England under the command of Dwight D Eisenhower. He took part in 35 missions, the majority of which were combat missions over heavily fortified Germany, but also included post D-day support of St Lo & Cologne, Falaise Gap Belgium as well as supply drops to the French underground. Upon returning home, he joined United Airlines as a pilot flying DC's, and retired 33 years later flying the Boeing 747.

He passed peacefully at home Friday, June 22, 2012 attended by his daughter Deborah Cummins and his granddaughter Rebekah Barrales. He was preceded in death by his wife of 53 years, Maxine nee: Harlin, his parents Gussie O. Cummins and Marion nee: Hopper, brothers Orin and Velvun and sister Sarabelle (Sally) Stephens. He is survived by his son Donald L. Cummins (Ft. Myers, FL) and his two daughters Barbara L. James (Brooksville, FL) Deborah J. Cummins (Downers Grove), nine grandchildren and nine great grandchildren. Visitation was Friday, June 29th at Adams-Winterfield & Sullivan Funeral Home, 4343 Main St. Funeral was Saturday, June 30th at 1st Congregational Church UCC of Downers Grove, 1047 Curtiss St. La-Verne will be buried next to his wife at the Clarendon Hills Cemetery. In lieu of flowers, donations may be sent to Morton Arboretum, [www.mortonarb.org](http://www.mortonarb.org) or The Mighty Eighth Air Force Museum, [www.mightyeighth.org](http://www.mightyeighth.org). For info 630/968-1000 or [www.adamswinterfield-sullivan.com](http://www.adamswinterfield-sullivan.com)

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It is with great sadness that I report to the group that our mother **Doris E. Inglis** (Wife of the late Capt. Harlan K. Inglis, 548 Bmb Sq.) died on January 29, 2012, at home in Westlake Village, CA. She was 91.

Stephen Inglis  
Houston, TX

April 5, 2012 Neil G. "Old Hickory" or "Bud" Duell, 92, of New Haven, died Thursday at St. Luke's Health Services in Oswego. He was a staff sergeant in the Air Corps during WWII, from 1940-1945. Bud was an active lifetime member of American Legion Post 1532 and the New Haven Fire Department. He was co-owner of A.C. Duell and Sons Lumber Mill in Demster. He volunteered throughout the years to stock the streams of Oswego County with fish for the D.E.C. Survived by his wife of 63 years, Nanette Lindsley Duell of New Haven; two daughters, Cheryl Coker and Jacqueline Lilly; a son, Robert Duell; a sister, Gloria Dimon; eight grandchildren; two great-grandchildren; and several nieces and nephews. A memorial service will be held 3 p.m. Wednesday, April 25, at the New Haven Congregational Church



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# LETTERS

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From: Chuck Johnston Jr [crj@frii.com ]  
Subject: 385th pics

Hi Charles

Here are some photos I have of my Dad and some of his friends. I would like to know of anyone that might know anything about any of the people in these pictures.

Thanks  
Chuck



**Johnston with Gabriel Silva**



**Dick Spencer  
(others unidentified)**



**Crew #38**

### **Boss Provisional Group**

**Pilot - Lt. C.R. Johnston**  
**Co Pilot - Lt. O.D. Walton**  
**Nav. - Lt. R.W. Glaser**  
**Bomb - Lt. J.A. Parker**  
**Eng. - Sgt. Henry**  
**A. Eng. - Sgt. Domer**  
**Radio - S/Sgt. McLelland**  
**A G - Sgt. Watts**  
**A A G - Sgt. Collinson**  
**G - Sgt. Owens**

**November 10, 1943**  
**Dalhart, Texas**



# LETTERS

From: Bill Varnedoe [billvar@comcast.net]  
Subject: Honky Tonk Sal crew

Charles,

Here's a query for the HH, brought on by your picture. "I know it's a common turn of phrase to see words like "Big Bird's Crew," referring to the plane's name and a crew as very closely linked.. A lot of people think that way! But not only did a given a/c (by serial No.) change names but it flew with many different crews, even if more often with one crew than another. Also, since crews were seldom fully intact for long, and even fewer crews flew together in the same a/c, such references of "a/c name to crew" are misleading, particularly to historians.

Looking at the loading lists, crew-to-aircraft assignments were ephemeral, despite an apparent early try to keep them together. This try soon seemed to lose its priority. Assignments became not exactly random, but not closely adhered to either. I would like to hear from some of the higher brass, or those responsible, on what the "official" take was on assigning a/c to crew (or crew to a/c) for each mission, especially in late '44 and '45!!"

-Bill Varnedoe



The picture that started the conversation!

Thanks to Mr. Charles Lubicic for emailing this photograph of his crew along with the names. This helps greatly with our record keeping.

Honky Tonk Sal Crew - 551st BS

Top L to R: Sessions-B, Bash-Pilot, Rosenberg-NAV

Bottom L to R: Lubicic-RW, Simmons-RO, Mika-TT, Tackaberry-TG, Oglan-BT



From: Charles Lundsberg [lundsberg@gmail.com]

Subject: Honky Tonk Sal crew

It's as if you are reading my mind these days again, Bill. Just a couple of days ago I was reviewing the loading lists for Flak Shak (as that particular B-17 is an obsession of mine) and was curious as to the main crews flying her before my grandfather. I found several crews who were commonly associated with her and of those crews 2 had their mission runs end early and the 3rd split their time equally with another plane. That third crew was the only to overlap missions with my grandfather and he definitely did not have a stable plane assigned to him during this time.

It really baffled me that the plane he claimed, Flak Shak, would fly often with another crew while he was on that very same mission, so I went back and re-read some of his letters to home. This time certain phrases really popped out at me. For example, In one letter to home dated Sept. 4th (by this time he was at 21 missions) he writes "By now you will have learned what I have named my ship and we all think it is pretty sharp. Flak Shak" Previous to this letter he flew that plane on August 30 and was not set to fly again until Sept. 5th. In the meantime Flak Shak went out on the 3rd with another crew and got beat up pretty badly. In a Sept. 10th letter my grandfather wrote: "My plane has been out of commission lately but it is now back again so will probably go out and test hop it tomorrow. It had two new engines in the last few weeks...I have had my crew chief putting armor plate in some of the more or less vulnerable spots, namely under my seat for one. He is a good boy and will do anything that we ask of him. I have had some bulletproof windshields put in...armour behind, under, alongside...We just had the name painted on the ship and are going to have some pictures taken..." (I sure wish these pictures existed)

The dynamic with Flak Shak's crew chief, painting the nose art, customizing the aircraft - to me this all sounds like a plane has been officially assigned. Of course their next mission on the 12th left Flak Shak gutted and sitting on a runway in Brussels totally scrapped until it was salvaged in early 45 - but it did seem like he was on the way to flying it more and more. He further mentioned (after being shot down on the 12th) that the next plane was set to be Flak Shak II.

My conclusions are thus:

Unlike the beginning of the war where crews flew their own plane unless it was damaged, it seems the amount of crews perhaps outnumbered the amount of available planes later on. Therefore planes really couldn't always be assigned to an incoming crew from the states. Perhaps newer planes were given to senior crews and as other crews gained experience and moved up in the formation they were then given an assigned plane.

That being said, I too look forward to further input from those that would know for certain how planes were officially assigned to crews and would also like to hear from any crews that flew a B-17 over. I know these new ships were often taken to other Bomb Groups, but have heard that Pilots were given naming rights to a plane if they flew one over - can anyone confirm that?

-Charles Lundsberg

# "There I was..."

## The cartoons of Bob Stevens

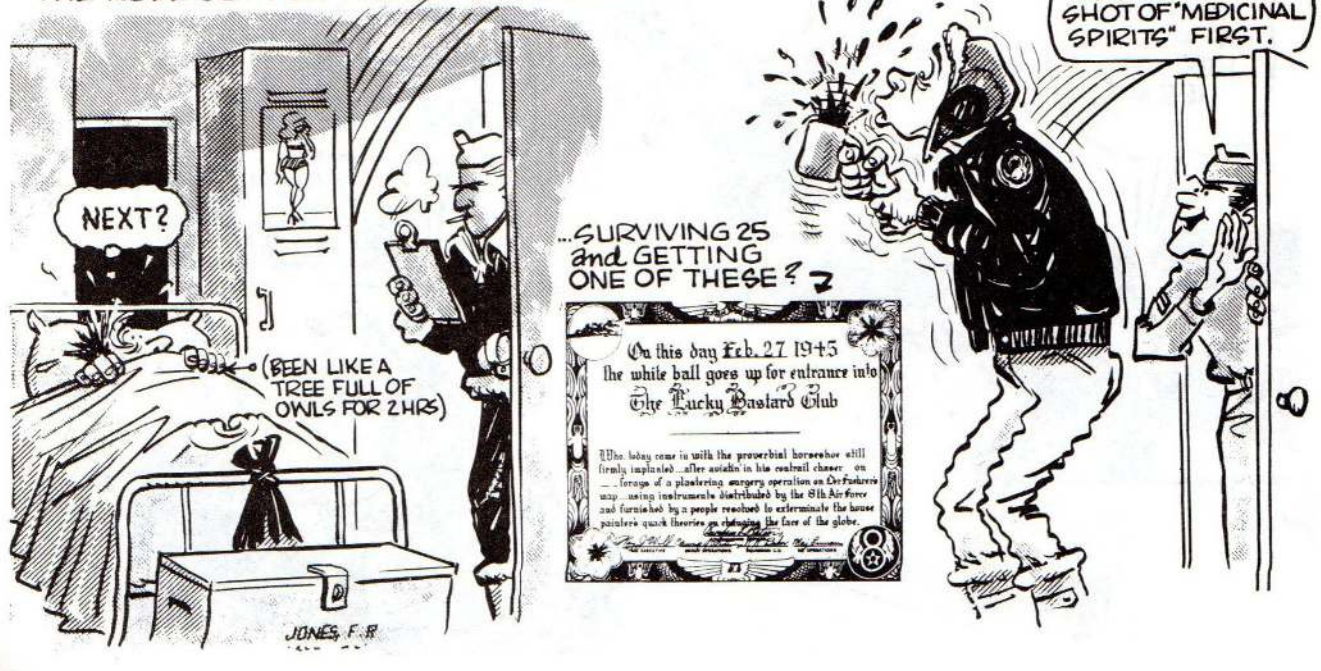
**HOW CUM?** THE POWERS THAT BE - IN THEIR INFINITE WISDOM - ALWAYS SELECTED THE RIGHT PHYSIQUE FOR THE JOB AT HAND? TAKE THIS B-17 CREW, F' INSTANCE:



IT'S NOSTALGIA TIME,  
**REMEMBER... ?**

... A FROSTY ENGLISH MORN AT 3AM,  
THE NISSEN HUT DOOR SQUEAKS  
OPEN and THE "WAKE-UP SGT." STARTS  
THE ROLL-OUT FOR THE DAY'S MISSION ?

... TRYING TO GET A CUPPA  
COFFEE DOWN AFTER YOUR  
FIRST 10-HR MISSION ?







When I went to renew my plates this year I thought it would be great to pay tribute to all of the 8th Airforce Veterans. I never thought this plate would be available in Georgia where it all began. Out of curiosity, are there any members out there that have specialized plates dealing with WWII or flying? Would love to see them. -Charles



**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



1942 - 1945 Great Ashfield - Suffolk, England Station 155 - The Mighty Eighth  
Volume 29 - Number 2 June 2012



385TH BGA REUNION - SAN ANTONIO, TX - OCTOBER 2012

**FOR SUBSCRIPTION INQUIRIES PLEASE CONTACT:**

Chuck Smith - 385th BGA Treasurer  
chucksmith@smithindustrialsales.com  
(404) 683-2896  
P.O. Box 329  
Alpharetta, GA 30009-0329

Previous issue pictured at left



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# **385th BGA**

**Chuck Smith, Treasurer**

**P.O. Box 329**

**Alpharetta, GA 30009**

**U.S.A.**

**Address Service Requested**



CR Johnston's Plane

Photo Courtesy of Chuck Johnston, Jr.

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