

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 34 - Number 2

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

HARDLIFE HERALD

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FEDERAL IRS TAX EXEMPT CODE #501 (C) (19) 52-1068468

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PRESIDENT'S MESSAGE

Over the years, Joe Koscinski, a waist gunner in the 385th and long-time member of the 385th BGA, saved the Hardlife Herald he received as well as other mailings from the Association. Joe passed in 2012 and his son Gerry offered the collection to me. I gratefully accepted and will use the materials to "flesh out" my collection and promised Gerry to donate any extras to the Mighty Eighth Museum. Included in the collection were several mailings circa 1992 announcing the activities planned in England to celebrate the Mighty Eighth's arrival as part of the "Friendly Invasion". Leafing through this material, I realized that 2017 marks the 75th anniversary of that event. For the 50th anniversary, there were many more people, both in the U.S. and in England who lived through those perilous times. While the wartime generations have, for the most part, passed on, the passage of time has not extinguished the Brits' appreciation for the Yanks' wartime sacrifices and contributions. Once again England is extending a warm welcome to those Americans who wish to join in the commemoration. What is notable to me is the durability of the memories and appreciation that our cousins across the ocean maintain. THEY remember WW II. THEY know what our brave men at arms accomplished. THEY cherish their connection with their history and our part in it. I only wish the more recent generations in our country could do the same.

-Tom Gagnon

Letter from the Editor

As more and more 2nd and 3rd generations join us on Facebook, (www.facebook.com/385thbga) I am finding the reward of my position increasing. Not only are we blessed with more photographs, letters and memorabilia from the families of veterans for our digital archives, but the greatest accomplishment of helping others find information in order to answer questions they cannot directly ask their friends and relatives has become abundant.

Since the last newsletter, I have received personal letters, new crew photographs, images of nose art we did not have on file and (perhaps my most touching experience) connected a gentleman to his brother he never knew, nor had ever seen, via a labeled crew photograph.

I'd like to give my continued thanks to all of you who have shared your past with us and I encourage those who have not to reach out so that we may be able to preserve our history.

I am proud of this organization - I wish this was my full time job so that I could dedicate more time to this wonderful association and the men and women who served with the 385th.

Keep the memories coming!

-Charles Lundsberg

ROSIE'S HAMMER

"I fear all we have done is to awaken a sleeping giant and fill him with a terrible resolve."

-Japanese Admiral Isoroku Yamamoto

With the surprise Japanese attack on Pearl Harbor, and America's entry into World War II, the unparalleled industrial strength we would bring to bear foreshadowed doom for the Axis powers. The conversion of our peacetime-oriented manufacturing base to a wartime footing - e.g., auto factories converted to bomber and tank production lines - enabled both the buildup and replacement of war materiel at a rate far outstripping that of our enemies. Thus properly equipping our heroic armed forces, the Allies were able to turn the tide and unconditionally gain victory.

Admiral Yamamoto was right. The Greatest Generation was filled with that terrible resolve.

We are familiar with World War II's iconic "Rosie the Riveter" as the embodiment of how America's women picked up the slack when our men went off to war. Homemakers learned "men only" skills that kept production-line ranks filled.

My father, Capt. "RB" Fordyce, served 40 months with the 385th Bombard-

ment Group, 8th Air Force, based at Great Ashfield, England, with B-17s. He referred to the bomber streams enroute to pound the Nazis as "Rosie's Hammer," and recalled that those serving overseas were well aware of the contribution being made by those on the home front. The B-17s and B-24s rolling off "Rosie's" production lines made those thousand-plane raids possible. Hence his characterization, "Rosie's Hammer."

The two aircraft principally responsible for the strategic daylight raids in Europe were the B-17 Flying Fortress and the B-24 Liberator. Each had unique differentiating qualities, and both proved indispensable.

The B-17 was conceived in the early 1930s and went through a continuous design evolution making the final versions look markedly different from the earliest. Gun positions were added, engines upgraded, crew protection enhanced and bomb-load increased. In the European Theater of Operations ("ETC"), B-17s dropped more ordinance than any other US aircraft, some 41% of the total. By comparison, B-24s dropped 29%, all other US types (e.g., attack and medium bombers) 30%. Nearly 13,000 B-17s were produced by VE Day, almost all

dedicated to the ETO.

The B-24, conceived some five years later than the B-17, was produced in greater numbers than any other US-built aircraft during the war, with more than 18,000 produced by war's end. It was an amazingly versatile aircraft, serving in all combat theaters and with 15 Allied nations.

Like the B-17, the B-24 underwent version improvements during the war, but not to as great an extent as the B-17. By design, it had twice the bomb-carrying capacity of the B-17, so it meant that fewer aircraft (and crews) could potentially deliver a given amount of ordinance. (However, early versions supplied to England prior to America's entry into the war were judged "not combat ready" by the RAF, and initially were modified for use as transports.) Because of its longer range, it was favored over the B-17 in the Pacific, and anti-submarine versions played a critical role in closing the "black hole" (Mid-Atlantic Gap) and winning the Battle of the Atlantic.

So what were the differences between these planes in the ETO? Well, to begin with, as a later design, the B-24 was faster, had greater range and carried a bigger bomb load. These characteristics made it a fa-

vorite with General Staff, if not with aircrews, and they procured it for a wide variety of roles. The B-17, on the other hand, had a much higher service ceiling, could sustain greater battle damage and was more forgiving to fly.

The speed, range and payload advantages of the B-24 were a result of a then-revolutionary wing design, known as the "Davis Wing," after the designer David R. Davis. (Viewed from above, the wings are long and slender.) These performance advantages were somewhat offset by certain flight qualities such as heavy control forces and poor formation-flying characteristics, low-speed handling and engine-out stability. And B-24s tended to have leaky fuel systems.

Additionally, the B-24 design emphasized weight-reduction to enhance performance, and the aircraft was not as resistant to battle damage as the B-17. No less an authority than Adolf Galland, Germany's leading fighter ace (104 kills) and eventual head of the Luftwaffe Fighter Command, stated that when B-17s and B-24s were encountered, the B-24s were the target of choice. (They carried a bigger bomb load and were less challenging to destroy.) My father likewise confirmed this, saying that during those occasions

when the 385th would be on a joint mission with B-24s, the Luftwaffe tended to go after the Liberators.

The B-17, while not as fast as the B-24, employed a thicker, shorter "Clark Wing" which enabled a service ceiling as much as 7,000 feet higher than the Liberator, depending upon the version of each aircraft. This had the obvious benefit of putting the B-17 further away from ground anti-aircraft weaponry as well as being near the service ceiling of some Luftwaffe fighters. And the robust construction of the B-17 became legendary, with countless examples of aircraft returning to base seemingly not air-worthy.

Given that combat damage was frequent, there were often occasions when crash-landing or ditching in the English Channel became necessary. This was relatively straightforward in the B-17, with its low-mounted wing providing a relatively flat and uniform surface with great structural strength down low. B-17s were known to ditch and sometimes remain afloat for long periods, and on some occasions had to be sunk by Allied naval units as they had become hazards to navigation!

With the B-24, things were more complicated. Due to their high-mounted wings, what touched down first in a crash-landing or ditching was the slender fuselage. On land this frequently resulted in "cart-wheeling" as one of the wings soon would hit the ground. On water, the result was often devastating: the bomb-bay doors would rip open, exposing the interior to the rush of water, causing the aircraft to split apart and sink almost immediately, greatly compromising the crew's chances of escape.

One other thing: B-17s had a 209% advantage over B-24s in numbers of enemy aircraft shot down per sortie. (It typically took more time to shoot down a B-17, so the B-17 formation had more time to shoot back and possibly down the intercepting fighter.) In fact, the nickname Luftwaffe fighter pilots gave the B-17 was "die stachelschwein" - "the porcupine" - and they referred to the B-17 defensive box-formation as "ein stachelschwein wald" or "a porcupine forest."

The conclusion that I reach is that the B-17 was better suited to the ETO, and that was reflected in the fact that five of the 8th Air Force B-24 groups transitioned to B-17s by mid-1944. The B-24 was better suited to the PTO (Pacific) and other theaters where range and

payload were critical and enemy fighter resistance less robust. Nonetheless, the B-24 was a major contributor and did a lot of heavy-lifting for the 8th Air Force, and clearly helped win the war. Due to its greater bomb-load, it enabled putting fewer aircraft and crews in harm's way to achieve a given result.

But if the B-17 was so rugged, why then were the loss-rates comparable with the B-24 in the ETO?

I believe the answer has to do primarily with timing. The B-17s were the aircraft flying the early missions, starting in August of 1942, when the loss-rate was highest largely due to the absence of full-mission escort fighter support. (Regular full-mission fighter protection was nearly a year-and-a-half away, when the P-51 Mustangs arrived.) Also, on average, a B-17 group flew roughly 30 more missions than a B-24 group. The loss-rates for both types dropped dramatically as the war progressed, particularly so after "Big Week" in February 1944, when an all-out effort to neutralize the Luftwaffe occurred. So being active early resulted in relatively heavy losses, and most of those losses were B-17s. Hence a statistical "skew" may be present.

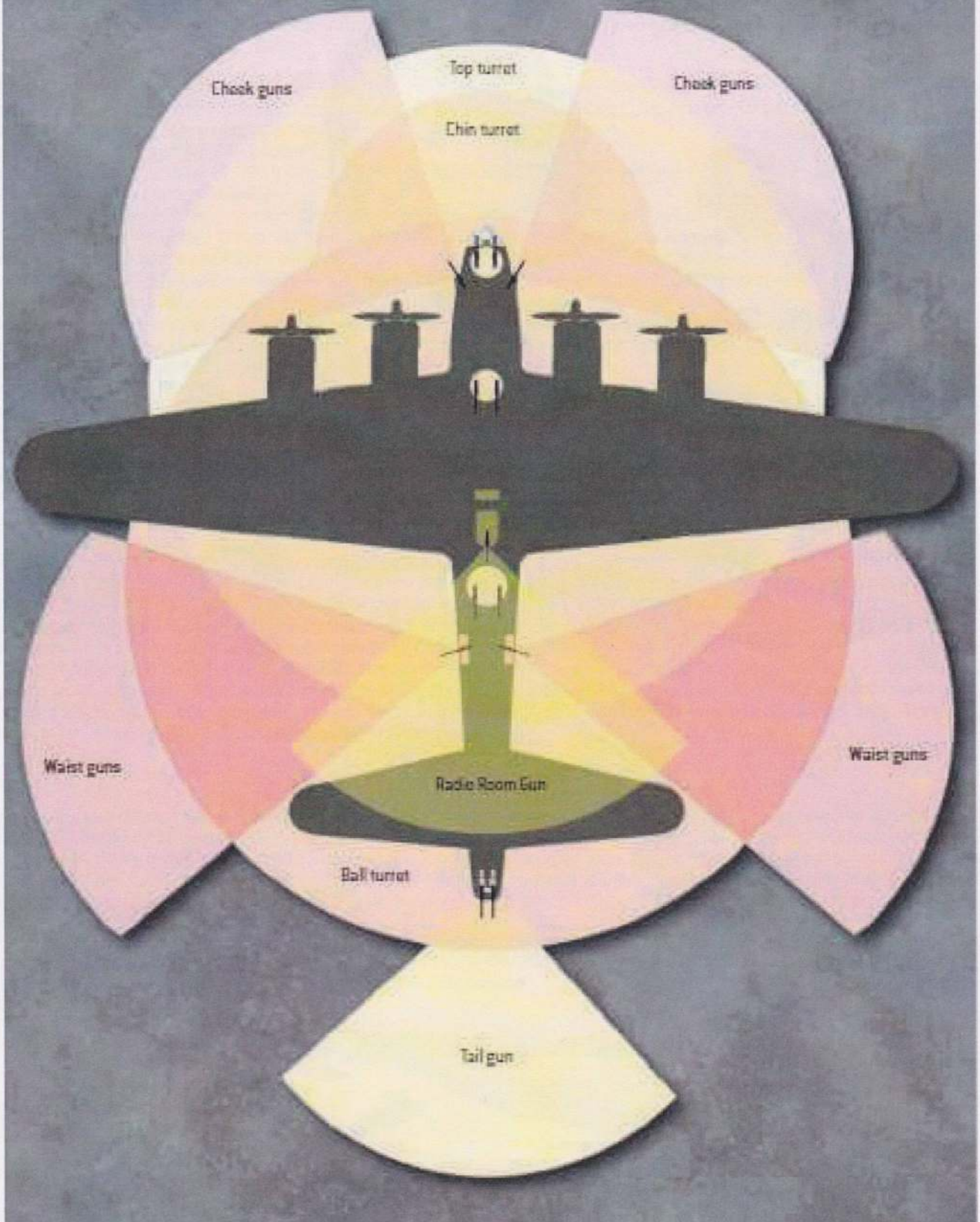
Necessarily I am leaving a lot out in this brief narrative. We have not discussed "flak" or tactics, fighter escorts or what the Luftwaffe threw up at us. And there is much to discuss. Those will be topics for another day.

But in the meantime, know that these two superlative heavy bombers were instrumental in achieving VE Day. "Rosie's Hammer" hit the nail on the head.

Ray Fordyce
Historian, 385th Bomb Group Association



B-1?G ARMAMENT FIELDS-OF-FIRE





Withers

Featured Pin-Up Artist - Ted Withers (1896 - 1964)

When Withers began painting pinups for Brown & Bigelow in 1950, he had already spent twenty-five years working in the Hollywood film industry

Withers had an analytical mind, a great personality, and a superb sense of humour - not to mention the technical skills of a Da Vinci.

Edward Oscar "Ted" Withers was born in Wellington, New Zealand. After studying at Wellington College, he enrolled at the Royal Academy in London and later at the South Kensington School of Art and the Slade School of Art. Eager for more training, Withers moved to Paris and the prestigious Académie Julian, During World War One, he saw service in Samoa, Egypt, France, and Germany and received three decorations.

In 1924, Withers came to America with his wife and two children. In his Hollywood years, he did a number of celebrity portraits while employed in a series of jobs, including art director at MGM Studios, supervisor in the trick and miniature department at Universal Studios, art director for Earnshaw-Young Advertising Agency, and art director for the Sterling Press Lithograph Company. He also painted fine-art works for his own enjoyment, and his award-winning landscapes were widely exhibited.

Withers was CAC president during the First Annual G.I. Art Exhibit held at the Los Angeles County Museum in 1946 which was jointly sponsored by the CAC and the Veterans Administration. He was also head of the club during the protest at the Los Angeles County Museum in May 1947 that received coverage in the local papers as well as Life magazine.

In November 1950, at his first Brown & Bigelow cocktail party, Withers was talking with Norman Rockwell when Rolf Armstrong and Gil Elvgren arrived. These two pin-up greats were introduced to Withers, who was bowled over when Armstrong praised him as "one of America's greatest, most versatile painters" and Elvgren, who had a keen interest in photography, added "one of the best photographers in the country".

In a letter to Brown & Bigelow, he once described the view from his Hollywood apartment in this way: "At night I look out on a carpet of jewels composed of neon and street lights, and here I work and am grateful that way over the eastern horizon, you nice people multiply my effort and enable me to live very well indeed".

Ted Withers biography borrowed from The Great American Pin-Up by Charles G Martignette & Louis K Meisel and the California Art Club (www.californiaartclub.org)

**8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION
HILTON NEW ORLEANS AIRPORT
SEPTEMBER 27- OCTOBER 1, 2017**

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 August 25, 2017. You may also register and pay with credit card online at www.afr-reg.com/8afhs2017. A 3.5% convenience fee will be added to online credit card reservations. Forms received after August 25 will be accepted on a space available basis only. Hotel reservations should also be made by August 25, 2017

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.

MEALS / EVENTS CHOICES

Meal Packages are intended only for those staying at the headquarters hotel, The Hilton New Orleans Airport. Please confirm your hotel reservation first, before proceeding with the activity/meal registration.

MEAL PACKAGE 1 \$232

Package includes 4 breakfasts at the hotel on Thursday, Friday, Saturday, and Sunday, and dinners on Thursday, Friday, and Saturday.

MEAL PACKAGE 2 \$162

Package includes 3 breakfast at the hotel on Friday, Saturday, and Sunday, along with dinners on Friday and Saturday.

The continental breakfasts include juice, assorted breakfast breads, oatmeal, and coffee. The breakfast buffets include juice, fruit, hard-boiled eggs, sausage biscuits, cereal/milk, and coffee/tea.

CHOICE #3 INDIVIDUAL EVENTS

Thursday's Buffet at \$51 is included in Package 1 but can be purchased separately. Friday's Rendezvous Dinner at \$40 and Saturday's Banquet at \$50 can be purchased separately as well, 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 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.

8TH AIR FORCE HISTORICAL SOCIETY
SEPTEMBER 27 - OCTOBER 1, 2017
HILTON - NEW ORLEANS AIRPORT

SCHEDULE OF EVENTS

WEDNESDAY, SEPTEMBER 27

- 1:00pm - 6:00pm **Reunion Registration**
- 1:00pm Memorabilia/Gathering room open throughout reunion
- 6:00pm - 7:00pm Welcome Reception, followed by dinner on your own
- 7:00pm - 9:00pm 8th AFHS Board Meeting
- 7:00pm - Hospitality Suites open

THURSDAY, SEPTEMBER 28

- 7:30am ■ 8:30am Continental Breakfast for Package #1 participants
- 8:00am ■ 11:30am **Reunion Registration Open**
- 9:30am ■ 2:30pm WWII MUSEUM (*description follows*)
- 1:00pm ■ 6:00pm **Reunion Registration Open**
- 3:00pm - 4:30pm Curator's Corner
- 6:00pm ■ 9:00pm Cash Bar Reception
- 7:00pm • 9:00pm Buffet Dinner w/ Speaker (tbd)

FRIDAY, SEPTEMBER 29

- 7:30am ■ 8:30am Full Breakfast for Meal Package participants
- 8:00am • 11:30am **Reunion Registration Open**
- 8:00am ■ 9:15am Group Meetings
- 9:30am - 2:30pm WWII MUSEUM (*description follows*)
- 1:00pm ■ 6:00pm **Reunion Registration Open**
- 3:00pm ■ 4:30pm Q& A WWII Vets
- 6:00pm ■ 9:00pm Cash Bar Reception
- 7:00pm ■ 9:00pm Rendezvous Dinners

SATURDAY, SEPTEMBER 30

- 7:30am ■ 8:30am Continental Breakfast for Meal Package participants
- 8:30am ■ 12:00pm **Reunion Registration Open**
- 8:45am ■ 10:15am General Membership Meeting
- 10:30am ■ 12:30pm Researchers/Webmasters Meeting
- 10:30am - 3:30pm CITY TOUR (*description follows*)
- 10:45am ■ 3:45pm PLANTATION TOUR (*description follows*)
- 12:00pm ■ 3:30pm 8th AFHS Board Meeting
- 4:30pm ■ 5:30pm **Reunion Registration Open**
- 5:30pm ■ 6:30pm Cash Bar Reception at the hotel
- 6:30pm ■ 7:00pm Transport from hotel to WWII Museum for Banquet
- 7:00pm ■ 10:00pm Gala Dinner and Program, followed by transportation back to hotels.

SUNDAY, OCTOBER 1

- 7:30am ■ 8:30am Full Breakfast for Meal Package participants

CANCELLATION AND REFUND POLICY FOR ARMED FORCES REUNIONS, INC.

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 the processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Standard 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 does not cancel your reunion activities.

8th AFHS ACTIVITY REGISTRATION FORM - SEPTEMBER 27 - OCTOBER 1, 2017

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/8afhs2017 (3.5% will be added to total). All registration forms and payments must be received on or before August 25, 2017. 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
 InputtedName tag Completed

CUT-OFF DATE IS 8/25/17

	Price Per	#of People	Total
REGISTRATION FEE			
Includes meeting expenses and other reunion expenses.	\$40		\$
Req. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		\$
MEAL PACKAGES			
<i>Package #1 includes 7 meals beginning with breakfast on Thursday</i>	\$232		\$
<i>Package #2 includes 5 meals beginning with breakfast on Friday</i>	\$162		\$
SEPARATELY PRICED MEALS (if not purchasing a package)			
Thursday, 9/28: Dinner Buffet (Braised Beef & Fried Catfish)	\$51		\$
Friday, 9/29: Rendezvous Dinner (Chicken Piccata)	\$40		\$
Saturday, 9/30: Banquet Buffet at the WWII Museum - transportation included. (Beef Tips & Mildly Blackened Redfish)	\$50		\$
TOURS			
Thursday & Friday, 9/28-29: World War II Museum (box lunch included both days)			
WWII Veterans Price	\$66		\$
All Other Attendees Price	\$94		\$
Please choose one of the following two tours:			
Saturday, 9/30: City Tour	\$39		\$
Saturday, 9/30: Plantation Tour	\$77		\$
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) VETERAN DNEXTGEN DOTH ER

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, not BS)

SPOUSE NAME (if attending)

GUEST NAMESn EXT 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**).

PLEASE MAKE YOUR HOTEL RESERVATION BEFORE SUBMITTING THIS FORM. WHERE IS YOUR HOTEL RESERVATION CONFIRMED? DHILTON AIRPORT E8AFHS OFFICIAL OVERFLOW HOTEL EOTHER

EMERGENCY CONTACTPH. NUMBER (-)_____

By submitting this form you will be enrolled in AFR's monthly newsletter subscription. To opt out of this service, please check the box.

HILTON NEW ORLEANS AIRPORT-NEW ORLEANS, LA
(504) 469-5000 or (800) 445-8667

www3.hilton.com/en/hotels/louisiana/hilton-new-orleans-airport-MSYAHHH/index.html

Location

901 Airline Drive, Kenner, LA 70062

Located directly across from the Louis Armstrong International Airport and just minutes from downtown New Orleans

Reservation Information

Please call (504) 469-5000 and reference the 8th Air Force Historical Society or you can go to www3.hilton.com/en/hotels/louisiana/hilton-new-orleans-airDort-IVISYAHHH/index.html and use Group Code **AFH**

Group Name: 8th Air Force Historical Society

Reunion Dates: September 27-October 1, 2017

Rate: \$129 + tax (currently 14.75%). Group rate will be available three days before and after the reunion dates, based on space and rate availability.

Room Rate Discount: In an effort to make the reunion more affordable, the Society will offset the room rate by \$10 (plus tax) each night (up to 4 nights). Rates will be confirmed at \$129, and then the \$10 discount will be adjusted at the front desk. Please confirm the final rate of \$119 at check-in.

Cut off Date: 08/25/17. Late reservations will be processed based on space availability at a higher rate.

Cancellation Policy: Cancellations must be made 24 hours prior to arrival date, after this time a charge of one nights room plus tax will be charged to credit card. An early check-out fee of \$50 will be charged if you depart the hotel prior to your original check-out date. Please advise the hotel of any changes to your dates before arriving at the hotel to ensure no extra charges occur.

Overflow Hotel: There is a strong likelihood that the Hilton Airport will sell out of rooms at the group rate. Please make your hotel reservation first, and then proceed with the activity registration form. Only those confirmed at the Hilton Airport should register for a meal package, as transportation to/from the overflow hotel can't be guaranteed for the group breakfasts.

If you find the hotel has sold out, please check the following webpages for updates on overflow hotel plans:

www.afri-reg.com/8afhs2017 or www.8thafhs.org/reunion/. You may also call 757-625-6401 for more information.

We strongly discourage you from making reservations at other hotels without first finding out where 8th AFHS has contracted additional rooms.

Unit Hospitality Rooms & Friday Events

A limited number of hotel meeting rooms on the main floor will be used as hospitality rooms for individual groups, as well as meetings and dinners on Friday. Rooms will be available to set up beginning Wednesday afternoon, and should be vacated by Saturday night at 11:30pm. Groups are allowed to bring in their own beverages and dry snacks, and ice will be provided. These rooms will be used for unit business meetings and dinners on Friday, as well, based on groups meeting the minimum number required (tbd based on final counts). 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. Please contact Donna Lee, Armed Forces Reunions, Inc. at DonnaLee@afri.com by May 1 to let her know if your group is interested in a hospitality room.

Parking & Shuttle Information

The Hilton New Orleans Airport will offer reunion attendees a 50% discount off the daily parking fee which is currently \$10. The hotel offers complimentary airport shuttle service to and from the Louis Armstrong New Orleans International Airport; operating 24 hours a day on demand. The van pickups at the Transportation Center, located on the first-floor lower level across from the baggage claim area. The shuttle drops off curbside on the second-floor departure level per airport regulations.

Wheelchair Rental

ScotAround rents both manual and power wheelchairs by the day and week. Please call (888) 441-7575 or visit www.scotaround.com for more information or to make reservations.

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

FLY, DICK, FLY. SEE DICK FLY. SEE DICK MAKING LANDINGS AT AN AUX. FIELD. SEE DICK LAND GEAR UP!



SEE DICK, LOOK AROUND. LOOK, DICK, LOOK. HEAR DICKS THOUGHT WHEELS TURNING .THINK,DICK,THINK*...AMA'



HEAR DICK MAKING A RADIO CALL. CALL, DICK, CALL. HEAR MAIN BASE PANIC. PANIC , MAIN BASE, PANIC'

TOWER, THIS IS CADET WEST. I'VE LOST MY ENGINE ABOUT 20 MILES SOUTH OF THE MAIN BASE. INSTRUCTIONS, PLEASE

DON'T PANIC WEGTj ESTABLISH NORMAL GLIDE/ TRY TO MAKE XA/X FIELD/ KEEP COOL/ CRASH CREW'S READY, ETC, ETC, ere



WATCH THE LARGE HAND MOVE 5 MARKS ON THE WATCH, ER. CLOCK^



HEAR PICK GAVE HIS GLUTEUS MAXIMUS .GOOD SHOW, DICK, GOOD SHOW /

TOWER, THIS IS CARET WEST. I COULDN'T MAKE THE MAIN BASE, BUT MANAGED A BELLY LANDING AT AUX#2/

CWra7AAJD/HG
JOB, WEST'
COMG&ATS/



Francis Reginald "Reggie" Fuller passed away on Saturday, Feb. 11, 2017, at Westwood Nursing Home in Keene after a period of declining health.

He was born Oct. 5, 1922, in Center Conway, the son of the late Mildred Ellen Weeks and John Isaiah Fuller.

Reggie enlisted in the U.S. Army Air Force in October 1942, where he served in active combat duty over Normandy during World War II as a B-17 radio operator. His World War II decorations included the Good Conduct Medal, EAME Theatre Campaign Ribbon with two Battle Stars, an Air Medal with three Oak Leaf Clusters and the Distinguished Flying Cross awarded for heroism or extraordinary achievement while participating in an aerial flight during wartime.

He married Olive M. Estabrook of Yarmouth, Maine, on Aug. 17, 1946. The couple spent most of their 70 years of marriage in Keene. Reggie worked for many years as a department foreman at Kingsbury Machine Tool, retiring in 1984. He



loved the outdoors, and especially enjoyed hunting and fishing. Reggie always looked forward to the annual fishing derby on Lake Winnepesaukee and fishing excursions with family and friends on Lake Champlain and Lake Ontario. He was a member of the American Legion, a life member of the V.F.W., and a dedicated member of the Keene Lodge of Elks No. 927, having served twice as the Lodge's Exalted Ruler and as District Deputy Grand Exalted Ruler N.H. South in 1978-79.

Reggie is survived by his wife, Olive; four daughters, Linda J. Rajaniemi, Nancy L. Kelly and Joyce E. Gray, all of Keene, and Cynthia A. King and her husband, Gary A. King, of Colchester, Vt.;

a son, John M. Fuller and his wife, Hazell A. Fuller, of Alstead; nine grandchildren; 13 great-grandchildren; and one great-great-grandchild. He is also survived by two brothers-in-law, James C. Estabrook of Windham, Maine, and Paul L. Estabrook of Parkman, Maine; a sister-in-law, Marjorie Estabrook of Yarmouth, Maine, and numerous nieces and nephews.

Reggie was predeceased by a son and daughter-in-law, Peter T. Fuller and Christine M. Fuller of Milton; a son-in-law, David W. Rajaniemi of Keene; as well as his sister, Alice L. Wright, of White River Junction, Vt.; and brother, Robert W. Fuller of Vergennes, Vt.

At the family's request, there will be no calling hours or services at this time.

In lieu of flowers contributions may be made to Alzheimer's Disease Research, 22512 Gateway Center Drive, P.O. Box 1950, Clarksburg, MD 20871, or to another charity of your choice.

385TH

BGA

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George Salvador passed away February 5th, 2017, he is survived by his wife of 65 years, Alice, 3 children; Yvonne, George & Nancy.

His life was celebrated with a Funeral Mass on February 13, 2017 at St Francis of Assisi Catholic Church. In Castle Rock, Colorado. Committal Service was at Fort Logan, Denver Colorado with Full Military Honors.

George Salvador was born on January 16, 1920 in Tollerburg, Colorado, a mining town that no longer exists in Las Animas County. His parents arrived in Ellis Island, New York on April 3, 1915. The family then traveled to the Coal Mining Camps that were west of Trinidad, Colorado. They joined three other brothers and their families. George was six months old when all the families decided to return to Spain, except one brother stayed, Frank Salvador, who had married a local woman.

George grew up in Barcelona, Spain until the age of 16 when the Spanish civil broke out. He fought in the War as a soldier and a guard until the war ended. He then crossed the border to Southern France where he found his father in line of Spanish refugees escaping Francisco Franco's new regime. After staying with his father in the refu-



gee camp for six months, George wrote letters to American Counsel in three different cities in France, because the French were taking the younger refugee men and sending them back to Spain, or to be inducted to the Foreign Legion.

The American Counsel from Marseille, France came to the camp and after checking his birth certificate verified that George was an American citizen. He then reported to the American Counsel in Marseille where he was issued an American passport and traveled to Le Havre Harbor in France. He finally left France on July 5, 1939 on the USS Roosevelt, a Passenger steam-liner, and arrived a week later in New York. From there he boarded a train headed to Trinidad, Colorado to join his Uncle Frank Salvador.

His uncle was living in Cokedale, Colorado, a town west of Trinidad near where George was born. At that time, Cokedale was primarily a coal mining community so worked in the coalmines until he enlisted in the Calvary at the beginning of World War II (no horses-only tanks). Later he transferred to the Air Force Chemical War Fare Unit while stationed in Texas. Later he was transferred to the 385th Bomb Group in England.

In England he was a driver for a Colonel and after six months he volunteered to become a B-17 ball turret belly gunner in the U.S. Eight Air Force stationed in Ipswich, Suffolk, England. He flew 26 missions plus practice missions. The last two missions were on D-Day, June 6, 1944. Sometime during the earlier missions, Flak hit the heating system in his suit. He called the Co-pilot and said that he was hit and two crewmembers pulled him out of the ball turret. They put him in an electric blanket and woke up in the hospital. After days in the hospital he return to his group and continued flying and finished the missions.

George was later awarded the Distinguish Flying Cross. George returned to Colorado and stayed in the Reserves, instead of working in the coalmines he decided to go to Washington, D.C. where he worked as a city bus driver for six months. He then returned to Trinidad CO where he met his wife Alice Flynn. Shortly after their marriage George was recalled during the Korean War with the Air Force Intelligence Unit in Rabat Morocco, North Africa. George and Alice spent a year where their first child Yvonne was born.

After the Korean War ended the family returned to the States and George went to work for Boeing in Wichita, Kansas. There his second child George Jr was born. They later moved to California where he continued his career in Aviation Electronics began working at North American Aviation, which later became Rockwell International. In California Alice and George's had their third child Nancy was born.

To honor George, the family has suggested that donations can be sent to the 385th Bomb Group Association, (<http://www.385thbga.com/>) Address: Chuck Smith, 385th BGA Treasurer, P.O. Box 329 Aplharetta, GA 30009-0329, or St Francis of Assisi Church, Castle Rock, CO.

William Allen Wiltz of Grand Blanc, age 93, died Monday, October 17, 2016 at home, surrounded by family.

William was born in Lansing, Michigan on September 18, 1923, the son of the late Frank and Ellen L. Wiltz and was a resident of Grand Blanc. On September 7, 1946 he married Lorraine Braam.

Surviving are wife, Lorraine; brother-in-law, James Sauter, uncle, Richard Allen; children, Linda (George) Sharpe, Kathi (Stephen) Barnes and Robert (Karen) Wiltz; 9 grandchildren, Blair (Michelle) Sharpe, Nicole Sharpe, George (Melissa) Sharpe, Sarah (Robert) Seekamp, David (Katie) Fielder, Melissa Barnes and Brent (Nina) Wiltz, Bradley (Lisa) and Karaline (Chad) Huenink; 13 great-grandchildren, Stella, Joseph, Elie, Amelia, Evelyn, Andrew, Brecken, Logan, Brett, Giuliana, Alexis, Ava and Henry. He was preceded in death by sister, JoAnne Sauter.

Mr. Wiltz was a Veteran of World War II, 8th Air Force in England. He was a member of the 385th Bombardment Group Memorial Association, the 8th Air Force Historical Society life member. William was a founding member of the American Air Museum in England, charter member of the World War II National Memorial in Washington, DC. He

was a member of the American Legion Grand Blanc Post #0413. William was a member of the Retired Men's Fellowship of Greater Flint. He was inducted into the Great Flint Area Sports Hall of Fame.

Mr. Wiltz was employed with GM for 34 years, retiring as Chief Draftsman in Buick Engineering and was a member Buick salaried Retiree Club. He was a founding member of 51 years and member of Kirkridge Presbyterian Church. He was a teacher for many years and Elder for four years.

Funeral service were held at 11 a.m. Thursday, October 20, 2016 at Kirkridge Presbyterian Church, 8070 South Saginaw Road, Reverend Glenn Grant officiating.

Visitation was 4-7 p.m. Wednesday at the Swartz Funeral Home, 1225 West Hill Road. Mr. Wiltz was at the church from 10 a.m. Thursday until the time of the service. Burial in Lakeview Cemetery in Howell.

Those desiring may make contributions to Kirkridge Presbyterian Church. Your condolences may be shared with the family at swartzfuneralhomeinc.com

Mr. Webb Pruitt Lee, 95, of Louisville, Mississippi, passed away on Tuesday, March 14, 2017, at Winston Medical Center Nursing Home. Funeral services were held at 2:00 p.m. on Friday, March 17th, at Calvary Baptist Church with Dr. Johnny Collins, pastor, and Dr. Lee Castle, son-in-law, officiating. Visitation was at the church on the day of the funeral from 1:00 p.m. until service time. Burial was in the Calvary cemetery following the service.

Mr. Lee was born on September 13, 1921, in Swink, Choctaw County, Oklahoma, to James H. and Lemma Kelly Lee. Mr. Lee grew up in the Calvary community after the family moved back from Oklahoma to Winston County, Mississippi. He was a member of Calvary Baptist Church where he served many years as a deacon and Sunday school teacher. Previously he was a charter member and deacon at South Louisville Baptist Church.

Mr. Lee enjoyed farming and owned and operated Lee Tractor and Equipment Company for 25 years. He was also a salesman for Taylor Machine Works' Agricultural Division early in his career. He was a graduate of Louisville High School, East Central Community College, and Mississippi State University where he obtained his bachelor's degree



in Agriculture with a minor in Agricultural Engineering in 1948.

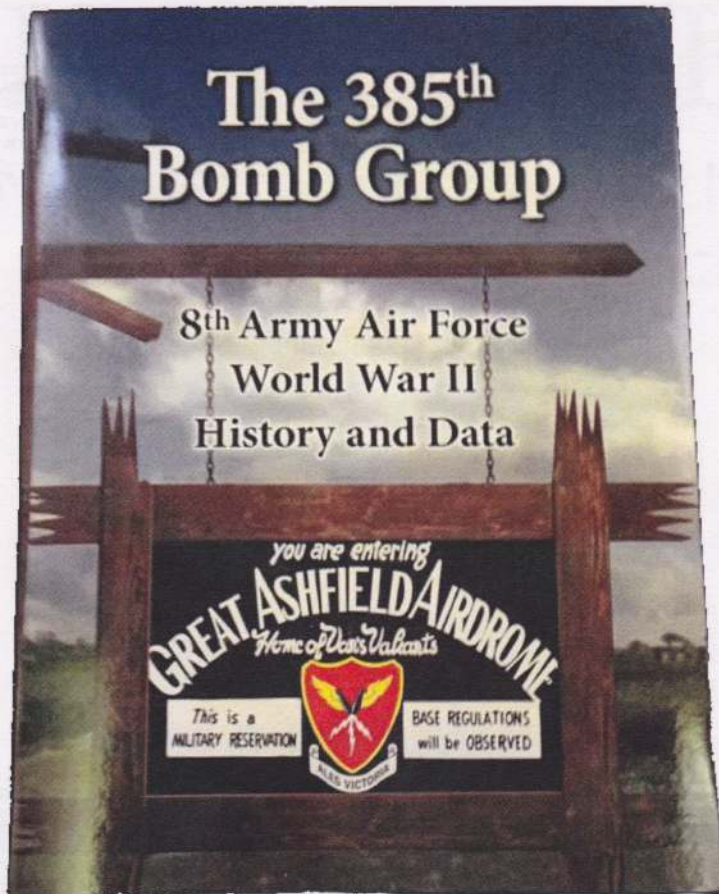
Mr. Lee was a decorated B17 bomber pilot based out of England with the 8th Air Force in World War 2. He survived 29 bombing missions over targets in Germany, including the crash of his heavily damaged bomber on the last one. Though eventually losing 3 of the 4 engines to enemy flak on that mission they managed to keep it aloft long enough to reach friendly territory and all the crew, including wounded, managed to escape before it exploded. As he often said they made it back by the grace of God. And God indeed blessed him with over 72 more years. He was humbled, but proud and honored when the new terminal at the Louisville Airport was named in his honor in 2014.

Mr. Lee is survived by his wife of 75 years, Flora Lucille Haggard Lee of Louisville; daughters Jann Leone of Brashear, TX, and Kay Castle (Lee) of Olive Branch, MS; and son James Lee (Mary Anne) of Louisville. He is also survived by seven grandchildren, thirteen great-grandchildren, and three great-great grandchildren.

Mr. Lee was preceded in death by his parents and two brothers: James Havris Lee and twin Truitt Kelly Lee.

Pallbearers will be grandsons Brian Leone and Phil Leone, grandsons-in-law Donnie Virden, John McClatchy, and Tim Smith, and great-grandson Brett Smith. Honorary pallbearers will be the deacons and members of the Senior Adult Men's Sunday School class at Calvary Baptist Church.

Memorials may be made to Calvary Baptist Church, c/o Jo Ellen Johnson, 4109 Old Robinson Rd, Louisville, MS 39339, or the Mississippi Chapter of the 8th Air Force Historical Society, c/o Adrian Caldwell, Treasurer, 4424 Old Towne Circle, Tupelo, MS 38804.



There are limited quantities available of "The 385th Bomb Group, World War II History and Data, by W.W. Varnedoe, Jr. and Charles W. Lundsberg, III."

This 265 page, 9" x 12" hardcover book focuses on the 385th's combat missions, targets and losses incurred. Several stories and first-person accounts of combat experiences are included along with crew and aircraft photo appendices and a table with detailed information (serial #, name (if any), squadron, last pilot and ultimate fate) for each of the B-17s flown by the 385th BG.

Anyone interested in purchasing a copy of this \$50 book should contact 385th BGA President, Tom Gagnon, via email at The385thbga@aol.com.



BEFORE YOU RECYCLE THIS NEWSLETTER...

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



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Newsletter of the 385th Bombardment Group
Association



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Previous issue pictured at left

385th BGA

Chuck Smith, Treasurer

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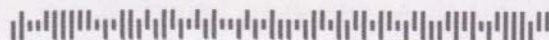
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