

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 32 - Number 2

July 2015



385th BGA REUNION - OMAHA, NE - OCTOBER 2015

HARDLIFE HERALD

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Check us out online:

www.385thBGA.com

www.facebook.com/385thBGA

Front Cover: 230197 "Mission Belle" crew & chaplain
Back Cover: 43-38566 March 5, 1945

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1942 - 1945 Great Ashfield - Suffolk, England Station 155 - The Mighty Eighth
Volume 32 - Number 1 March 2015



385th BGA REUNION - OMAHA, NE - OCTOBER 2015

PRESIDENT'S MESSAGE

I am looking forward to seeing as many of you as possible at our upcoming reunion in Omaha. These reunions are always a good time and a good opportunity to share experiences and information with one another. With the number of WW II veterans continuing to dwindle, and with many who are still with us unable to travel, I strongly encourage friends, family, 2nd and 3rd generation folks to attend while they can listen and learn from the vets who will be in attendance. Since we are meeting in conjunction with the 8th AF Historical Society, many different groups will be represented, and most everyone finds their way to our hospitality suite during the course of the reunion. This provides a wonderful opportunity to hear from and ask questions of "the guys who were there."

I also want to take this opportunity to advise you all of an effort the Association has undertaken to publish a new hardcover book focusing on the 385th BG. With the passage of time and the dwindling number of 385th Bomb Group veterans, it has become evident that for future historians and others searching for information of our Bomb Group, a reference book is needed containing descriptive, factual information of that era as well as stories and anecdotes provided by those who were there. Hopefully, this publication will tell a complete story of the 385th Bomb Group, while supplying a source of information for future descendants of these veterans.

This initiative is being funded by generous donations from supportive members of the Association. Anyone wishing to make a contribution in support of this effort can do so by sending a donation to Chuck Smith, our Treasurer, clearly indicating that its purpose is to fund the book project. We hope to have copies available at the Omaha reunion and to recover a portion of the publication cost through sales of the book.

Hope to see you in Omaha!
Tom Gagnon

EDITOR'S MESSAGE

First of all, I'd like to thank you for your patience. I am currently enrolled in graduate school and it has definitely not been kind to my time management. This issue went from being released in May, to June and now here I am wrapping it up in mid-July. I hope to have another one complete before school ramps back up in August and then a fourth one after our reunion. I have also had the privilege in helping with the new hardcover book (mentioned above in Tom's message) and am excited as it comes to fruition.

Many people have approached me about archiving photographs, letters, etc. and I am absolutely happy to help with this; it allows us to preserve the history of the 385th and those who served. My process is this: I scan each item carefully at 400dpi and archive the digital contents in a folder under the individual's name. I duplicate this archive on a dedicated 385th external hard drive and share these with historians Ian and Bill (so now we have at least four backups). I send a CD of the unaltered scans back to the contributor as well so they have a digital archive and something they can view via DVD player. The hard copies are always sent with tracking numbers. Contact me if you wish to digitally archive and preserve your 385th items and feel free to email or call with any questions.

-Charles

THE HERMAN SIEDERER COLLECTION

Mrs. Doris Siederer contacted me after the February issue of the Hardlife Herald came out. Her late husband, Herman Siederer, was part of the 548th ground crew and she had commented on the lack of ground crew photos and stories. My answer was that I had neither! I had the great privilege of speaking with 385th ground crew at our last reunion, but did not have a surplus of stories or photos. I should mention that the 548th Engineering photo from the last issue came into our possession thanks to Mrs. Siederer (Herman Siederer is second from the left in the front row of that photo).

While the ground crews may not have been in imminent danger such as the air crews faced, they played an important role in keeping those heavy bombers in the air. Air crews liked to claim an aircraft as their own, but the truth was they flew what was available; the Crew Chiefs, on the other hand, were assigned a plane. That B-17 was theirs to take care of the minute it returned to the hard stand from a mission until it was airworthy again.

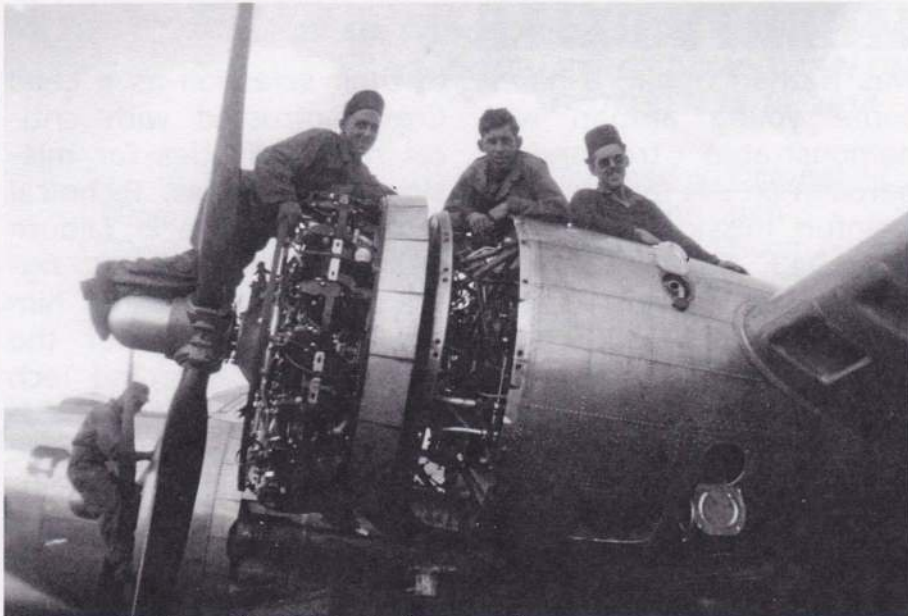
Doris Siederer wrote: "My husband, Herman Siederer, told me of working through the night, holding a flashlight in his mouth for light." The next few photos are from her husband's time at Great Ashfield and we are grateful for her sharing this moment in time with us. If you were part of a ground crew and have any moments or photographs to share, we'd certainly love to hear from you!



Herman Siederer holding gun in the top turret from a B-17



Ground Crew from 548th



Herman Siederer (far left in background)



"Some of the boys around a Klee Track"



Hudgens, Storelli and Siederer in front of "Cella-Fain Lady" 42-31168



Siederer with "Dozy Doats" 42-97079 (above) and "Satan's Mate" 42-31677 (below)



LIBERTY BELLE

American airmen personalized their aircraft with nose art, sometimes adding aspects of themselves and their national character in the choice of illustration and name. Many aeroplanes carried light-hearted caricatures, others were adorned with pin-ups, and some bore patriotic artwork. The Flying Fortress "Liberty Belle" combined patriotism with pin-up, and her pilot, Robert C. Smith, was justifiably proud of his aircraft and the men of his Lead Crew, 549th Squadron, 385th Bombardment Group. As a standard B-17F, serial 42-30096, the Fortress was like any other, but, given her colourful nose-art, hard-earned mission score and tally of fighter claims, call sign 'Walpole V-Victor' became their Liberty Belle, a symbol of freedom over tyranny.

As part of the Group's original cadre, Smith's crew trained in Montana before bringing their brand-new Boeings across the Atlantic to the village of Great Ashfield, Suffolk, England. Not all of Bob's crew would survive, but, years later, his affection for the men with whom he served remained strong. Paul Lindsay, his copilot, flew many missions while suffering from tuberculosis, but beat both bacillus and human foes to succeed in the teaching profession. Navigating Liberty Belle

was Nathan Ungar, a handsome young airman who demonstrated tremendous heroism on the famous Schweinfurt mission of October 14, 1943. Savaged by flak and enemy fighters, Liberty Belle had the superchargers of two engines knocked out, part of her oxygen system destroyed, and two gunners seriously wounded. Even as German fighters homed in again, Nate ferried oxygen bottles for the injured crewmen, keeping them alive until the safety of lower altitude was reached. The most boisterous officer in Bob's crew was Charles A. Stevens from Florida, whose skill as a bombardier contributed significantly to their selection as a Lead Crew entrusted with critical responsibilities for mission effectiveness. Technical Sergeant George L. Lilburn was the crew's 'father figure', and Bob selected him as First Sergeant for the enlisted men. The 2nd Tech Sgt. was radio operator Edwin F. Randig, who collected a German bullet over Schweinfurt. This one did not have his name on it in the traditional sense, because it was spent when it hit him, causing only a bruise and lodging in his leather jacket. Squeezed into the ball turret was S/Sgt Troy M. Roberts, whose handling of his twin-fifties added to the swastika tally on "Liberty Belle's" nose. That they came home from Schweinfurt at all was

to their selection as a Lead Crew entrusted with critical responsibilities for mission effectiveness. Technical Sergeant George L. Lilburn was the crew's 'father figure', and Bob selected him as First Sergeant for the enlisted men. The 2nd Tech Sgt. was radio operator Edwin F. Randig, who collected a German bullet over Schweinfurt. This one did not have his name on it in the traditional sense, because it was spent when it hit him, causing only a bruise and lodging in his leather jacket. Squeezed into the ball turret was S/Sgt Troy M. Roberts, whose handling of his twin-fifties added to the swastika tally on "Liberty Belle's" nose. That they came home from Schweinfurt at all was attributed to S/Sgt Samuel S. Litt. When the aircraft was holed in her number three tank, Sam manipulated the fuel tank transfer system with swift dexterity, saving enough fuel for "Liberty Belle" to get home. An effective bomber crew needed combined skills, but all failed if bombs did not reach the target, and S/Sgt Henry C. Lohff was their armament expert and left waist gunner. On three occasions the release mechanism malfunctioned. Each time, Carl Lohff leant over the open bomb bay without a parachute, triggering free the hang-ups. Providing the sting in the bomber's tail was S/Sgt

Louis G. Lonsway. In the punishment over Schweinfurt, a 20 mm cannon shell burst in Lonnie's left-hand ammunition pannier. The explosion bowled him backwards into the fuselage and set fire to some material and a portable oxygen bottle. Had the fire taken hold, Liberty Belle and her crew would have become part of Schweinfurt's horrific statistics, but Lonnie rapidly beat out the flames with his hands, which were badly burned. He also had shrapnel in his left arm, thigh and buttock. On the intercom he informed Bob he had been 'hit in the ass', but kept at his guns as another, twin-engined fighter closed in. Only his right gun fired, but Lonnie blew the enemy's number one engine clean out of its nacelle and the German fighter fell earthwards in pieces. For his courage, Lonsway received the Distinguished Service Cross. Yes, Bob Smith could be proud of his crew. The last flight they made saw equipment failure do what German flak and fighters failed to achieve - destroy Liberty Belle on their nineteenth mission.

With their wounds healed and repairs to the aeroplane complete, nine of Bob's boys climbed aboard to attack industrial targets in Solingen. Of the regular crew, only Lindsay was not with them, and the co-pilot's seat was occupied by a young Lieutenant, James D. McK-

ee, who had not flown with them before. "Liberty Belle" was tasked with leading the low squadron, but thick cloud handicapped assembly. Leaving Great Ashfield, Bob climbed steadily through the overcast, heading for the 385th's assembly area south of Ipswich. At 19,000 ft they surfaced into a sharp blue-and-white world seemingly unrelated to the dark earth below. Other Fortresses emerged, and Bob told Sam Litt to fire red flares signalling them to form up on "Liberty Belle." Moments later Bob heard a sharp explosion in the aircraft. Startled, he turned right, towards the noise, and a blazing flare hit him right between the eyes, bounced off, and ricocheted wildly around the flight deck. He was shocked and dazed, but his experience and training had imbued enough presence of mind to enable him to make split-second decisions almost instinctively. The entire top-turret area was engulfed in flames and already beyond any possibility of being extinguished. With her mixed load of 500 lb bombs and incendiaries, "Liberty Belle" could explode at any moment.

Engaging autopilot on an easterly heading, Bob was reaching to switch the radio to interphone when McKee abruptly throttled back all four engines. Bob never knew why he did so, but the B-17 sagged earthwards be-

fore Bob grabbed the controls and levelled off. This cost precious seconds, and "Liberty Belle" had turned into a fiery cocktail of flares, fuel and bombs, ready to eviscerate herself and crew in one final, astral flash. Bob's vision was still blurred from burns around his eyes and face, and he squinted, struggling to see the bail-out bell. His right hand was painfully scorched but, reaching the bell, he held it and held it and held it, doing the best he could for his crew. Strangely, McKee did not budge, and although Bob yelled at him to go the young flier remained immobile as flames roared about them with increasing ferocity. Bob could not lift him, and decided to lead, hoping to bring McKee to his senses. Only later did Bob learn that his co-pilot feared parachuting - a phobia which cost his life. Choking on cordite smoke and trying to shield his face, Bob staggered to the hatch and leapt clear before he passed out.

Presumably he opened his parachute, perhaps a greater deity helped, but Bob regained consciousness floating through a snow-storm. The gentleness of myriad, dancing flakes was lost on him - his descent seemed interminable. Suddenly he smacked into hard ground and heard his leg 'snap with a sound like a breaking board'. Unable to use his right hand

or leg, he struggled, trying to collapse the now unwanted parachute, but the wind dragged him painfully for some distance before he disentangled himself. Sense told him he was in a dangerous state of shock. Remembering two morphine syrettes given by Doc Kuhn, Bob decided that this was enough of an emergency to justify their use. (Syrettes were injections of morphine in a miniature disposable tube.) He was squeezing one into his arm when an English farmworker ran up. As Bob's senses faded the man exclaimed 'Oh, my God!', and Bob passed out. Hazily, he remembers an ambulance and a doctor administering the second syrette - the first, formal medical action of a long treatment. Apart from burns and a broken leg, Bob had compression fractures of three vertebrae and spent eighteen months recovering. How had his crew fared?

Edwin Randig was monitoring his radio receiver, wondering if they would be recalled because of bad weather. Then he noticed a greyish-white smoke apparently drifting in through the roof hatch. Switching to intercom, he was startled by a loud, excited, garbling voice which alarmed him thoroughly, and he leapt to his feet. Opening the door to the bomb bay, Edwin was enveloped by clouds of smoke billowing aft, and he recog-

nized the pungent odour of flares. Grabbing an extinguisher he clambered into the bomb bay - this meant disconnecting both oxygen and interphone lines, so he had no contact with other crew members. Looking down between the bombs, Edwin saw red flames through a crack in front of the left bomb-bay door. Suddenly, the aeroplane dived (as McKee cut the throttles) and Edwin pitched forward, luckily falling astride the narrow catwalk but losing the extinguisher. Even as "Liberty Belle" levelled off Edwin knew she was finished. Hastily climbing back to get his parachute, a chest-pack always kept on the floor in front of his transmitter, Edwin snapped it on and re-treated aft. Amidships, he passed Troy Roberts climbing from his position.

Lohff was putting on his parachute and Lilburn, already wearing his, was releasing the waist door. George motioned Edwin to jump, but the radio operator hesitated, and then a burst of flame through the radio room door decided matters. "Liberty Belle" would explode any second, and Edwin dived headfirst through the door. His parachute popped perfectly and he saw the B-17 dive into the overcast; then came the explosion.

Litt, McKee, Stevens and Ungar died. Nate's body was

found near Wake's Colne - either he had jumped without a parachute or it did not open.

"Liberty Belle" exploded in mid-air, showering pieces over a wide area. The bulk of the wreckage fell near Penlan Hall, Wake's Colne, close to the 362nd Fighter Group base of Wormingford. An Ordnance Report mentions two 'high order' detonations, undoubtedly from the eight M43 500 lb bombs she carried. Two unexploded bombs were found buried 250 yards from the main impact point. The remains of McKee, Litt and Stevens lay in the burnt forward fuselage - they died fighting for the liberty their bomber represented.

**30 November 1943 09:05
Wormingford, Essex
B-17F 42-30096 "Liberty
Belle" 549 Squadron, 385 BG**

Cpt Robert C. Smith - P (serious injuries)

Lt James D. McKee - CP (KIA)

Lt Nathan Ungar - N (KIA)

Lt Charles A. Stevens - B (KIA)

S/Sgt Samuel S. Litt - TTG (KIA)

Tech Sgt Edwin F. Randig - RO

S/Sgt Troy M. Roberts - BTG

Tech Sgt George L. Lilburn - RWG

S/Sgt Henry C. Lohff - LWG

S/Sgt Louis G. Lonsway - TG



Standing, L to R:
Robert Smith
Paul Lindsay (not on board that day)
Nathan Ungar
Charles Stevens.

Kneeling, L to R:
Edwin Randig
George Lilburn
Samuel Litt
Troy Roberts
Henry Lohff
Louis Lonsway is absent.



(Above) Captain Robert Smith in the cockpit of "Liberty Belle."



(Left) The barely recognizable tattered nose section from "Liberty Belle" near Wormingford.

AT THE ARCHIVES II IN ».C.

BY CHARLES LUNBSBERG

Last December, I had the privilege of travelling to the Archives II in Washington, D.C. My mission was to photograph as many of the 385th archives as I could in the week that I had spent there.

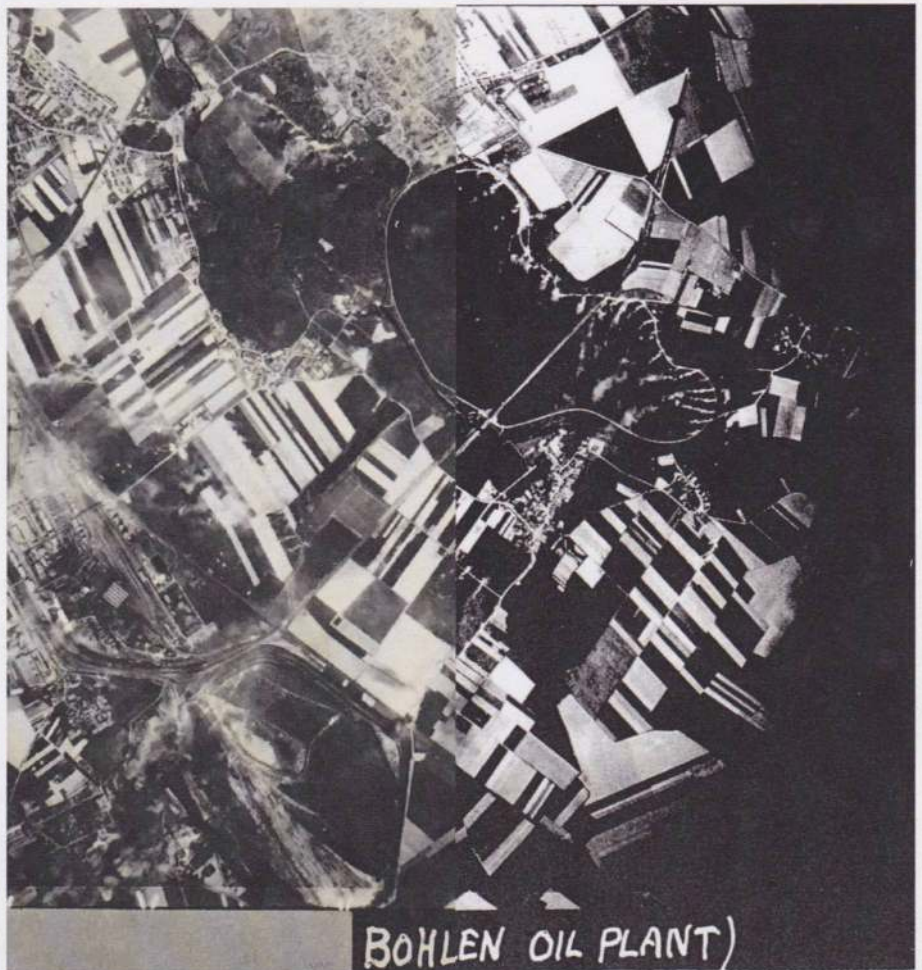
I spent every day from December 29 through January 2 photographing folders and creating an archive of the documents and photographs contained within. The purpose of photography was to capture the details and colours that the provided scanners cannot do. Digital archiving also allows for zooming in on the documents to a point where one can see small writing on maps or faint traces of pencil markings.

It was well worth the effort and from this past visit I have devised a folder checklist along with planning advice for any who would wish to donate time to do the same. The archives folder structure is pretty complex so the checklist also serves as a guide to quickly finding our bomb

group's folder contents easily.

Individual missions are usually split up among several folders and can contain such documents as loading lists, flight formation charts, Missing Air Crew Reports, FLAK and target maps, target reference photographs, bombing reports, crew reports, damage reports and weather/altitude information, etc.

My archival tally totaled 22 folders with over 1500 pictures taken. (I tried to get a broad range of Missions: 001 (our first), 056, 152, 153, 183, 189, 194, 211, 212, 213 and 296 (our last), along with examples of Meteorological reports, Chowhound Missions, and 2 KU reports (more on these later).



Digital Photograph of map versus B&W scan from Archives.

AT THE ARCHIVES II IN D.C.

(CONTINUED)

^(1-2)28-5-44
-end. 385 2-6-44

CONFIDENTIAL

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INFORMATION SHEET

(To be filled in by Navigator from information received from crew and after landing. .. med in at S-2 desk as soon as possible)

1/C Squadron Pilot's Name // L- / Date 2-26-44

BOMBING RESULTS:

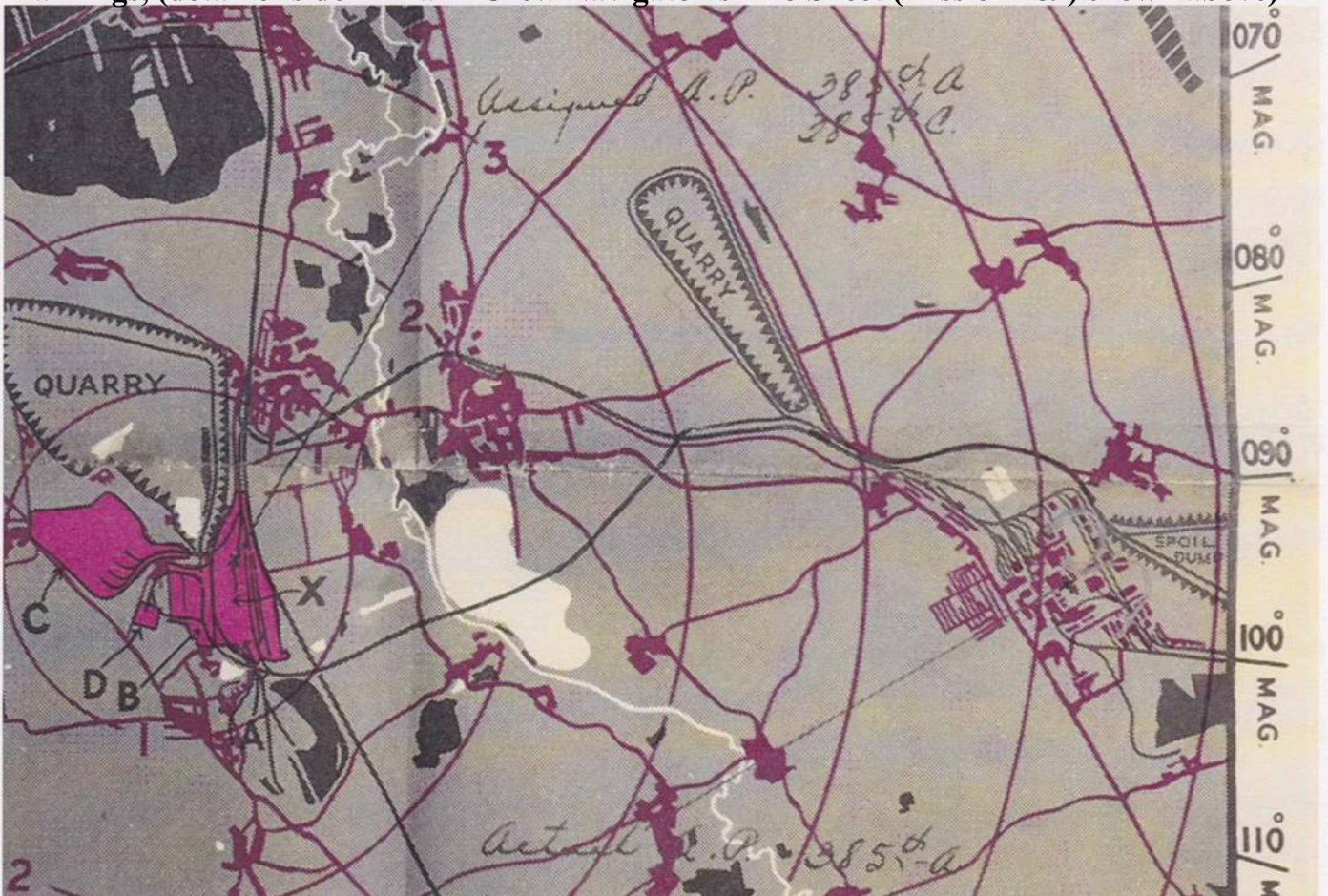
Name of place bombed- BRENNER Time Bombs Away 4700 * Altitude 27600

Bombs on Target - No. Size Type Fusing 1000 50 Yellow Vertical

If no Target bombed vi. at disposition made of bombs, _____

What damage, if any, seen on Target ;; MINOR DESTRUCTION DUE TO SMOKE SCREEN

Photographing documents allows us to zoom in on 70+ year old details such as light pencil markings, (detail of side 1 - Palin Crew Navigator's Info Sheet (mission 189) shown above)



With digital photo archiving, we can see documents in colour and zoom in on target areas.



FEATURED PIN-UP ARTIST

Enoch Bolles (1883 - 1976)

Bolles' pin-up girls were fun-loving and sexy, often provocative in their poses but occasionally caught in embarrassed or slightly self-conscious moods.



Bolles' art - both in terms of technique and subject matter, the playful, yet somewhat racy flapper girl - clearly exerted a strong influence on many artists of his time. Only Alberto Vargas and George Petty surpassed Enoch Bolles in terms of fame during this period.

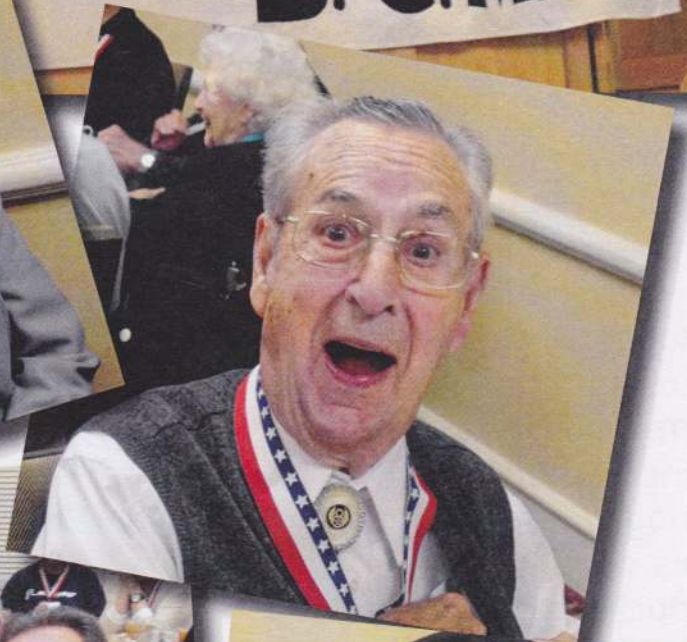
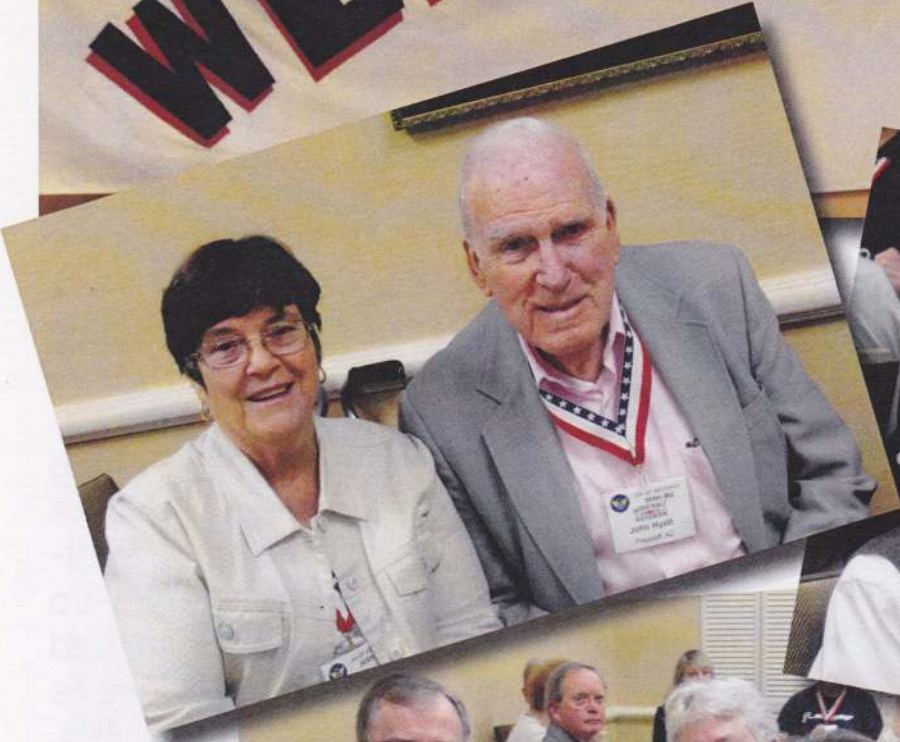
Bolles began his career in 1915, when he was hired by the Dell Publishing Company to paint front covers for its line of spicy pulp magazines. He, like many other pin-up artists of the early Deco era, found a ready-made audience among the mostly male readership of the pulps. Film Fun was the pin-up magazine that immortalized the Bolles name. From 1921 to 1948, it carried his cover-art pinups which the American public came to recognize almost as much as the Petty Girl from Esquire. Bolles worked for many other pulps, including Coy Book and Cupid's Capers, which invited him to design their inaugural covers, and Spicy Stories, which had the biggest circulation among such magazines.

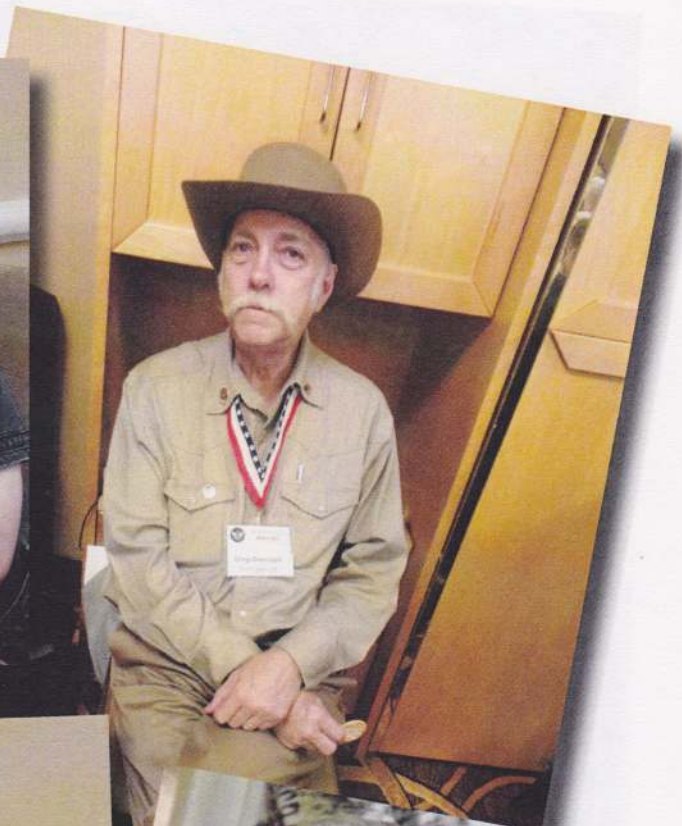
Usually full of energy and brimming with health and a sense of adventure, his pinups had almost childlike faces that contrasted with their sensual bodies. Bolles often incorporated Art Deco backgrounds, spotlights and other props, and clothing such as flimsy negligees and wet bathing suits into his work.

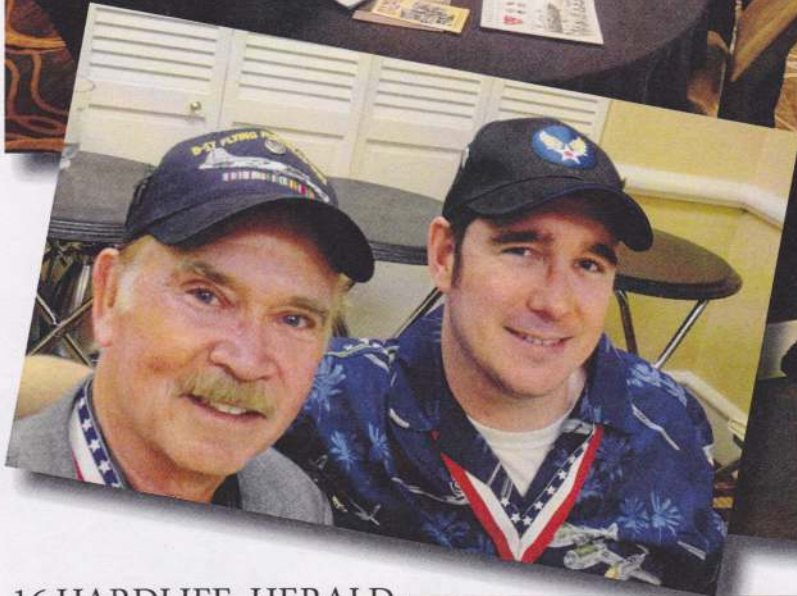
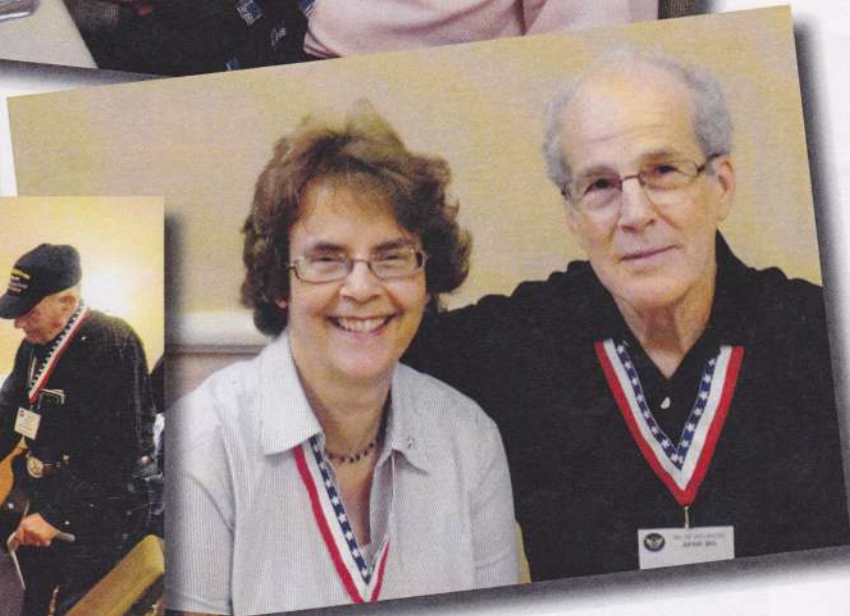
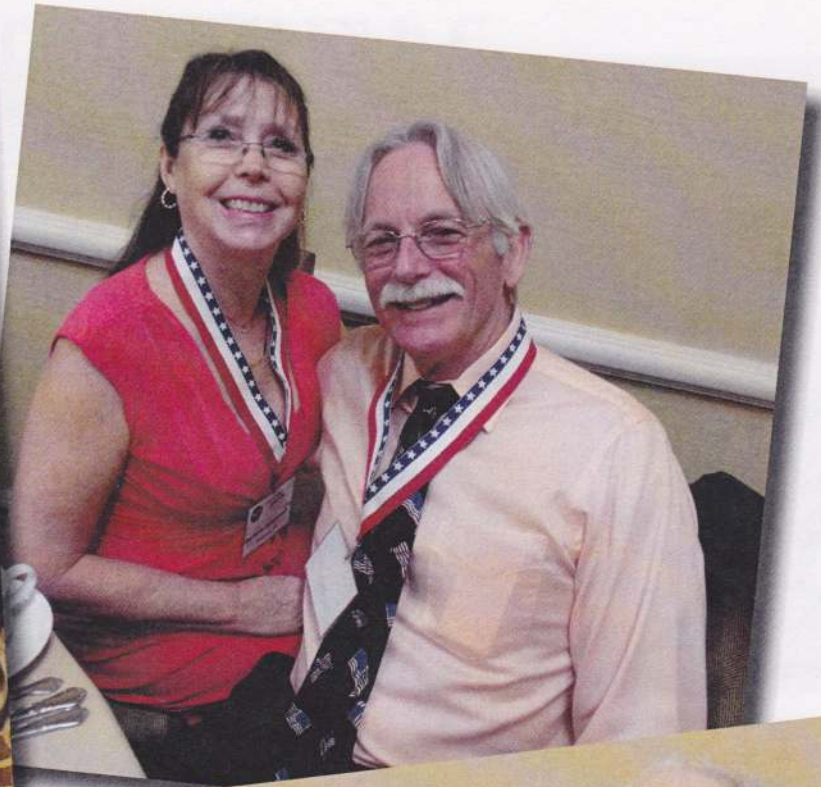
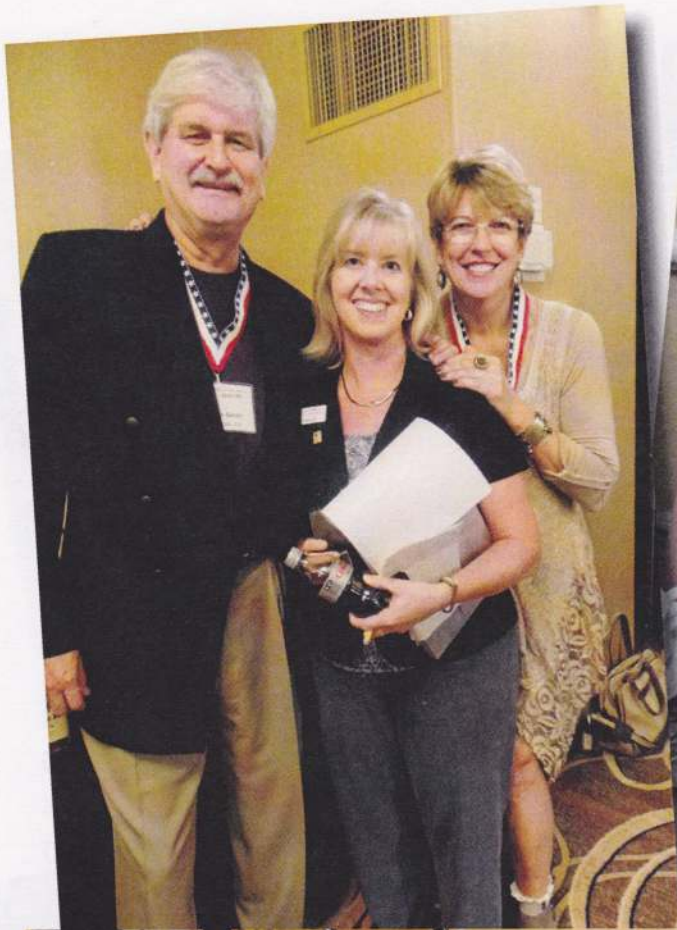
The wide variety of primary colours he employed was notable at a time when many of his contemporaries were using much more subdued tonal schemes. Although Bolles was a prolific artist, only a handful of his original paintings exist today.

Enoch Bolles biography borrowed from The Great American Pin-up by Charles G. Martignette & Louis K. Meisel.

Nashville Reunion Memories









Hope to See You Again in Omaha!

**8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION
DOUBLETREE DOWNTOWN OMAHA
OCTOBER 14 – 18, 2015**

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. We do not need your squadron. Remit by mail with check or money order payable to Armed Forces Reunions by September 11, 2015. You may also register and pay with credit card online at www.afr-reg.com/8afhs2015. A 3% convenience fee will be added to online credit card reservations. Forms received after September 11 will be accepted on a space available basis only. Hotel reservations should also be made by September 11, 2015.

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 \$212

Package includes 7 hotel food functions beginning with breakfast on Thursday (4 breakfasts, 3 dinners).

MEAL PACKAGE 2 \$148

Package includes 5 hotel food functions beginning with breakfast on Friday (3 breakfasts, 2 dinners).

The continental breakfast buffets include juice, fruit, cereals/milk, yogurt, breakfast breads, and coffee. The full breakfast buffets include juice, fruit, eggs, meat, potatoes, breakfast bread, and coffee.

CHOICE #3 INDIVIDUAL EVENTS

Thursday's Buffet at \$44 is included in Package 1 but can be purchased separately. Friday's Rendezvous Dinner at \$45 (individual Bomb Group Dinners for groups of 30 or more) and Saturday's Banquet at \$45 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 ANNUAL REUNION
DOUBLETREE DOWNTOWN OMAHA
OCTOBER 14-18, 2014**

Wednesday, October 14

- 1:00pm - 6:00pm **Reunion Registration open**
1:00pm Memorabilia / Gathering Room open throughout the reunion.
1:00pm - 4:00pm 8AFHS Board Meeting
6:00pm - 7:00pm Welcome Reception, followed by dinner on your own.

Thursday, October 15

- 7:30am - 8:30am Continental Breakfast for Package #1 participants
8:00am - 11:00am **Reunion Registration open**
9:00am - 1:30pm CITY TOUR / OLD MARKET
9:30am - 12:30pm BRIEFING AT THE BUNKER (STRATCOM HQ)
1:00pm - 6:00pm **Reunion Registration open**
2:00pm - 3:30pm Q&A WWII Vets
3:45pm - 5:00pm Q&A Cold War Vets
6:00pm - 9:00pm Cash Bar Reception
7:00pm - 9:00pm Dinner Buffet – WWII Program

Friday, October 16

- 7:30am - 8:30am Full Breakfast Buffet for Meal Package participants
8:00am - 10:00am **Reunion Registration open**
8:30am - 10:00am Individual Group Meetings
10:00am - 11:20am Chapter & Unit Development Meeting
11:30am - 4:00pm BUZZING AT THE BLUFFS MINI AIR SHOW
2:00pm - 6:00pm **Reunion Registration open**
6:00pm - 9:00pm 8AFHS Cash Bar Reception
7:00pm - 9:00pm Rendezvous Dinners

Saturday, October 17

- 7:30am - 8:30am Continental Breakfast for Meal Package participants
8:45am - 10:15am General Membership Meeting
11:00am - 4:30pm DURHAM MUSEUM / CITY TOUR
12:00pm - 4:00pm 8AFHS Board Meeting
12:30pm - 4:00pm STRATEGIC AIR AND SPACE MUSEUM
5:30pm - 6:00pm **Reunion Registration open**
6:00pm - 9:00pm 8AFHS Cash Bar Reception
7:00pm - 10:00pm Banquet Dinner & Entertainment

Sunday, October 18

- 7:00am - 8:30am Full Breakfast Buffet for Meal Package participants

8th AFHS ACTIVITY REGISTRATION FORM – OCTOBER 14-18, 2015

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. You may also register online and pay by credit card at www.afr-reg.com/8afhs2015 (3% will be added to total). If a valid email address is provided, an electronic receipt will be sent. Otherwise, your cancelled check will serve as your confirmation. All registration forms and payments must be received on or before September 11, 2015. 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 other reunion attendees.

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

OFFICE USE ONLY

Check # _____ Date Received _____
 Inputted _____ Nametag Completed _____

CUT-OFF DATE IS 9/11/2015

	Price Per	# of People	Total
REGISTRATION FEE			
Includes meeting expenses and other reunion expenses.	\$40		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		\$
MEAL PACKAGES			
<i>Package #1 includes 7 hotel meals beginning with breakfast on Thursday</i>	\$212		\$
<i>Package #2 includes 5 hotel meals beginning with breakfast on Friday</i>	\$148		\$
Please select your entrée choice(s) for the Banquet:			
10oz. Grilled NY Strip		#	
Roasted Salmon with a lemon-herb sauce		#	
SEPARATELY PRICED MEALS (if not purchasing a package)			
Thursday, 10/15: Dinner Buffet	\$44		\$
Friday, 10/16: Rendezvous Dinner (Pan Roasted Chicken)	\$45		\$
Saturday, 10/17: Banquet (please select your entrée)			
10oz. Grilled NY Strip	\$45		\$
Roasted Salmon with a lemon-herb sauce	\$45		\$
TOURS			
Please choose one of the following two tours:			
Thursday, 10/15: City Tour / Old Market	\$37		\$
Thursday, 10/15: Briefing at the Bunker	\$28		\$
Friday, 10/16: Buzzing at the Bluffs Mini Air Show	\$29		\$
Please choose one of the following two tours:			
Saturday, 10/17: Durham Museum / City Tour	\$47		\$
Saturday, 10/17: Strategic Air and Space Museum	\$41		\$
Total Amount Payable to <u>Armed Forces Reunions, Inc.</u>			\$

Please Print

MEMBER NAME (for nametag) _____

VETERAN NEXT GEN OTHER WWII GROUP AFFILIATION (please list BG, not BS) _____

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

SPOUSE NAME (if attending) _____

GUEST NAMES _____ NEXT GEN

PHONE # (____) _____ - _____ EMAIL ADDRESS _____ @ _____

ADDRESS _____ CITY _____ STATE _____ 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 (____) _____ - _____

DOUBLETREE HOTEL OMAHA DOWNTOWN – OMAHA, NE
(800) 222-8733 or (402) 346-7600

www.doubletree3.hilton.com/en/hotels/nebraska/doubletree-by-hilton-hotel-omaha-downtown-OMAH-DT/index.html

Location

1616 Dodge Street, Omaha, NE 68102

Located in the heart of downtown Omaha and just ten minutes from the Eppley Airport.

Reservation Information

Call the number above and reference the 8th Air Force Historical Society Reunion or please visit www.afr-reg.com/8afhs2015 and click on the hotel reservation link at the top of the page to make reservations and receive the discounted group rate.

Group Name: 8th Air Force Historical Society Reunion

Reunion Dates: October 14-18, 2015

Rate: \$105 + tax (currently 18.16%). Rates are offered 3 days before and 3 days after reunion dates, based on group block availability.

Cut off Date: 09/11/15. Late reservations will be processed based on space availability at a higher rate.

Cancellation Policy: All reservations have a 48 hour cancellation policy, or the attendee will be charged one night's room rate plus tax. All early departures are subject to an early departure penalty \$25 and late check-outs are subject to a penalty of \$75.

Unit Hospitality Suites

Hospitality Suites for individual groups will be available on the guest room floors for \$125/night, payable to the Society. This fee includes ice service and daily housekeeping. "Suites" will be two connecting sleeping rooms (with beds removed). All suites will be located in close proximity to each other so visiting between groups will be easy! To reserve a suite, please contact Donna at DonnaLee@afri.com with your name, unit name, and nights needed for hospitality suites. These rooms follow the same check-in/out pattern as normal sleeping rooms

Parking & Shuttle Information

The Doubletree Hotel is offering complimentary self parking to all overnight guests. The hotel also offers complimentary shuttle service to and from the Omaha Eppley Airfield. Upon arrival at the airport you will need to call the hotel and then proceed outside to the shared ride/taxi pickup/drop off stand outside baggage claim.

Wheelchair Rental

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



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

The crew chief's idea of heaven must be the Air Force Museum where airplanes are polished to perfection and never flown again. But then, what else could match the pride he felt in pasting another meatball or swastika on the cockpit of his personal instrument of war, which was occasionally loaned out to some thoughtless pilot.



3
HOURS
LATER
→





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 32 - Number 3 March 2015



385th BGA REUNION - OMAHA, NE - OCTOBER 2015

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

385th BGA

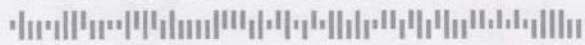
Chuck Smith, Treasurer
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43-38566 - March 5, 1945 Battle Damage