

HARDLIFE HERALD

Newsletter of the 385th Bombardment Group
Association



548th



549th

550th



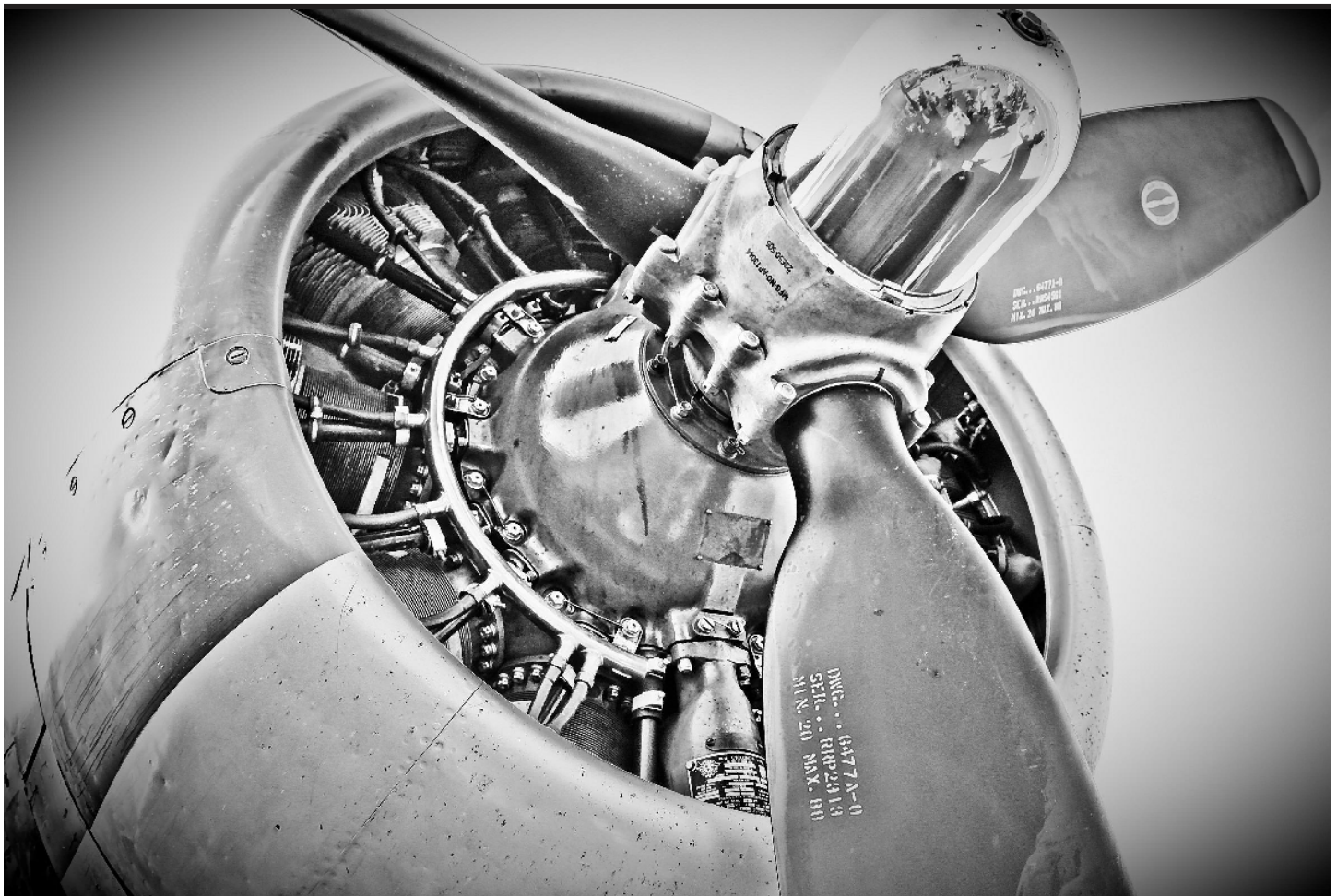
551st



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

Volume 29 - Number 2

June 2012



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

HARDLIFE HERALD

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Front Cover: Photo courtesy of Scott LaMotte
www.JeanneRickey.com



Photo courtesy of Rick Latoff

Looking for a wonderful way to honor the
Veterans of WWII?

Check out www.wwiimemorial.com

At the Registry of Remembrances you have the
opportunity to offer a public "thank you" to
family members, friends, comrades-in-arms,
and anyone else whose service inspires you to
submit an enrollment in their honor.

The website is also a valuable source for photos,
facts and a reunion message center.

PRESIDENT'S MESSAGE

Greetings to you all! Let me begin my remarks with a great big "THANKS" to Charles Lundsberg, our newsletter editor, for such a great start with the Hardlife Herald. He certainly is carrying on in the tradition of his predecessors. Elsewhere in this issue, you should find information on our upcoming joint reunion with the 8th Air Force Historical Society in San Antonio in October. The program looks good; San Antonio is a great place to visit; and I'm sure the 385th Hospitality Suite will be well stocked and ready for some serious "hangar flying." I know travel is getting more difficult for some of our veteran members, but I hope to see as many of you there as possible and I encourage our Nextgen members and friends and family to join us as well. Guests are welcome; just be sure to specify the 385th Bomb Group on your registration form. At last year's reunion, there were many multi-generational families in attendance. Even if your Dad, Grandpa, or Uncle from WW II can't make it, you are still welcome and, I am sure, you will find the experience rewarding. I look forward to seeing you in San Antonio!

LETTER FROM THE EDITOR

First, I'd like to thank everyone for their positive feedback on my debut issue. I really appreciate the emails, letters and phone calls (as some of you have found out, I have no problem chatting on the phone for hours on end about WWII). More than that, I really enjoy getting to know and learn from you. The conversations we have and letters you send are a main factor in driving this and future publications.

Soon there will be another means for us to collect and archive your journals, pictures, documents, etc. I am, of course, referring to our website in progress: 385thBGA.com. Currently still under construction, my friend is working diligently to get this site up and running quickly while giving it the quality and attention it deserves.

If you have any pictures, journals, articles or other memorabilia you would like included and archived online, please send or email images (at least 300dpi) to Ian and myself. Our addresses can be found on the previous page. Speaking of pictures: If you have any that you'd like to see on the front or back covers, please send those along to me with photo credits. I would very much like to see any 385th art as well.

I've recently received the current Roster list from Chuck Smith. I'd like to add some information to this roster - mainly your connection to the 385th. Please send me any pertinent information (Veteran, 2nd Generation, Friend of, what B-17 you are associated with, what you did with 385th if WWII Veteran, etc)

Many thanks in advance.

-Charles Lundsberg

G.I., BRIDES

IAN MCLACILIN

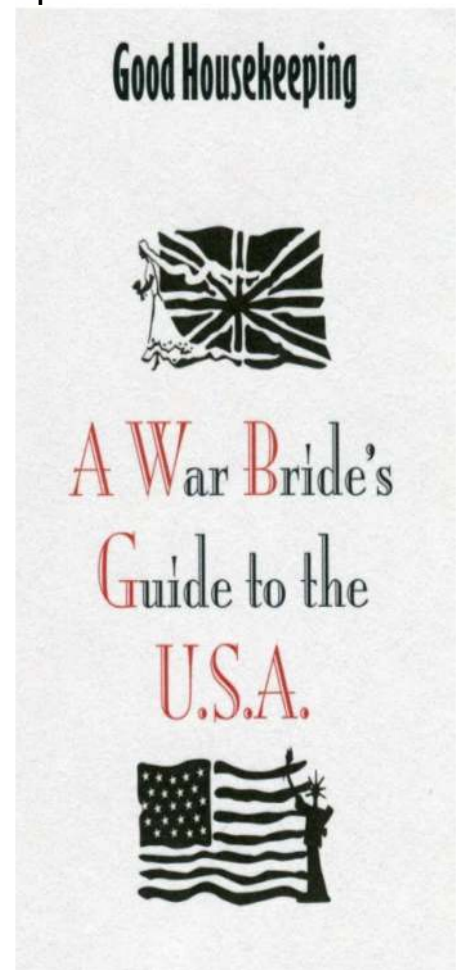
From 1942-45, some 450,000 American airmen served in the UK during what has since been fondly recalled as, "The Friendly Invasion". Inevitably, relationships developed with local girls and some matured into matrimony but US authorities discouraged such developments and the course for true love wasn't always smooth.

For the airman, permission to wed had to be gained from his CO and an interview conducted with a representative from the relevant religious denomination, both interviews being more often dissuasive than encouraging. The Army also checked that the man hadn't conveniently forgotten the existence of another wife back home! If the young woman was under 21, written parental consent was required before military permission was given. Despite such obstacles, many couples persevered with some 45-50,000 weddings taking place.

Following VE Day - Victory In Europe - the USAAF moved swiftly to redeploy its resources and many units of "The Mighty Eighth" were destined for reassignment to the Pacific Theatre. The Manhattan Project, culminating in the atomic bombs dropped on Hiroshima and Nagasaki, ended the war and altered this re-direction so late 1945 saw thousands of military personnel released to resume their lives as civilians.

For the British girls left, "holding the baby" - literally in many cases, the months dragged by and eventually prompted an early example of girl power in October 1945 when many GI brides marched on the US Embassy in London's Grosvenor Square. This protest embarrassed the authorities and, with support from prominent figures such as Eleanor Roosevelt, the US Congress passed the War Brides Act in December 1945 which granted the ladies special status regardless of immigration quotas.

In preparation for life in the USA, some women had already formed GI Wives clubs where they chatted and exchanged information on the American way of life. Many had also read a helpful little booklet published by "Good Housekeeping" - "A War Bride's Guide to the USA". This had been promulgated by the US Office of War Information and contained a glossary of language differences plus a host of helpful tips:



- Most Americans are shy below the surface...talk to cover it up.
- Use your British habit of thanking people for everything [show] you want to be friendly too.
- Remember lipstick is expected.
- Humour - "just laugh" and admit you don't get it.
- Kidding is hard to get used to but you have to learn...a subtle form of flattery to make you are centre of attention - Americans assume you can laugh at yourself, a quality much admired.
- Take everything good naturedly until you understand the language - later learn to kid back.
- Your knife & fork system will seem strange to most Americans.



G.I. Brides ship off on "The Argentina"

- ...don't just sit down and die of home-sickness...ways of getting to know people...YWCA, hobbies groups etc.

- Sports - "one unwritten rule is that spectators may properly go quite wild and use violent language...don't be shocked, it's all in fun."

- Advice on income - "houses for people with small income are not Hollywood mansions!"

- Social position. "Your social position will be what you & your husband make it. There are different social levels... and you will be placed in one of them, partly by your husband's job...where you live". "No Americans are able to 'place' you by your accent."

- "Most Americans went to America for a fresh start, "no questions asked."

- In America, "practically every housewife does her own work"

- More cars - be wary of too many gadgets & high sales pressure.

- Go slowly in buying clothes, beware "floo-floos"...always better to be conservatively smart than flashy.

- No one will think you a lazy housewife if you use tinned food. Dinner guests more interested in you than elaborate meal - better to use tin opener than be hot & flustered.

The Guide offered suggestions on adapting to American life - using self-help on books to read about your location and guidelines on small town vs city living. It was also honest in touching on some sensitive areas.

- "Americans Are No Angels" - prejudice in some areas against black Americans; in some areas against Jews... In some against Catholics... some Japanese...some groups who don't like the British.

However, the Guide also indicated that, "Despite many shortcomings, America is a new country where past achievements are only a starting point for the future...Americans admire courage...they will wish you good luck and happiness in your new life in the New World."

In January 1946, after barely a week's notice, the first contingent of girls had to attend medicals then pack and prepare for their new lives. Anxious to avoid the drainage of currency overseas, the British Government allowed only some £15.00 to £20.00 to be taken. On 26th January, the USAT "Argentina" sailed from England on the first voyage of "Operation Diaper Run" with 452 brides, 130 children and an individual "GI Groom" . Their passage was stormy and most suffered horribly from seasickness but she docked on February 4th [New York City] to a fanfare led by Mayor William O'Dwyer with some 200 representatives from the media

plus a band playing the "Star Spangled Banner" and other music to suit the occasion.

One GI bride called her journey as, "a leap of faith" and for many the leap saw a successful landing - love endured as children, grandchildren and great-grandchildren followed. For others, the leap proved forlorn and crash-landed in the divorce courts with legal proceedings occurring on both sides of the Atlantic. Recent research in the British National Archives reveals documentation between the US and UK Governments seeking to resolve legal issues and offer guidance on processes such as who paid for the repatriation of destitute British citizens. The US Government had funded a one-way passage and the UK now considered applications for financial aid on a case-by-case basis. From 1947, British Legal Aid became available. How many marriages ended in disharmony is unknown.

I don't have any record of numbers for 385th GI Brides but I fondly remember one 385th GI bride success story - past President of the Association, John Ford and his wife Betty. I had the pleasure of staying with them back in the 1970s and saw an example of love enduring through war and peace. It would be great to hear in Hardlife Herald any other stories about 385th GI brides from members of the Association.

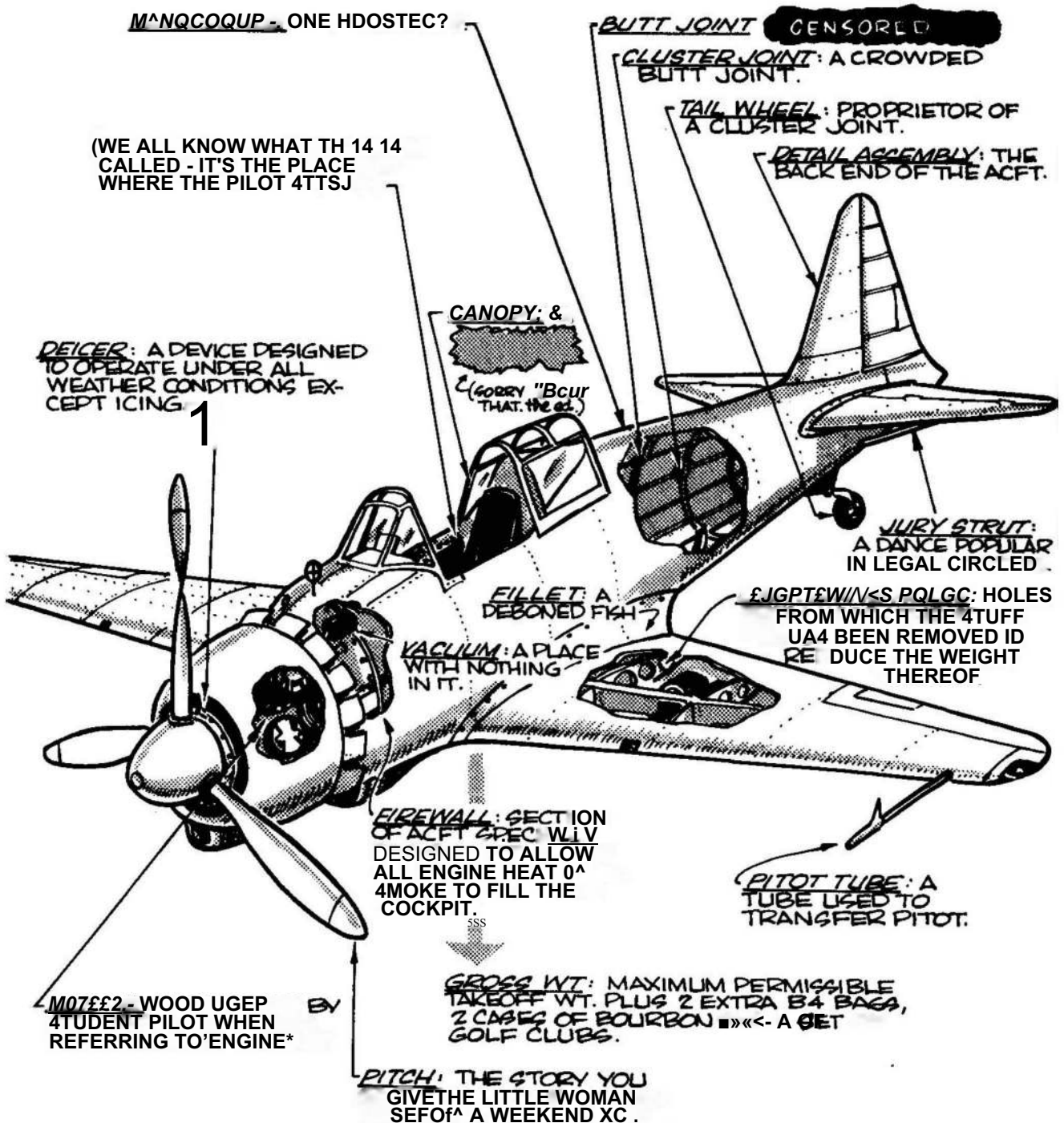
I would also like to acknowledge the help in preparing this piece from <http://uswarbrides.com/WW-2warbrides/argent.html>

ENGLISH	AMERICAN
Lavatory	Toilet
Lift	Elevator
Luggage	Baggage
Mackintosh	Raincoat
Made-to-order	Tailor-made
Margarine	Oleomargarine
Marrow	Summer squash
Napkins (baby's)	Diapers
Nursing home	Private hospital
Paraffin	Kerosene
Paraffin wax	Paraffin
Petrol	Gasoline
Plate	Silverware
Post	Mail
Porridge	Oatmeal
Potato crisps	Potato chips
Pram	Baby carriage
Pullover	Sweater
Railway	Railroad
Return	Round trip
Scone	Biscuit
Shooting	Hunting
Shop	Store
Shopping	Marketing
Shutter	Blind
Single (ticket)	One way
Snack bar	Lunch counter
Stalls	Orchestra seats
Solicitor or barrister	Lawyer
Stone bottle	■ Jug
Stores (household)	Groceries
Subway	Underpass
Suspender belt	Garter belt
Suspenders or sock suspenders	Garters
Sweet (at lunch or dinner), savoury	Dessert
Sweets	Candy
Tap	Faucet

“There I was...”

The cartoons of Bob Stevens

CUTAWAY - WW H FIGHTER (OURG)



**8th 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 . 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.

**8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION
OCTOBER 3-7, 2012
CROWN E 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 Ciamoa of 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
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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, pinatas, 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.

8th 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.

8th 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 . 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: 8th AFHS

OFFICE USE ONLY
 Check # Date Received
 Inputted Nametag Completed

CUT-OFF DATE IS 8/31/12

	Price Per	# of People	Total
<u>REGISTRATION FEE</u>			
Includes meeting expenses and other reunion expenses.	\$45		
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$30		
<u>MEAL PACKAGES</u>			
<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		\$
Please select your entrée choice(s) for the Banquet:			
Flat Iron Steak		#	
Tilapia w/ lemon caper sauce		#	
<u>SEPARATELY PRICED MEALS (if not purchasing a package)</u>			
Friday: Rendezvous Dinner (Chicken Marsala)	\$42		\$
Saturday: Banquet (please select your entrée)			
Flat Iron Steak	\$44		\$
Tilapia w/ lemon caper sauce	\$44		\$
<u>TOURS</u>			
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 Armed Forces Reunions, Inc.			\$

Please Print

MEMBER NAME (for nametag)

VETERAN DNEXTGEN UOTHER WWII GROUP (for seating purposes)

SPOUSE NAME (if attending)

GUEST NAMESUN EXT GEN UOTHER

PHONE #()-_____ EMAIL ADDRESS @

ADDRESSCITYSTZIP

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 CONTACTPH. NUMBER ()-

Register Online at 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 Donnal.lee@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 *****

**8th 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.

CANCELLATION POLICY: Deposit is refundable if reservation is canceled 72hrs in advance of arrival date. Record your cancellation number. Call (210) 354-2800. If a guest checks out prior to the guest's reserved checkout date, the Hotel will add an early departure fee, currently \$50.00, to that guest's individual account, except for officially documented medical or family emergencies.

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

MC VISA AM. EXPRESS CARTE BLANCHE/DINERS DISCOVER

CREDIT CARD NUMBER EXP. DATE

SIGNATURE (regardless of payment method)

Mail To: Crowne Plaza Riverwalk, 111 Pecan Street, San Antonio, TX 78205, Attn: Reservations

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



OLD OR NEW

Both are capable of taking the enemy back to the stone age

THIS SPACE
INTENTIONALLY
LEFT BLANK.

“There I was...” The cartoons of Bob Stevens





Tail Wind

EUGENE

June

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6 D-Day, 1944	7	8	9
10	11	12	13	14 Flag Day (US)	15	16
17 Father's Day	18	19	20	21	22	23
24	25	26	27	28	29	30

July

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

FEATURED PIN-UP ARTIST



Gil Elvgren (March 15, 1914 - February 29, 1980), born Gillette Elvgren, was an American painter of pin-up girls, advertising and illustration. Elvgren was one of the more important pin-up and glamour artists of the

twentieth century. Today he is best known for his pin-up paintings for Brown & Bigelow. Elvgren studied at the American Academy of Art. Elvgren joined the stable of artists at Stevens and Gross, Chicago's most prestigious advertising agency. He became a protégé of the talented artist, Haddon Sundblom.

Elvgren was a classical American illustrator. He was a master of portraying the all-American ideal feminine, but he wasn't limited to the calendar pin-up industry. He was strongly influenced by the early "pretty girl" illustrators, such as Charles Dana Gibson, Andrew Loomis, and Howard Chandler Christy. Other influences included the Brandywine School founded by Howard Pyle.

In 1937, Gil began painting calendar pin-ups for Louis F. Dow, one of America's leading publishing companies, during which time he created about 60 works. Around 1944, Gil was approached by Brown and Bigelow, a firm that still dominates the field in producing calendars and advertising specialties. He was associated with Brown and Bigelow from 1945 to 1972.

His clients ranged from Brown and Bigelow and Coca-Cola to General Electric and Sealy Mattress Company. In addition, during the 1940s and 1950s he illustrated stories for a host of magazines, such as *The Saturday Evening Post* and *Good Housekeeping*.

Information from wikipedia.org

BOOK REVIEW

Masters of the Air

Donald F. Miller

ISBN-10: 0-7432-3545-2

Masters of the Air is a very thick book in paperback, almost 700 pages! It has a few pictures, mostly of people. It covers the 8th Air Force in World War II. Boy, does it ever cover the 8th! It goes into every possible aspect of the war, from individual gunners to the top leaders and politicians. The author has interviewed many veterans, of all ranks, as well as civilians and officials that had anything at all to do with the remotest portion of the 8th Air Force. In fact it gets a bit tedious at times with explicit details. One gets the impression that the author might give the full background and military history of the orderly that wakes a gunner for his mission!

But to those of you who did not fly in combat, it will give an intense flavor of what we who did, remember and experienced. The format is overall chronological, from the inception of the 8th AF to the final surrender of Germany. There is a pervasive theme of the conflict between the British night, city-carpet bombing and the American daylight specific pin point war targets throughout the book.

To us flying crewmen, much of what he tells is new, in the sense that we were ignorant of the background of many decisions being made by our leaders although we certainly experienced their results. This book will fill in that gap. On the other hand, historians and others will find many details of the lowest rank airmen's feelings and lives explained; that will put flesh on the overall air war story for them.

There are also detailed tales of personality conflicts and differences of tactical strategies. They are related with apparent intimate knowledge, including many direct quotes from the participants. The same format is true of the air-stories of the flyers, themselves. There are numerous stories of

"daring do" by selected individuals just as in numerous other 8th Air Force books.

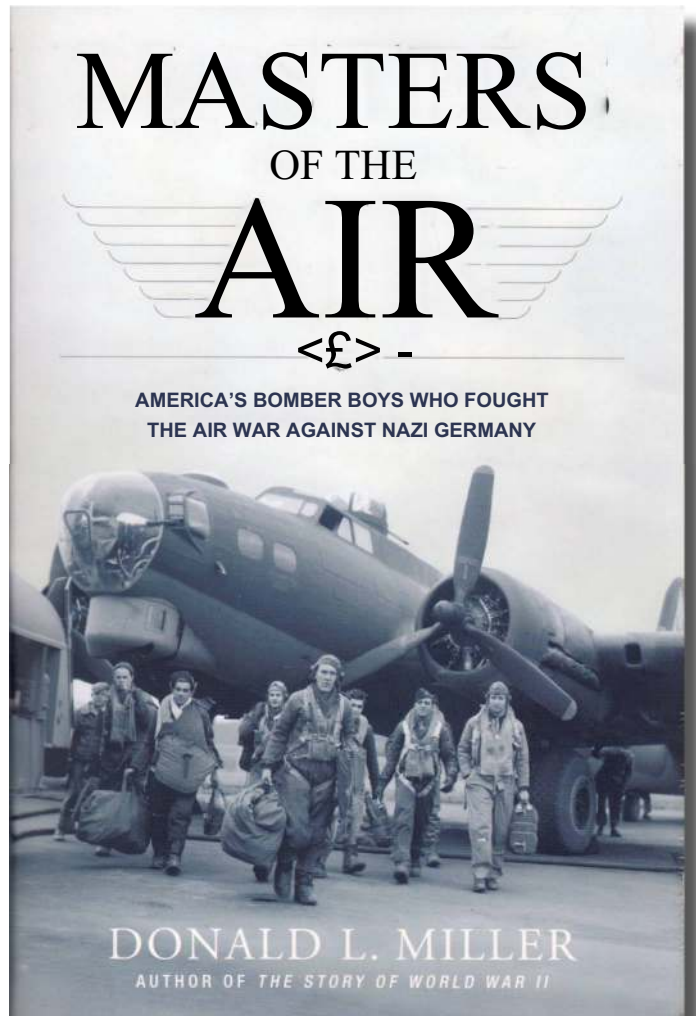
I found that by his technique of following a few individuals in depth, he gave a clear picture of the command structure and operation of the 8th AF. However, There were a limited number of Generals, so the sampling could be almost inclusive for the "brass." For the flyers, on the other hand, there were thousands of us and many, many Bomb Groups. Therefore, by picking specific Groups and airmen to cover in detail; the sampling of our individual feelings and personalities is less exact. He seems to think every American was a sex starved fiend, for instance. I, for one, do not fit his "average airman" picture very well at all.

Every Group did follow the same general pattern, but there were differences. Group to Group, just as we all remember differences. Crew to Crew. Nevertheless, the overall picture presented is accurate, and fits the 385th BG fairly well, even if the 385th BG is not mentioned by name. For example the BOQ of the 100th BG, which he details, used quonset huts, while the 385h used old RAF barracks, at least for the 550 Sq. I also think the 385th flew much tighter formations with more accurate bombing results than he gives credit to for most Groups.

One inaccuracy I noted was the stories as told by Andy Rooney. According to the author, Andy flew with the 381st BG early in the air war. But I have a copy of Andy's book, Air Gunner, and in it, Andy, himself, clearly states he flew with the 385th BG in October 1943 with the Cerrone Crew in 42-5902 named Lady Liz. Andy mentions many 385th airmen by name in his book as well as the Lady Liz. It makes me wonder how many other quotes of people that the author gives are also miss-placed in time or accuracy. Of course, to the average reader or historian saying 381BG versus 385 BG does not alter the intent or theme of his story, but it DOES make a difference to us veterans of the 385th BG! Andy was one of us!

Nevertheless, of the many, many books on the 8th Air Force, I rank Masters of the Air high and well worth reading.

-Bill Varnedoe, Navigator, Crow Crew, 385BG



Also by Donald L. Miller

D-Days in the Pacific

The Story of WWII

City of the Century: The Epic of Chicago and the Making of America

Lewis Mumford, A Life

The Lewis Mumford Reader

The Kingdom of Coal: Work, Enterprise, and Ethnic communities in the Mine Fields (with Richard Sharpless)

The Story of Gustaaf and Julius Demuyer Belgian Underground Fighters During WWII

by Albert Demuyer

Having been arrested and refusing to do forced labor in Germany, Gustaaf and Julius Demuyer choose to become members of the Belgian underground.

Their first assignment was to deliver two RAF Pilots to France which they did successfully, only to be betrayed by a French women on the border. My Dad and Uncle were arrested and brought back to the city of Antwerp where they were beat up by Belgian Gestapos (black shirts). When they refused to talk, they were both brought to the city jail of Antwerp where they met three other good friends.

After a week in jail, my dad found a solution to escape from this prison: When they all came back inside from the inner courtyard where they could walk around for a few minutes, there was always a German soldier on the stairs to count the inmates. My dad asked all the inmates to say a number when they passed this German soldier so that he'd miscount one time and that was enough to escape by a small window at the first floor. They helped each other to reach the roof. From this roof they had to jump on a wall and from there they jumped on the street, but one of his mates broke his ankle. My dad and Uncle carried him until they arrived at the secret address of the underground (it was already dark).

The commander of the White Brigade; had them all use the hiding place at the cemetery of the municipality Berchem. There were two other persons waiting when they arrived to show the hiding place of a family grave where they had to stay for a few days. The guy with the broken ankle bone went to a doctor in the neighbourhood, this was a poor choice for him as you will read at the end of this story.

After a few days living in a family grave they got another hiding place close to the railway station of Berchem. After another week they received a task from the White Brigade to sabotage some German army trucks who arrived the same week. That evening the 4 went to the convoy and loosened the bolts on several trucks while German guards were patrolling the other side of this convoy. When they finished this task they crawled back through a grass field and stayed hidden until it was day again so that they all four could walk back to the address of the hiding place. However their success came to an end as a black shirt who lived next door betrayed them and they were arrested again.

This time they were removed to the central railway station of Antwerp where they were put on a train. Destination - a German concentration camp.

After a few hours driving in a brute's wagon, my dad could open the side door and could see the German guard on top of this wagon. A risky but safe jump in a field, they all ran like hell, some of them were shot, but the four reached the safety of a hay stack. From there they had to walk back home again and they did.

When the war came to his end, Germany shot more then 2000 buzz bombs on our city of Antwerp, but one buzz bomb was hit by my dads rifle. The neighbours asked him if he was crazy and ran back in their homes because this buzz bomb made a 360 and went further to the harbor of Antwerp.

What I have told you now was relayed by the guy with the broken ankle. He didn't speak it but wrote everything down on paper because when he visited the doctor to help him with his ankle he was arrested by the German SS who tortured him by pulling his tongue out, cutting his ears, pulling teeth and making him blind in one eye. When he didn't say anything they threw him out of a driving car and left him behind.

When Antwerp was liberated, many Germans SS were jailed in the lion's den of the Antwerp zoo as "repayment".

For more stories of the Belgian Underground, visit:

<http://www.belgium.under.groundfighters.freeservers.com>



Photographs of Gustaaf & Julius
Demuyer circa WWII

UNKNOWN CREW PICTURES

WHAT FOLLOWS ARE PHOTOS OF UNKNOWN CREWS FOR THE 385TH. PLEASE HELP US TO IDENTIFY THEM.









I would also like to invite you to send in your own crew pictures with as much information as you can regarding fellow crew member names and the name of your plane. Please scan any photographs minimum at 300 dpi and email them to:

lanm385bg@btopenworld.com

and

Lundsberg@gmail.com

If you do not have access to email, please feel free to send copies of your photographs to us:

**Charles Lundsberg
58 Ivy Grove Way
Dallas, GA
30132**

**Ian McLachlan
10 All Saints Green
Worlingham Beccles
Suffolk NR34 7RR
United Kingdom**

385TH

BGA

TAPS

John J Messbauer, 91 died December 14, 2011 at the Hospice Center in Melville NY following a long and courageous battle with Parkinsons Disease. He was born May 16,1920 to Anna and John A Messbauer of Bayside, NY.

After graduating Chaminade High School he attended Columbia College where he enjoyed playing football and hockey and began his job as a lifeguard at Jones Beach State Park where he would spend the next 55 summers. In 1942, he left Columbia to serve in Army Air Corps Eighth Air Force, 385th Bomb Group. He later graduated from Queens College with a degree in Political Science while working in sales for General Foods. He went on to earn his masters degree from Hofstra University and begin a 27 year career in elementary education.

He survived 30 missions aboard the "Rum Dum" and served as lead navigator on 17 of them earning him the Distinguished Flying Cross and the Air Medal with Four Oak Leaf Clusters.

In 2001, he was predeceased by his wife of 49 years, Grace Louise Crowley. The couple met at LaGuardia Airport during her career as a flight attendant for United Airlines. The couple married and later moved to Plainview, NY to raise their family and were sadly predeceased by daughters Pamela and Nancy. He and Grace enjoyed attending many reunions of the 385th and travelling together during their retirement.

He was buried with full military honors on December 19, 2011 at the National Cemetery in Farmingdale NY following a mass of Christian Burial at St. Pius X in Plainview.

He is survived by four daughters; Cynthia Baltera of Greenlawn, NY; Sally Messbauer of Uniondale, NY; Cora Dinka of Huntington, NY; Heidi Keelips of Rowayton, CT; five grandchildren and three great grandchildren along with sisters, Marilyn Norowski of Cape Coral,FL and Joanne Moran of Myrtle Beach, SC.



385TH

BGA

TAPS

“Joe has gone to join the ranks of Heavenly Angels. He left us this morning [April, 4th] about 11:40 am.” The following is a tribute Joe’s daughter gave to him at his memorial titled “A Good Man.”

Joseph Michael Zwick was a truly good man. Although he came from very humble beginnings, he never used that as an excuse, but instead as inspiration. He defined the core values of an American in that he believed in being honest, hard- working and responsible for your own life. He was a patriot, with a true love and devotion for our country. That love and devotion was put into action by his service during World War II as a ball turret gunner on a B-17 bomber. His stories of the dangers they faced, the many times they were reported missing and yet his willingness to continue to serve the country he loved have been an inspiration to those of us fortunate enough to hear his tales. The definition of hero in the dictionary is “one admired for his achievements and noble qualities. One who shows great courage”. That definition pretty much characterized Joe.

He did things that needed to be done whether they were his responsibility or not, because it was the right thing to do. He didn’t look for recognition or admiration, he simply did what was right for its own sake.

Although hard-working and industrious, he was also a man who loved life. He enjoyed spending time with family and friends and was generous with his time. He was always caring and giving and looking to serve others. He enjoyed traveling, dinners and evenings out with friends, pool, and playing games and cards. He had a life well lived.

Most importantly, he was a Christian. He put faith into action every day. The qualities above should be exhibited in all of us who call ourselves believers and I hope that we will all look to Joe as an inspiration for our own lives and actions. Like the servant in the Parable of the Talents told in Matthew 25:14-30, I know that the welcome Joe received upon entering Heaven was “Well done, good and faithful servant!”



LETTERS

From: Malcolm Osborn[<mailto:malcolm.osborn@gmail.com>]

Subject: 385th BG request for info

Good morning Ian - We had a charming young family visit here at the cemetery yesterday, just after the four 100th BG veterans and families had left us.

Mum, Dad and two young children. She wanted to visit her Step, Greatgrandfather's grave.

S/Sgt. Lowey I. Boyd - ASN 33657419.
549thBS/385th BG
DOD 13th January 1945.
Buried Plot F - Row 6 - Grave 110.

I took them down, sanded the headstone, placed flags and played Taps, they were such a really lovely and gentle young family.

Turns out that Lowey married a 15 year old lass, she then became pregnant and just after that he was drafted. His young wife gave birth to a daughter whilst Lowey was with the 385th. Lowey was killed, after some three years she remarried and eventually had six more children.

I suspect it was an aircraft accident that may have killed him, but I told them I would do all I could to find out how he died exactly.

He had an Air medal with 2 Oak Leaf Clusters - so I reckon it was somewhere between missions 16-20 for him?

Any help would be so appreciated please mate.

Warmest regards

Ozzie



Hi Ozzie,

I've checked the data for mission 236 on 13 January 1945 when the 385th attacked Mainz without loss. I checked the Loading Lists for all aircraft and Boyd doesn't appear as having flown on that date. In checking the Casualty List, I see that he's shown as Type of Casualty "DIXIB" ("Death Non Battle"). There is another comment on the Casualty Report stating "EnglishChannel" so I'm wondering if he was a ditching casualty - will have to do further checks on this...

I do have another query where you might be able to help and this is the use of "DED" on MACRs and in the Casualty Reports - what does this mean? KIA is self explanatory but DED frequently appears and is sometimes mixed amongst KIAs as though the fate of some personnel was known to be KIA whereas others are classified as DED and were perhaps thought to have been killed but not in action - it seems an odd distinction at times.

The Lord moves in mysterious ways - I just opened an email from Wayne Koch (below) who's enquiring about the Rifas crew. Your date of 13 January threw me - Boyd was lost on 9th January per the attached, [see page 30 - ed.J

Cheers for now,

Ian

Hi,

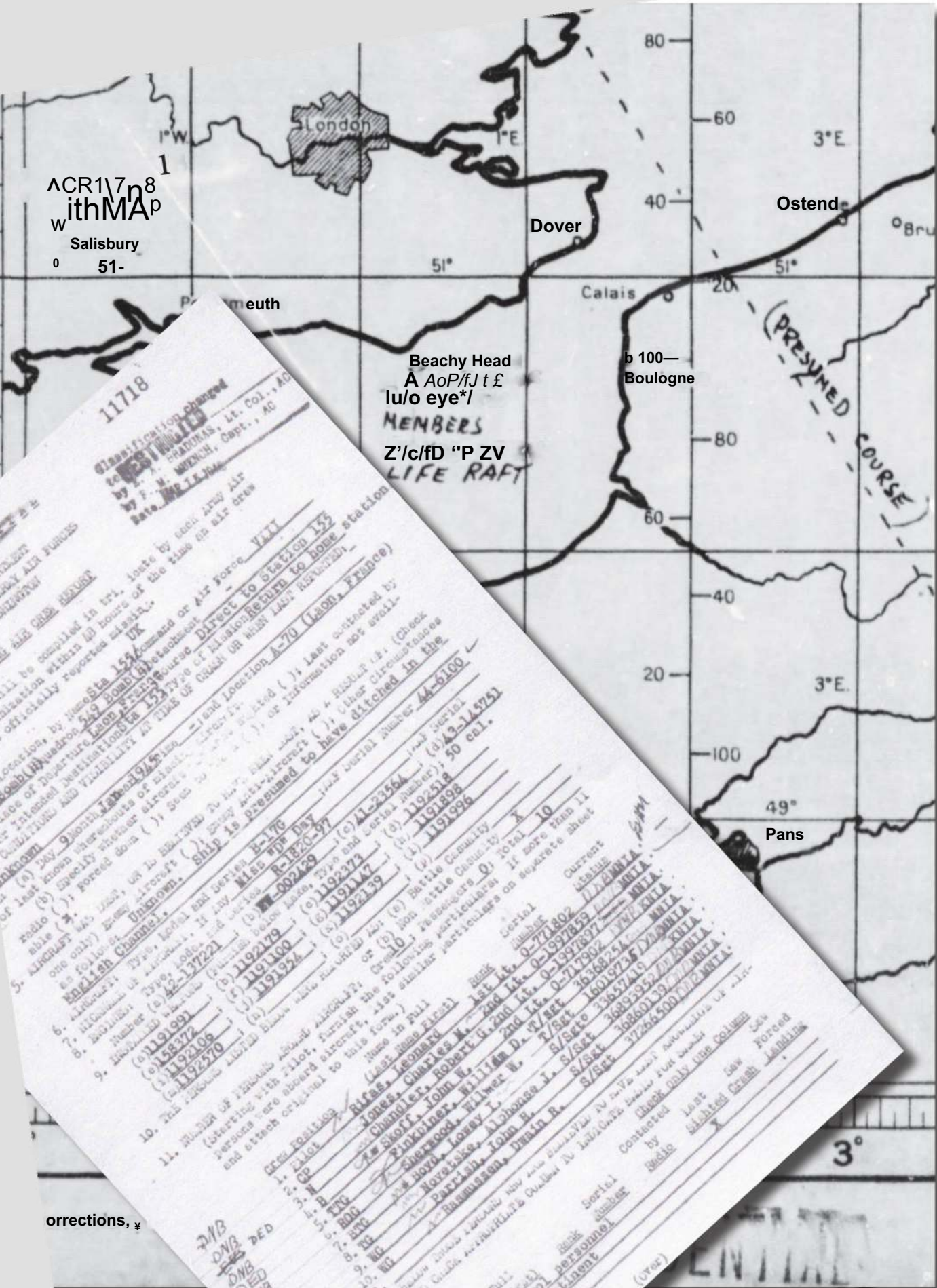
I have been researching Rifas crew, Miss D-Day (44-6100), as a number of individuals on the crew were in a training crew picture taken in Ardmore, OK (Finkbiner, Parrish, Novetske & Sherwood, all went down in 9 Jan 1945) in July, 1944. My research indicates that only Boyd and Skoff (Bombadier) were recovered on 13 Jan 1945 (MACR 11718 Map- Page12) [see page 30 - ed.J which probably explains the indicated 13 Jan death. It doesn't appear that my father, John A Koch, flew any missions (per Bill Varnedoe), so we are supposing that he was in the ground crew, perhaps with this aircraft as the only "hearsay" info was that my Dad said his crew was lost in the English Channel. Any info or leads on him or ground crews would be appreciated as my father passed away, when I was quite young, on 23 Dec 1950 and his service record is not available due to the 1973 Personnel Record files.

Also it appears that co-pilot Charles M Jones who was listed as MIA (KIA) may have been located at a later date and buried in the Ardenes Cemetery (matching service numbers). There is an officer (no first name or initial indicated on rear of photo) that may be this Jones (second from left). This photo is included under Pitts' Crew "The Story of Van's Valiants of the 8th Army Air Force".

Is there any mission date or other info on Pitts as the previously cited reference does not appear to include Pitts?

Regards, Wayne Koch
koch_wayne@yahoo.com

ACR17n8
withMAP
Salisbury
0 51-



11718

Classification changed
to **RESTRICTED**
by **F. M. WEAVER, Lt. Col., AG**
Date **10/11/54**

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corrections, ✕

30 HARDUTE

JUNE 2012

LETTERS

Guys - Such an interesting coincidence that we should contact Ian at almost the same time.

Ian - Stan Bishop kindly contacted John Hey for me/us and John has confirmed the following:DED = Declared Dead

This was later replaced by FOD = Finding of Death

So did this aircraft land at A-70 with say mechanical or fuel problems at what date please???

Then it leaves A-70 on January 9th 1945 - then comes down in the English Channel - seemingly without chance to contact Air Sea Rescue - then Boyd and Skoff climb into a dinghy and must have drifted for four days in such horrendous cold weather - that winter of 1945 was one of the worst, then both died of hypothermia perhaps??

Obviously, ABMC and Graves Registration must have taken 13th January as the DED - without time to ascertain the actual date the aircraft went down?

Once I hear from the next-of-kin - I will come back with whatever they send me.

Warmest regards

Malcolm



BEFORE YOU RECYCLE THIS NEWSLETTER...

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

FOR SUBSCRIPTION INQUIRIES, PLEASE CONTACT:



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

385th BGA

Chuck Smith, Treasurer
P.O. Box 329
Alpharetta, GA 30009
U.S.A.

Address Service Requested

The below picture is an example of:

- a) how NOT to land a B-24
- b) how TO properly land a B-24
- c) a flying anvil
- d) your chance to enter your own caption.

Ok, all you 385th comedians - submit your funniest caption line to the Editor and the best caption will be printed in the next issue of the HH and your name will be shown as the originator of the caption.

