

# HARDLIFE HERALD

Newsletter of the 385th Bombardment Group  
Association



548th



549th

550th



551st



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

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*Volume 34 - Number 1*

*MARCH 2017*

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

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# HARDLIFE HERALD

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

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Check us out online:

[www.385thBGA.com](http://www.385thBGA.com)

[www.facebook.com/385thBGA](http://www.facebook.com/385thBGA)

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Front Cover: 42-37966 "Swinging Door"

8 July 44 crash landing

Back Cover: Unidentified B-17

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## **PRESIDENT'S MESSAGE**

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It is with mixed emotions that I compose this message. On the one hand, I am saddened by the continued passing of our Veteran members and I would like to particularly to acknowledge the recent passing of Frank McCawley and Vince Masters, both of whom made significant contributions to the 385th BG and to the 385th BGA. Frank and Vince were among those who welcomed me in to the Association and provided wise counsel to me over the years on the Board and as Association President. Like all of our Veterans, they will be missed.

On the other hand, I am pleased to report that the details for this year's reunion in New Orleans were just received (and are included elsewhere in this Hardline Herald). As is my usual bent, I strongly encourage you to join us at this reunion. New Orleans is a fun and popular destination. A reunion highlight will be a visit to the World War II museum in New Orleans. And, of course, our Hospitality Suite will be well stocked (courtesy of Host and Hostess Chuck Smith and RoyAnne Donnelly) and welcoming all comers. The reunion organizers expect the reunion headquarters hotel to sell out and an "overflow" hotel to be required. I strongly recommend that you register for the hotel if there is any possibility of your attendance at the reunion. You can cancel your hotel registration without penalty up to 24 hours before your scheduled arrival.

In closing, I am pleased to announce that Raymond Fordyce has agreed to serve as our Historian. We welcome Ray whose dad served as the 385th BG's photographer. Ray's interest in and support of the 385th BGA is evidenced by the very well-received 385th BG presentations he has made at our reunion, and at several other venues. I would also like to recognize and extend thanks, on behalf of the 385th BGA, to Ian McLachlan who is stepping down as our Historian. Ian has been and will continue to be a longtime supporter of the 385th BGA and we offer our sincere thanks for his support and contributions as Historian.

Tom Gagnon

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## **Letter from the Editor Historian(s)**

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I've considered it an honour to work with and for the 385th over these past years. I've had the privilege of knowing many veterans and their families and been blessed with such kindness. My interest in the 385th began during the 1960s when I got involved in the recovery of a B-17 which turned out to be 42-31370 of the 385th. Investigating the story of this aircraft and the tragic circumstances surrounding the collision between 42-31370 and 42-37963 eventually connected me to the 385th BGA and encompassed wider research to preserve the memory of all those based at Great Ashfield. I was 16 when I started my 385th research and will be 70 next birthday so it's time to pass on the baton. I'm delighted that Ray Fordyce will be the new historian and will be happy to support him where I can.

Best wishes,  
Ian McLachlan

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## Letter from the Editor Historian(s) (cont.)

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As you may know, late in January I was approached about assuming the responsibility of Association Historian. I was deeply honored, and humbled, to have been considered for this assignment. After careful consideration, and counseling with Ian MacLachlan, I accepted. Despite real concerns about the time requirements, I view this as an excellent opportunity to more fully engage with the Association and to honor our veterans.

I make no pretense of being the equal of Bill Varnedoe or Ian MacLachlan. They did the heavy lifting, and I regularly refer to and rely upon the impressive history that Bill and Charles Lundsberg, III, composed. This will be a tough act to follow, but I will do my best.

I had the opportunity to meet a many of the membership at the 2015 Omaha reunion, and have had the privilege of spending time with Bill Varnedoe on several occasions, as well as frequent phone calls with Bob Silver. I relished these conversations with contemporaries of my father, gaining insights about his and their experiences that otherwise would be lost to me.

For the Omaha event, at the invitation of Tom Gagnon, I developed a presentation about the 385th which was well received. Since then, I have greatly enhanced it, keeping the same general format, but with many additional visuals and commentaries. And with my continuing research since that meeting I can truthfully report that my knowledge about not only the 385th but also the 8th and the European air war has expanded by magnitudes.

This continually evolving presentation has now been provided to the 8th Air Force Historical Society Huntsville and Atlanta chapters, Task Force Patriot, Silver Wings and the Atlanta World War II Round Table. (I had the privilege in November of spending time with Col. Vince Masters, who attended the Round Table event. Regrettably, Col. Masters went West in January.) I have recently been invited to speak to a Delta Airlines group at a Memorial Day event, and several other venues are pending. So in my small way I am keeping the legend of the 385th alive.

I thank all of you for the value you have placed upon the Association. I look forward to serving you as a resource, and also to look to you for guidance. Because the measure of my success will indeed be your own.

Ray Fordyce

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# BERLIN AGAIN

BY LEW SMITH, PILOT 550TH BS

In my thirty-five mission tour, I made two trips to downtown Berlin and one to the suburb of Brandenburg. This incident I'm recalling occurred during my second trip to Berlin on March 18, 1945 [in 43-39088 "Gypsy Princess"] when I was accompanied by 1,249 other 8th Air Force heavies.

As usual the weather was not good and heavy contrails were a problem [visibility]. On this particular mission, I was breaking in a new 1st Pilot flying as my Co-Pilot. My regular Co-Pilot, Bill Chaney, was flying his thirty-third mission with Cocke's Crew on my left wing. We had a gunnery officer on his first mission flying with us as an observer.

As we approached Berlin, we could see a heavy gray cloud over the city - the result of anti-aircraft fire directed at previous bomb groups. This gave us a hint of rather grave future prospects. As we entered the cloud, shortly after the IP, both of my wing men were in position.

Since the FLAK was extremely heavy, the bomb run was difficult and flying demanded my complete attention in trying to maintain a somewhat level flight. After bombs away, we made a steep left turn and a drop of five-hundred feet in altitude. I looked for my wing men and neither was with me. Both were missing, their whereabouts and condition was unknown. We saw several ME 262s in the area, but they did not attack our formation.

Our FLAK damage was considerable, but all four engines were fine. We had to land in France to refuel because of holes in gas tanks, but had no problem getting home.

Our gunnery officer observer opined that his desk job might not be too bad.

I was never sure what happened to my right wing man; but was told one plane exploded over Berlin. Could have been him. I think our group lost three planes that day.

By the time Chaney got back, I had finished my missions and was back in the USA. The 385th was closing down. So, with the remainder of the base personnel, they rode a liberty ship home.

In 2009, the 8th Air Force Reunion was held in Cincinnati, Ohio. Bill Chaney lived in Springfield, Ohio, about 60 miles north. So, we drove up to see him and his wife, Ruth. I hadn't seen him since that fateful day March 18, 1945. So, I asked him "Where the hell he'd been!"....And, he told me.

[Chaney w/Cocke Crew in 42-102481 "Kentucky Winner" had crash landed in Russian occupied territory and were treated as prisoners until finally being released some time later and returning to Great Ashfield - 1 KIA 8 Evaded. The other 385th plane listed that day was Bloom Crew in 44-6944 which crashed in Holland - 9 KIA.] -ed.



42-102481 - "Kentucky Winner" with Cocke Crew and Russians.

Labeled writing (L-R): William S. Chaney (CP), Harold T. Morthorst (N), William H. Cocke, Jr. (P), Ellis H. Murrey (TTG), Robert W. Crider (CTG), Vincent C. Figini (RO), Harry J. Grimet (TG)



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

Here's to the chaplains, God bless 'em. The best of them spent a lot of time on the line and in the air. They knew when to talk, when to listen... and when not to listen...





*Below is an excerpt from a letter written to Ted Souza (Tail Gunner, Supplee Crew on "Dozy Doats") from his Co-Pilot, Paul Rudloff, in 1998. Not only does this instance give us some knowledge of B-17 markings, but it reminds us that not all anecdotes happened in the sky.*

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"Dear Ted,

Thanks for the memories that your April letter and photos brought back. What a great bunch of guys and how thoughtful of you to remember. I did not have the crew photo nor the one of you by the tail of "Summer B Baker". Do you remember? "Summer" was our squadron call sign and "B" for baker was Dozy Doats' tail letter. We didn't use numbers to identify ourselves.

All of these memories will go into the scrap book along with several other items saved from that time in our lives.

You asked, what ever happened to the dog? That dog, I understand was given to Gifford, (Harvey) by some guy at the mess hall. There had been about six pups in the litter and the guy could'nt handle em all so he gave one to Gifford. He, in turn - - for reasons unknown gave it to Tommy Tomlinson, our navigator who later gave it to George Karl our Bombardier, (who preferred to be called a "Toggleier" cause he rarely had a chance to use his Norden Bomb Sight). Before we finished our tour, he gave the damned dog to Jim Duffey, another bombardier and because the dog did not like Duffey and bit him a lot, he gave the dog to the squadron clerk who ran over it with a Jeep. End of Dog!!! The reason I am familiar with the dog is because Gifford tried to give it to me and so did Karl. Tommy got rid of it because it used to pee in his shoes. Guess the dog did'nt like Texans either."



Gifford Harvey (BTG) with dog



Warren "Tommy" Tomlinson (N) with dog.



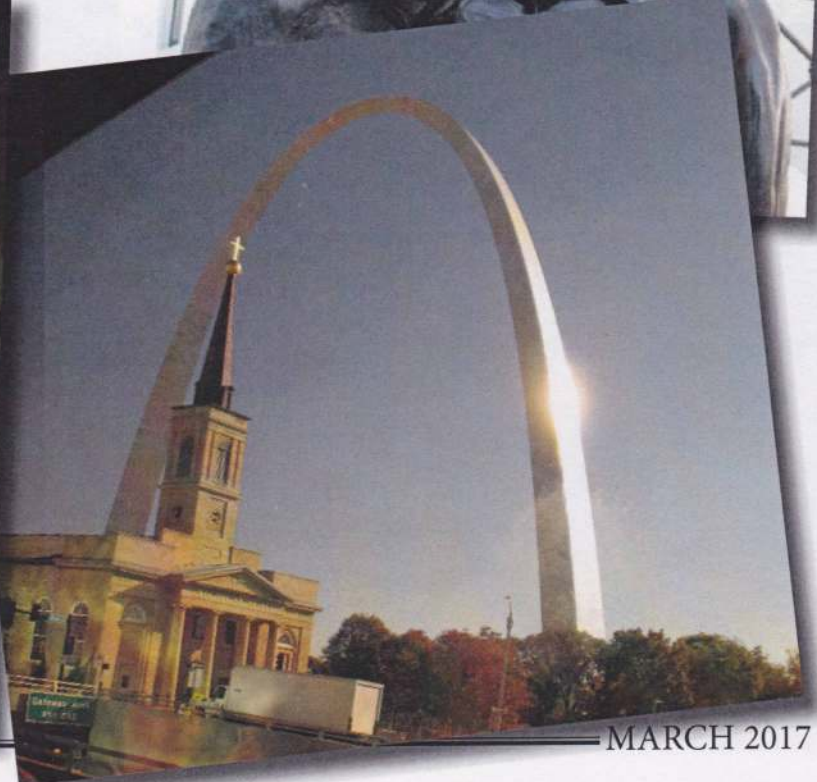
# 2016 8th Air Force Reunion - St. Louis, MO



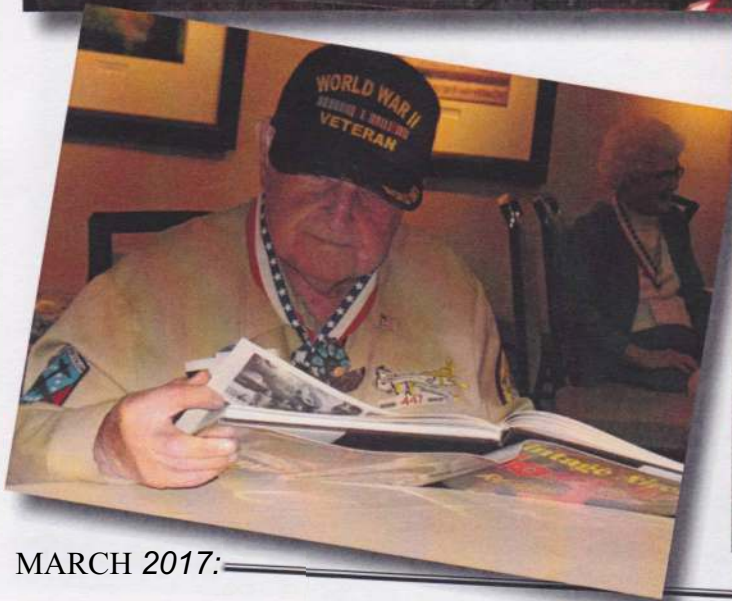
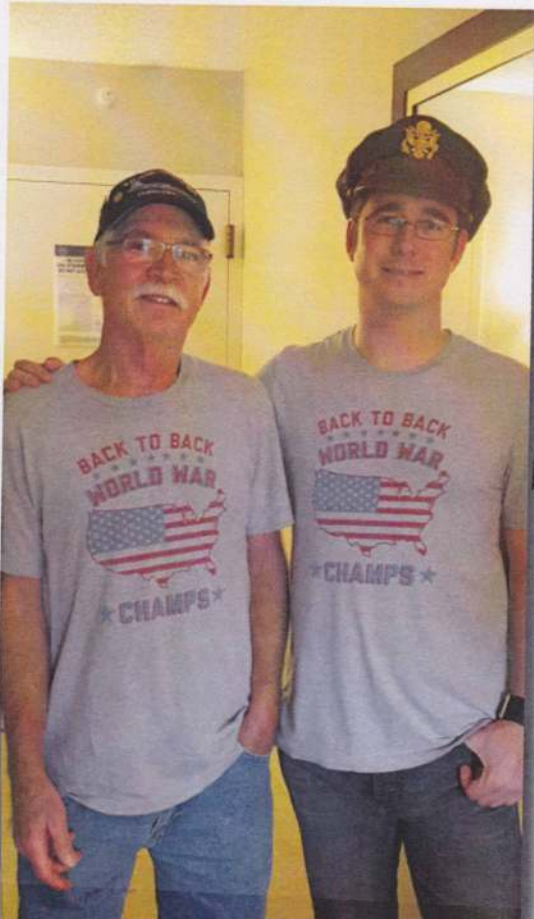












MARCH 2017:







## Featured Pin-Up Artist - Pearl Frush (1907-1986)

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As one of the top three women pin-up artists in the calendar art market at mid-century, Pearl Frush readily commanded the respect of the art directors, publishers, sales managers, and printers with whom she worked.

Because she worked primarily in watercolour and gouache, her originals could rarely be reproduced in large enough quantities for her to achieve widespread popular acclaim. A close examination of her work, however, reveals a talent for meticulously realistic images comparable to those of the far better known Alberto Vargas.



Frush was born in Iowa and moved to the Gulf Coast of Mississippi as a child. She began drawing as soon as she could hold a crayon in her hand; when she was ready for formal studies, she enrolled in art instruction courses in New Orleans. After additional training in Philadelphia and New York, Frush joined her family in Chicago, where she studied at the Chicago Art Institute under Charles Schroeder.

Frush opened her first studio in Chicago in the early 1940s. While she accepted freelance jobs, she also worked at the studio of Sundblom, Johnston, and White. By 1943, she had become one of the Gerlach-Barklow Calendar Company's most important artists, creating a string of popular series: Liberty Belles, Sweethearts of Sports, Girls of Glamour and Glamour Round the Clock. In 1947, her Aquatour series, a dozen pinups all located in aquatic settings, broke all sales records. By 1955, Frush had become a "hot property" in the calendar-publishing business, so it was only natural that Brown & Bigelow should seek her out. A year later, the firm published its first Frush pin-up, a horizontal picture especially done for "hangers" (large wall calendars with one print attached).

A vigorous and attractive woman, Frush enjoyed sailing, canoeing, swimming, and playing tennis, and she would often incorporate sport themes into her work portrayed in a crisp, straightforward style, her pinups and glamour paintings effectively captured the spirit of young womanhood. Her girls were wholesome and fresh, shapely but never overtly sexual. Somehow they were able to look both like movie stars and like the girls-next-door.

She sometimes signed her paintings with her married name "Mann". Her renderings were always done with great precision, capturing every nuance of a subject in an almost photo-realist technique.

Pearl Frush biography borrowed from *The Great American Pin-Up* by Charles G Martignette & Louis K Meisel.



**8<sup>th</sup> 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](http://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.



8<sup>TH</sup> 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 8<sup>th</sup> 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.



8<sup>th</sup> 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](http://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: 8<sup>th</sup> AFHS**

**OFFICE USE ONLY**

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

	Price Per	#of People	Total
<b>CUT-OFF DATE IS 8/25/17</b>			
<b>REGISTRATION FEE</b>			
Includes meeting expenses and other reunion expenses.	\$40		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$25		\$
<b>MEAL PACKAGES</b>			
Package #1 includes 7 meals beginning with breakfast on Thursday	\$232		\$
Package #2 includes 5 meals beginning with breakfast on Friday	\$162		\$
<b>SEPARATELY PRICED MEALS (if not purchasing a package)</b>			
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		\$
<b>TOURS</b>			
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 <b>Armed Forces Reunions, Inc.</b>			\$

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

MEMBER NAME (for nametag) VETERAN DNEXT GEN EIOETHER

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 NAMES DNEXT 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).

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

EMERGENCY CONTACT PH. 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.htm](http://www3.hilton.com/en/hotels/louisiana/hilton-new-orleans-airport-MSYAHHH/index.htm)

**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 8<sup>th</sup> Air Force Historical Society or you can go to [www3.hilton.com/en/hotels/louisiana/hilton-new-orleans-airport-MSYAHHH/index.html](http://www3.hilton.com/en/hotels/louisiana/hilton-new-orleans-airport-MSYAHHH/index.html) and use Group Code **AFH**

**Group Name:** 8<sup>th</sup> 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.afr-reg.com/8afhs2017](http://www.afr-reg.com/8afhs2017) or [www.8thafhs.org/reunion/](http://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 8<sup>th</sup> 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](mailto: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](http://www.scotaround.com) for more information or to make reservations.





**Orvid V. Lancaster**, 93, of Normal, passed away December 25, 2016 at Heritage Health in Normal, IL.

Orvid (O.V.) was born on January 29, 1923, in Stanford, IL, the son of Clarence and Mary Mammen Lancaster. He married Doris Mason on July 8, 1945 in Armington after his return from Europe as a Captain in the Army Air Corps. She preceded him in death on August 24, 2016.

Survivors include their children; Steven (Jane) Lancaster of Normal; and Susan (Bob) Downen of Gridley; grandchildren, John Lancaster; Sara (Jeremy) Lorange; Jonathan (Jill) Frost; Kenneth (Kristen) Whitesell; Shari (Greg) King and Laura Price; seven great-grandchildren; seven great-great-grandchildren; a brother, Stanley (Marcia) Lancaster of Minier. He was preceded in death by his parents; five brothers, Kenneth, Milberne, Dwayne, Clarence Jr., and Leonard; and one sister, Lavonne.

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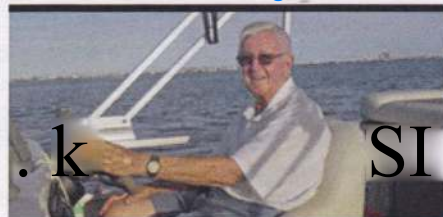
O.V. served from 1941 to 1945 as a decorated pilot in the 385th Heavy Bombardment Group and 3rd Scouting Force, stationed in England. In 1949 he joined the Masonic Lodge and subsequently the Scottish Rite, York Rite, and Order of the Eastern Star; serving as Master, Sovereign Prince, Petition Captain, and Degree Master in these organizations. O.V. received the Masonic 33rd Degree in 1971 at Philadelphia. O.V. and Doris were members of the American Passion Play Door Staff for many years. In 1964 he joined the Shrine, serving as President of the McLean County Shrine Club in 1994 and as a founding member and Captain of the Tin Lizzie Patrol Unit. He was a 70 year member of the American Legion. O.V. retired from the Illinois State University Physical Plant in 1983 as Supervisor of Building Trades. He also owned and operated Hilltop Electric for 40 years.

O.V. attained Life Member status in the Masonic Lodge, Scottish Rite, American Legion, 385th Bomb Group Memorial Association, and 8th Air Force Historical Society.

A Celebration of Life for O.V. and Doris will be held at a later date. Extended family and friends will be invited.

A private family Memorial Service will be held at East Lawn Funeral Home. Memorial contributions may be

made to the First Christian Church, 401 W. Jefferson Bloomington, IL 61701 or Shriners' Hospital for Children, 4201 Industry Dr. Bartonville IL 61607. Online condolences may be shared with the family at [eastlawn-bloomington.com](http://eastlawn-bloomington.com)



**Colonel Frank X. McCawley** (USAFR, Ret.) of Cheverly, MD, slipped the surly bonds of earth on Saturday, November 19, 2016. He was 92 years of age. Born Francis Xavier McCawley in Scranton, PA, on May 18, 1924, he was the son of the late Matthew L. and Viola Holl McCawley. He attended public schools in Scranton and graduated from the city's Central High School in January 1942. He spent a year working for the International Text Book Press before enlisting in the Army Air Corp on December 7, 1942.

After basic training in Miami Beach, FL, and advanced ground radio communication training in Missouri, Frank was shipped to England as part of the Eighth Air Force where he volunteered for flight duty. He was assigned to the 549th Bombardment Squadron, 385th Bombardment Group as a Staff Sergeant and radio operator in a B-17G. Between December 1943 and June 1944 he flew 30 combat mis-

MARCH 2017



sions over Occupied Europe including 3 missions to Berlin. He was awarded the Air Medal with 4 Oak Clusters and the Distinguished Flying Cross for extraordinary achievement. He was cited by his commanders on two occasions for the safe return of his plane and crewmates due to his ability to obtain course information in poor flying conditions. He remained in England through VE Day as an instructor for new flight crews. He was discharged in September 1945. In 1953, he enlisted in the Air Force Reserves with the 459th Troop Carrier Wing stationed at Andrews Air Force Base. He was commissioned a Second Lieutenant the same year. He retired from the 459th Tactical Airlift Wing in 1985 as Deputy Commander with the rank of Colonel in 1983.

In 1945, Frank enrolled at the University of Scranton graduating with a Bachelor of Science degree in May 1949. While at the University, he also served as manager of the baseball team. After graduation, he moved to the Washington, DC, area to look for work. He briefly worked for US Post Office before gaining employment as an electro-metallurgist with Chicago Development Corporation, an industrial research laboratory based in Riverdale, Md. In 1958, he went to work for the College Park Metallurgy Research Center of the Bureau of Mines, US Dept, of Interior

in College Park, MD. His early work was on the electrodeposition of metal coatings especially titanium and platinum. He later worked on developing anti-corrosive metals for use with geothermal projects in the Imperial Valley, California. He co-authored numerous technical reports and articles in scientific journals and his work produced several patents. He retired from the Bureau of Mines in 1984.

In 1952, Frank married Margaret (Peggy) Ann O'Donnell of Scranton. In 1954 the couple settled in Cheverly, Md, where they raised five children. Frank was a man of many interests and his hobbies included bowling, camping, coin-collecting, gardening, boating, crabbing, and fishing. He collected HO trains and every year would build an elaborate layout to go under the family Christmas tree. Frank could be easily persuaded to run the trains whenever anyone stopped by the house, including the kids, grandchildren or great grandchildren. After retirement, Frank became active in several military organizations; including the Employer Support for Guard and Reserve, the 385th Bombardment Group Association and the 459th Wing Association. He served for many years as editor of the 385th Bombardment Group Association newsletter. The couple loved to travel and over the years visited numerous locations in the US and around

the globe. Frank spent many hours fishing on the Chesapeake Bay and local rivers on his boat; eventually buying property in Ocean City, MD.

After spending the winter months traveling, Frank and Peggy would spend the summer in Ocean City at Bradley on the Bay, fishing, crabbing, and boating around Assateague Island. He could often be seen on the dock at Bradley checking his boat and his crab pots. He served on the Boards of the Bradley on the Bay Condo Association and the Ocean Beach Condo Association for many years. Frank was a member of St. Ambrose Catholic Parish for over sixty years. He is survived by his widow, Peggy (O'Donnell) McCawley of Cheverly, daughters Maureen Burke of Cheverly, MD, and Nancy Williams of Hanover, PA, sons Patrick McCawley (Cynthia) of Chapin, SC and Edward McCawley (Lourdes) of Purcellville, VA, brothers James McCawley of Scranton, PA, and Joseph McCawley (Sharon) of Moosic, PA and numerous grandchildren, great grandchildren, nieces and nephews. He was predeceased by his sons, William and John and daughter, Frances.

In lieu of flowers, the family request donations to the Chesapeake Bay Foundation, the Ocean City Life-Saving Station Museum or the National Museum of the Mighty 8th Air Force



**Robert F. Myers**, age 92, of Anderson, passed away Monday, August 8, 2016 at Providence Anderson.

He was born on March 17, 1924 in Madison County, the son of the late George and Rhesa (Lutton) Myers and lived his entire life in the area.

Robert was a Staff Sargent in the U.S. Army Air Force, 385th Bomb Group during World War II aboard the B-17, "Mississippi Miss" as a Tail Gunner. He also was awarded the DFC. After the war. Robert worked at Delco-Remy for 38 years as an inspector.

He is survived by his daughter, Cindy (Rick) Clute of Anderson; son, David Myers of Phoenix, AZ; grandchildren, Jodi (Jeremy) Neal and Steven (April) Clute; great-grandchildren, Landon and Lila Neal, and Evan and Alex Clute; and sister-in-law, Esther Myers.

He was preceded in death by his wife, Lorene Myers, 8 brothers and 6 sisters.

A graveside service was held at 11:30 a.m. Saturday at Anderson Memorial Park Cemetery with Rev. Mike Weber officiating.

Visitation was 10:00 - 11:00 a.m. on Saturday at Brown-Butz-Diedring Funeral Service & Crematory.

In lieu of flowers, memorial contributions may be made to the American Cancer Society or the Alzheimer's Association.

#### 2016 BELL RINGING LIST

Charlie Coughlin

Ralph Wayne Detwiler

Paul N. Grilliot

Charles L. Hallquist

Clement I. Irons

Bernard S. Kananowicz

Wendell Holmes McCulloch,  
Jr.

Robert F. Meyers

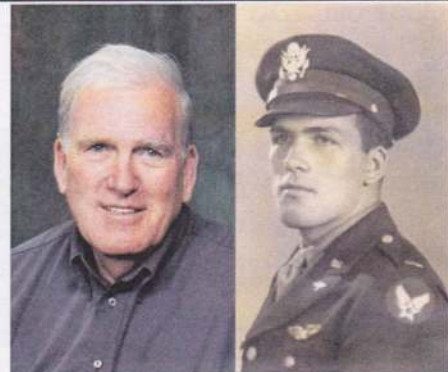
Lt. Col. Robert Pelletier

Leslie L. Reichardt

Theodore J. Stell

Russ Wissman

Wayne G. Ziegler



**John W. Hyatt**, 92, of Flagstaff, Arizona, passed away peacefully in the early hours of Saturday, February 18, 2017 at his home in the company of his companion and children. He was born in South Bend, IN on April 25, 1924 to Orval and Orpha (DeLong) Hyatt and grew up in Hesperia, MI, where he graduated from Hesperia High School.

John enlisted in the Army Air Corps in November 1943 and went to Miami Beach in February 1944 for basic training. He then completed basic flight training in Camden, SC on a PT-17, thereafter moving to Shaw, SC for flight training on PT-13s and ATIOs. After completing crew training at Tampa's MacDill Base, he spent 21 days sailing across the North Atlantic in a convoy on a troop ship, in order to reach Great Ashfield in Elm-swell, England, which would become his home as he completed 35 missions over



Germany and France as a B-17 pilot with the 385th Bomb Group of the Eighth Air Force.

On one particular mission on November 24, 1944, John departed from Great Ashfield, home of the Eighth Air Force 385th Bomb Group, in order to bomb a synthetic oil factory in Merseberg, Germany. Before reaching the target, #4 engine on Rio Tinto lost oil pressure and had to be feathered. Unable to stay with the group, he dropped out of formation. The air below him was completely covered with clouds, so he salvaged the bomb load. He attempted to join another group returning from Merseberg. However, before he got to them, #3 engine also had to be feathered.

He and the crew were all alone with two engines out on the starboard side and slowly losing altitude. Fuel consumption on the remaining #1 and #2 engines was very high. So the engineer attempted to transfer fuel from #3 and #4, but was unable to do so with either the electric pump or the hand pump. He and the crew crossed over the allied line and began looking for an airfield to land on. Just

north of Liege, Belgium, both engines #1 and #2 stopped due to lack of fuel. At this point, the windshield also froze up, so John stuck his head out the window to attempt to locate a landing point. After slapping the copilot's hand a few times to keep him from putting down the wheels, Rio Tinto bellied in on a green slippery and muddy field. He said this was 30% skill and 70% luck.

As a number of the surrounding farmers ran over to the plane and the crew congratulated itself on its successful landing, the farmers looked to the sky and began shouting "robo, robo" to warn of an incoming buzz bomb. The bomb made its way down and hit close enough to throw a bunch of dirt on the airplane.

Soon after he was picked up by the Army with a truck, spent the night in Liege and was trucked to Lyon, France the next day, where he boarded a C-47 and headed back to Great Ashfield.

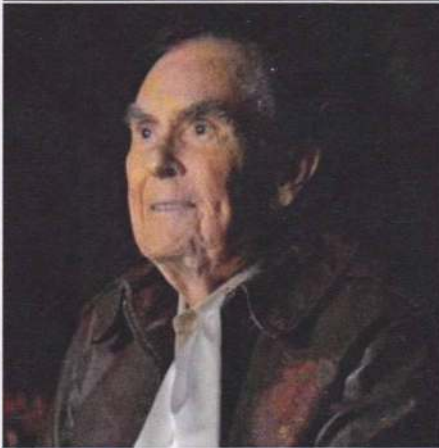
John completed his final mission on December 31, 1944. He was awarded the Distinguished Flying Cross and air medals for his ser-

vice. He loved his time of service and often talked about all of the missions he had flown.

After serving his country, John owned and operated Wolf Lake Bus Line in Wolf Lake, MI for 23 years. Then moved to Grand Canyon, AZ where he was employed for 25 years and retired as Senior Vice President from AMFAC Hotels and Resorts (Fred Harvey). John was then a school bus driver for seven years for the Flagstaff Unified School District.

John is survived by his companion of 20 years, Betty Peck, Flagstaff, AZ, and his five children: John C. Hyatt, Mundelein, IL; Richard O. (Annette) Hyatt, Spring Lake, MI; Marie G. Boese, Elizabeth, CO; Loretta B. (James) Alvarez, Tucson, AZ; Andrew A. (Gandalf) Hyatt, Berlin, Germany. Three sisters: Mary Mae Banwell, Muskegon, MI; Adalea (Jim) Johnson, Spring Lake, MI; Norma K Hyatt, Grand Haven, MI. Four grandchildren and two great grandchildren.





**Dr. Vincent Masters**, a decorated World War II pilot who survived a crash in the Atlantic Ocean and became a physician who helped create the women's clinic at the University of Georgia in 1973, died Wednesday at his home in Athens. He was 96.

Masters' health had been declining in the recent days, friends said.

In 2014, Masters received the French Legion of Honor medal from the consul general of France during a ceremony at the Georgia state Capitol.

He was also honored in 1944 with the Distinguished Flying Cross for his service in the Regensburg raid into Germany in August 1943.

"We were all blessed to call Vince our friend as he was not only a hero, but also

an extraordinarily humble person," friend Bill Cosgrove wrote in an Wednesday email to the Athens Banner-Herald/[OnlineAthens.com](http://OnlineAthens.com).

Cosgrove is a member of the Witness to War Foundation, which documents the stories of World War II veterans.

Masters' story of bringing his B-17 bomber down in the Atlantic Ocean after two engines were damaged in an air attack is one of the stories chronicled by the Witness to War Foundation. Masters survived 24 hours on a life raft before he was rescued. The plane made a safe landing in a churning sea and stayed afloat while the 11 men on board pulled out two five-man rafts, one which was quickly lost. Four men died in the 24 hours before they were rescued.

"Vince was certain he was going to die that night, but at some point he had a certain peace and he thinks he met his angel. He vowed that if he ever got back he was going to get his medical degree," Master's wife, Judy, said in an interview about the dangerous crash landing when her husband was honored by the French government.

After the war, Masters returned to his native state of California and entered medical school at Stanford University. He began a gynecological practice at Redlands, Calif., but moved to Athens in the early 1970s and helped form the women's clinic at UGA. He retired from UGA at the age of 76 and then worked part-time for about 10 years for the Clarke County Health Department, family members said.

A wine connoisseur, Masters and his wife led the Athens Wine Society for many years and he once wrote a weekly column on wine for the Athens Banner-Herald.

During World War II, Masters flew 28 B-17 bombing missions and 25 fighter scout missions, in which he flew a P-51 fighter plane to scout targets for bombers. He flew for the 551st Squadron of the 8th Army Air Corps and the 385th Bomb Group. He reached the rank of lieutenant colonel and was awarded numerous medals for his service in the war.

Masters will be buried in Arlington National Cemetery.



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**BEFORE YOU RECYCLE THIS NEWSLETTER...**

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or American Legion.**



**HARDLIFE HERALD**

Newsletter of the 385th Bombardment Group  
Association



1941-1945 Great Ashfield - Suffolk, England Station 155 - The Mighty Eighth  
Volume 33 - Number 3 OCTOBER 2016



385th BGA REUNION - ST. LOUIS, MO - OCTOBER 2016

**FOR SUBSCRIPTION INQUIRIES PLEASE CONTACT:**

Chuck Smith - 385th BGA Treasurer  
[chucksmith@smithindustrialsales.com](mailto:chucksmith@smithindustrialsales.com)

(404) 683-2896

P.O. Box 329

Alpharetta, GA 30009-0329

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# 385th BGA

**Chuck Smith, Treasurer**

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**Alpharetta, GA 30009**

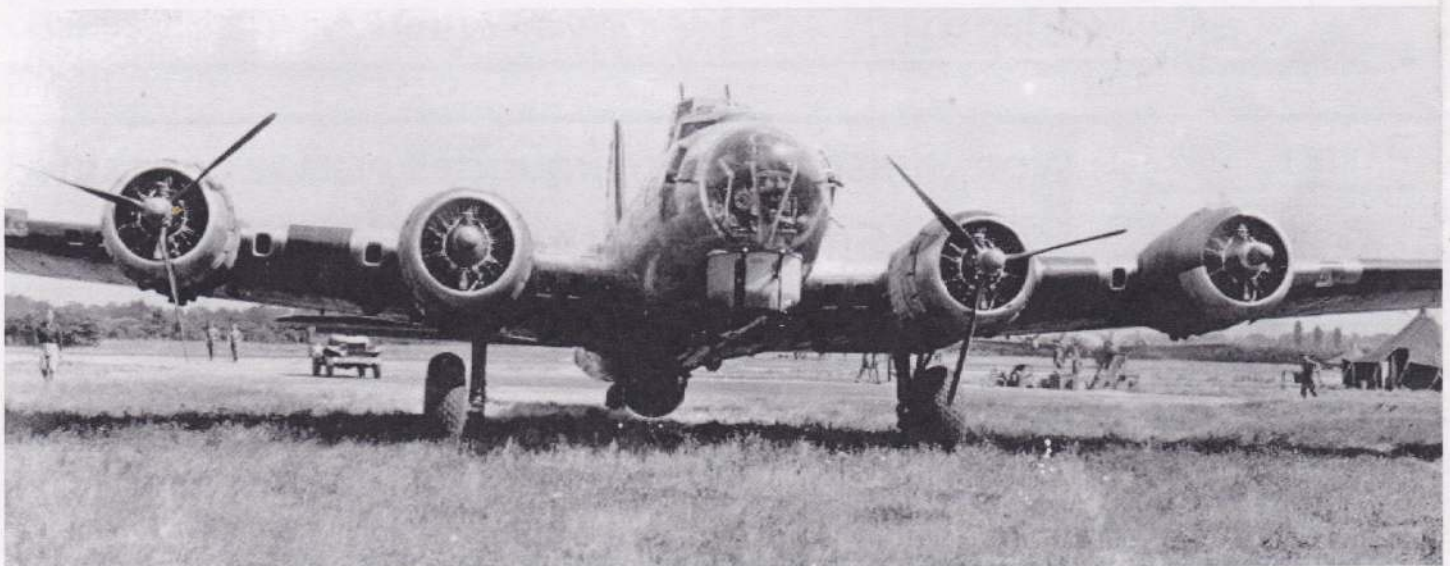
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