

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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HARDLIFE HERALD

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HARDLIFE HERALD - JUNE 2015

PRESIDENT'S MESSAGE

The leaves are beginning to turn and we are gearing up for our annual migration from Massachusetts to Florida - by way of Omaha, Neb. and this year's combined 8thAFHAS/385thBGA reunion. Not exactly a straight line route, for sure, but if we were flying ourselves, it would help build up our cockpit hours!! Having been stationed for 3-plus years at Strategic Air Command HQ, just south of Omaha, we are looking forward to returning to the 'old stomping grounds' and visiting with some old friends who still reside in the area. And of course, we are looking forward to the reunion. In addition to the planned activities (and socializing with Chuck and Royanne at the hospitality suite), we expect to have available copies of the new book, *The 385th Bomb Group, 8th Army Air Force, WW II History and Data*, by W.W. (Bill) Varnedoe and Charles W. Lundsberg, III. The book tells the story of the 385th's wartime combat from the perspective of the men who flew the missions, providing a mission-by-mission description, illustrated with photos and first-person accounts. Appendices include Crew and aircraft photos from our archives, and a detailed accounting of each B-17 assigned to the 385th, including its origin, serial number and name, ultimate disposition and other related information. If you can't attend the reunion, but are interested in a copy of the book, please email me at the385thbga@aol.com.

Working on the book project has been both a pleasure and an honor for me. I only wish we had more stories to include. For those of you who have stories to tell or photos to share, and those of you who have heard stories you might relate to us, let me ask once again that you send us your stories - email, snailmail, telephone, whatever works best for you. Help us to expand the 385th BGA archive collection, website content and FaceBook page posts. Who knows, there may be a "second edition" of the book in the not-to-distant future if we get enough additional information.

-Tom Gagnon

I'm looking forward to seeing many of you again (as well as some new faces) at the reunion this year. This issue is packed with many interesting articles and I'd like to thank you all for contributing.

I specifically requested Joe Burdick to send me an article on KU reports. While I was at the Archives last December, Joe wrote on the 385thBGA Facebook page about KU reports which I had never heard of (though in hindsight I had seen the KU numbers often on MACRs). The KU files open a whole new (and emotionally tangible) world. The archives currently will not relinquish any personal affects from the KUs except to veterans; this is something I'd like to petition with your help; especially for those who have a right to family belongings that the Germans confiscated and who may not have many belongings from their fathers, grandfathers or great grandfathers. Paul Rhen - My apologies for not getting this out in time for your story's August anniversary. (as well as 70th of war's end) and many, many thanks for the incredible time and effort you put into your vast research.

-Charles Lundsberg

Brux, Czechoslovakia

24 August, 1944

A Long Day

"STRATEGIC OPERATIONS (Eighth Air Force): Mission 568 ... 139 B-17's are dispatched to hit oil industry targets at Brux. ..."

The 385th BG contributed 39 Aircraft to this raid four of which aborted (one for excessive fuel consumption, two for mechanical problems, and one when the pilot became ill).

During the winter and spring of 1944 there had been considerable discussion among the long range planners at Allied Headquarters about the best method to effectively use their long range bombers. General Carl Spaatz lobbied long and hard for a campaign against oil and received written permission, after D-day, to "go after oil".

Modern warfare required huge quantities of fuel, lubricants, and munitions. The Germans, lacking natural oil reserves, had learned to synthetically manufacture fuels, lubricants, nitrates, rubber, and other chemicals from low grade coal (Braunkohle), coke, and air using high pressure steam. One such facility was the **SUDET LANDISCHE TREIBSTOFFWERKE** located 2 1/2 miles NW of Brux, Czechoslovakia.

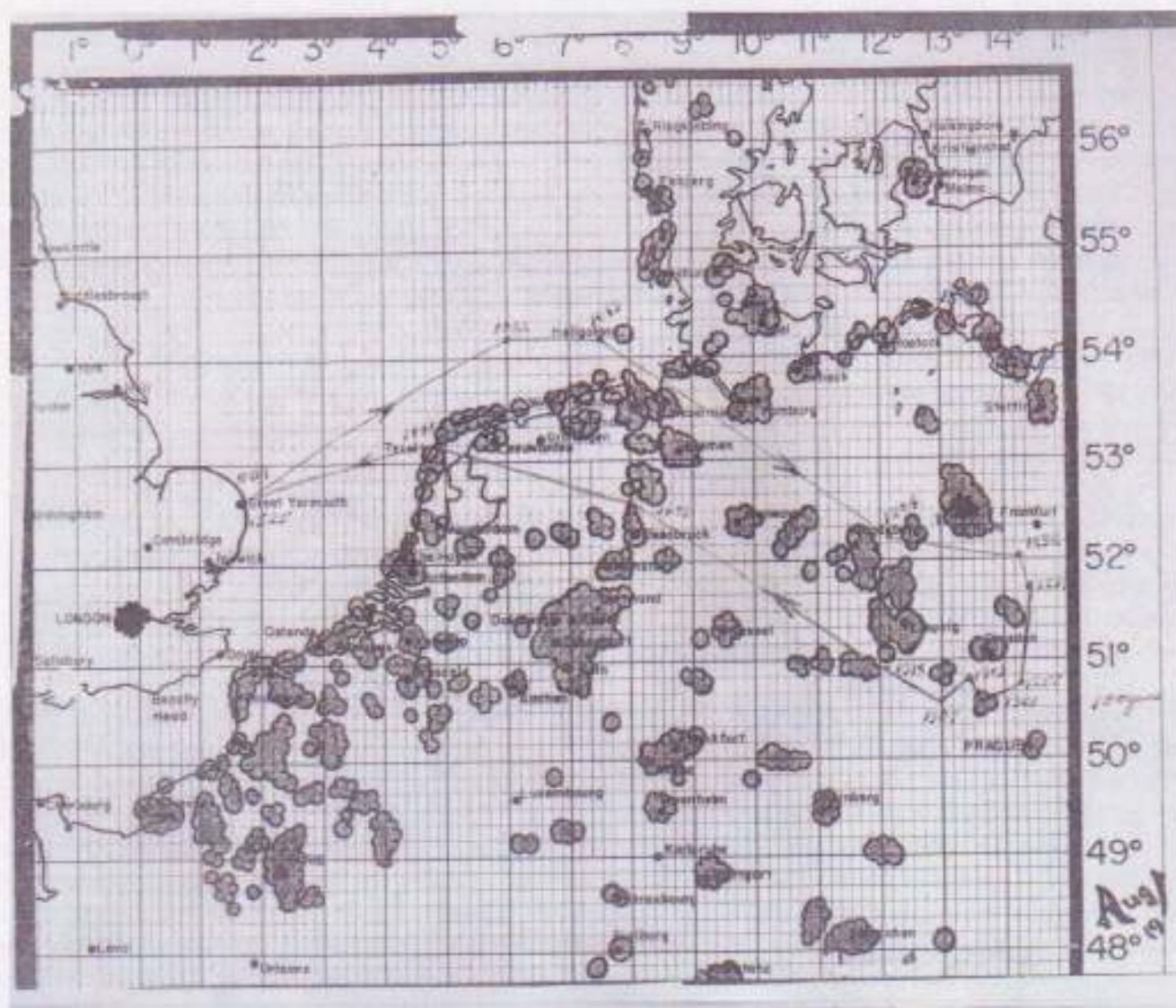
From the intelligence briefing we learn that the plant had been heavily attacked by 3 Division on 12 May with a follow up attack by the 15th Air Force and put completely out of operation until early August. "Repairs have been made ...and the plant is now at 50 percent of capacity or about 29,000 tons per month. Gas Generators in Synthetic Oil Plants are ...housed in the middle floor of a three storey building. The top floor contains a system of pipes carrying off hydrogen, carbon dioxide, carbon monoxide, etc. RR cars are generally run into the building through the bottom storey bringing in coke and carrying away sludge. The second storey in which the generators are located is extremely crowded with generators, subsidiary units and a maze of piping." Intelligence believed that a direct hit on the generators by a 100 Lb. bomb would "put the unit out of operation for a long period. ... Since these generators are all custom made, ...and almost impossible to replace. ...and the use of smaller bombs ... gives a greater probability of a direct hit."

Authors note: After the war intelligence found that the Germans soon learned to protect their critical equipment from the smaller American bombs by building walls around them. They also preferred to have the Americans bomb rather than the British because the raid would be over in about 15 minutes and they could enter the area to put out fires and start repairs. The British raids, using much larger 2000 lb. bombs which destroyed the protective walls, continued sporadically through the night keeping fire fighting and repair crews from the area till daylight.

Lt. Col. George Jumper who had just been reassigned from the 447th BG, would lead the 385th on this mission. Lt. Col. Jumper would be promoted to Col. and made the 385th Group Commander, this day, upon his return from the mission.

An early wake up, shortly before 4 AM, was followed by a breakfast of real eggs and bacon. You always got real eggs on mission days instead of those damn powdered eggs. Then to Ops for the mission briefing.

When the curtain was pulled back there were loud groans and a lot of bitching. All the way across Germany to Czechoslovakia and back! *This was going to be a long day!*



FLAK Map of Northern Europe showing Mission Route

Actually there were several briefings, a general briefing for the officers of the crew; pilot, copilot, navigator, and bombardier and another one for the enlisted crew; engineer, radio operator, and gunners. During the general briefings German FLAK and aircraft locations and strength along the flight path as well as expected weather conditions were discussed. In addition, there were specialized briefings for the pilot and copilot, navigator, bombardier, and radio operator. At these specialized briefings flight charts were given to the navigators and altitudes, check points in route, and expected winds aloft were briefed. Signal flare colors for lead aircraft and radio frequencies and call signs were provided for each aircraft. The bombardier was given specific target information including the IP, time to bomb release point, aim point, and the latest aerial photographs of the target area with the target and direction of approach clearly marked. Similar information for the secondary target, in the event that the primary target was clouded over, was provided.

Station time was set for 06:40. When the officers arrived, the enlisted crew, along with the guns and ammunition, were already there. On some crews such as the Woodward crew each crewman who fired a gun was responsible for mounting that gun which meant that the navigator was responsible for the two guns mounted in the nose and the bombardier was responsible for the two guns in the chin turret. While the pilot did his "walk around" the remaining crewmen assisted in "pulling the propellers through" to purge oil from the cylinders prior to start up.

The first aircraft "lifted off" at 07:36 followed by the others until the last one departed at 08:52. The aircraft proceeded to buncher 13 where they flew a left hand climbing pattern to 9,000 ft. before assembling into groups of 12 and 15 aircraft known as "The Combat Box". This formation, developed by Col. Curtis LeMay commander of the 305th BG, was intended to provide maximum protection to the group from the interlocking firepower of their defensive machine guns and maximum damage to the target from the concentrated release of bombs. Col. Jumpers' group from the 385th this day consisted of 15 aircraft in his lead squadron and 12 aircraft in each of his two other squadrons.

Things do not always go as planned. A wing of B-24's nearly ten miles long cut through Col. Jumpers' group circling buncher 13. Fortunately the weather this day was hazy with three miles visibility. Had it been a more typical foggy/cloudy day there could have been chards of metal and bodies raining down on the English countryside.

The combat boxes then assembled, as groups, converging on their respective leaders colored flares, into wing boxes per the carefully choreographed plan provided by the headquarters mission planners, until a vast armada of airplanes, from the forty bomber bases spread throughout East Anglia, had formed the "bomber stream". Truman Smith, a pilot in the 550th Squadron of the 385th BG, in his book *The Wrong Stuff* writes "... airplanes ... airplanes ... as far as the eye can see in any direction ... airplanes".

This vast river of airplanes now headed to war moving, as a stream, over Great Yarmouth, East North East over the Channel and the North Sea climbing all the while. Col. Jumper was flying in 42-97681 at 09:20 with his lead crew, Dan Dolan, pilot; Joe Tocco, navigator; and Woodrow Stultz, bombardier when they passed over Great Yarmouth at an altitude of 9,500 ft. There was a PFF (Mickey) radar installed in this aircraft but the damn thing quit working south of Hamburg. The aircraft (936) immediately to the right rear of Col. Jumpers aircraft also had a Mickey installed. While over the open water the gunners test fired their guns. Between 10,000 and 12,000 ft. the crew went on oxygen for the remainder of the mission. During this time the crew settled in to their normal flight routine; pilots, fiddling with the engine controls, monitoring fuel consumption and holding formation; navigators plotting their progress on their charts; bombardiers studying the target information; and the other crew keeping a sharp eye out for anything of interest.

The order of battle in the air stream this day, which now consisted of 1,319 bombers, was 2nd Division, 1st Division, and 3rd Division. The bombers also had the protection of 739 fighters.

At a point west of Heligoland the air stream turned east toward the German coast. Shortly after turning toward Germany the haze dissipated somewhat and Col. Jumper and the 385th which was leading the 3rd Division found that they were overrunning the 1st division aircraft ahead of them. In order to increase the separation between the divisions Col. Jumper led his division aircraft "into a wide 'Ess' turn to the north of course to reestablish the proper order of wings".

The mission plan called for the bomber stream to pass to the south of Heligoland and its anti-aircraft guns but the lead navigator of Col. Jumpers "B" squadron, the low squadron, took these twelve aircraft directly over the island. The crew members could clearly see flashes below when the guns fired. In their post mission reports the crews described the FLAK as moderate to intense and accurate. Six of the twelve

aircraft in this group suffered moderate to major damage during the over flight of the island. The crew post op. reports contain the following comments: 1. Woodward crew, A/C 778 "Wells Cargo", **"The group was led directly over Heligoland seemingly unnecessary when there was open sea left and right."** 2. Ferguson crew, A/C 893 "Betty Jo" **"Saw no reason for lead navigator to go so near Heligoland. The low group got shot up there."** Both of these aircraft were listed with major battle damage upon their return from the mission.

By a strange coincident several of the air crews in this low squadron have had some of their other adventures/misadventures, while flying with the 385th, published in *Hardlife Herald*. Edwin Perry, pilot of 6008, "Heavenly Body", which suffered major damage this day; Charles Lundsberg, pilot of 060, "Texas Bluebonnet", grandfather of *HH* editor Charles Lundsberg; and Herb Greider, navigator of 778, "Wells Cargo", brother-in-law of the author of this article were all in the low squadron.

Col Jumper and the Dolan crew, flying at 21,000ft., crossed the German coastline between Wilhelmshaven and Butjadingen at 11:03. The group navigators, in addition to their other duties, recorded crew sightings and locations of items of interest. Reports such as: "Fifteen small ships entering the mouth of the Elbe."; "... 30 ships anchored at Wilmshaven."; "Six planes ... , ...large hanger well camouflaged ... 10 large and 4 small oil storage tanks ... on Stadt A/D."; "... large amount of rolling stock ... in a marshalling yard."; "Smoke screens operating at Wilhelmshaven, Brunsbuttlrkoog, Hamburg, Hannover, Magdeburg, and over target."; "Balloon barrage at ..."; "Nine large A/C on A/D at ..."; "New A/D at ... with concrete runways."; "...installation, large square boxes half buried in ground..."; "Four Me 109's on A/D at ..."; "Very large fire at Nordhausen ... probably started by the fighters." The fighters were sweeping ahead of the bombers attacking enemy airfields and other targets of opportunity. These and many more reports would be useful to intelligence.

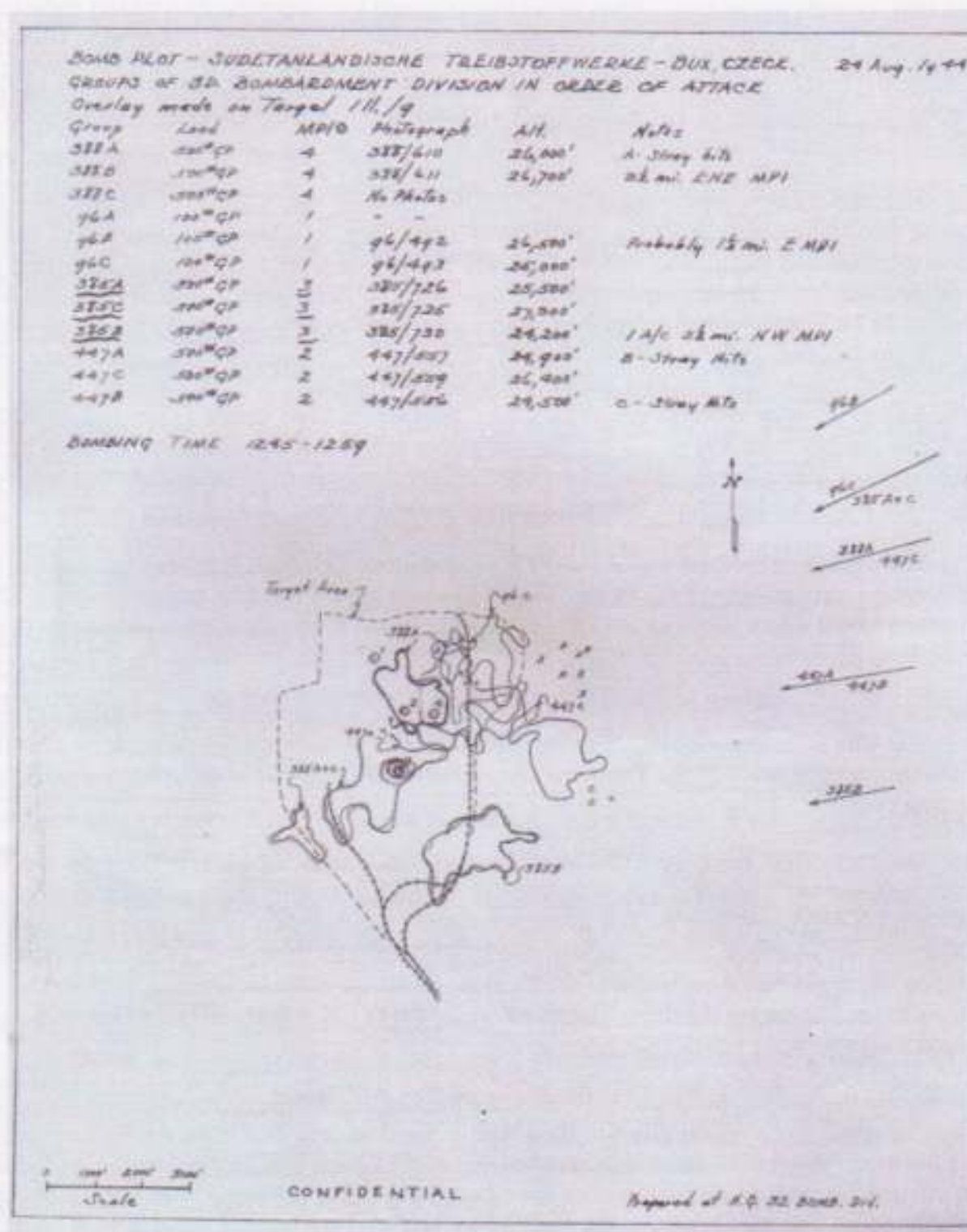
From time to time a group of bombers would leave the bomber stream to attack their assigned targets. The 1st Division bombers were assigned three targets and 2nd Division groups had four targets assigned. Third Division bombers would attack facilities at Freital, Ruhland, Zwicken, and three other places this day in addition to the Brux oil facility.

The weather was good with a ground haze all along the route with the exception of an area south of Berlin where it was clear with unlimited visibility. The bombers were now at their bombing altitude of 25,000 ft. where the air temperature was -29°F. The fleece lined flying clothing did a reasonably good job of keeping the flyers warm.

The bomber force attacking Brux, in addition to the 385th BG, included aircraft from the 96th BG, the 388th BG, and the 447th BG. The attacking force in an attempt to hide the true target identity and confuse the Germans defenders until the last moment bypassed the target far to the north and then flew south to attack from the north east. The target was defended by over 100 antiaircraft guns. During the pre-mission briefing the crews had been told that the Germans would probaly use dummy fires and smoke near the targets to confuse the bombardiers. The FLAK in the target area was characterized by most crews as "intense and accurate".

As Col. Jumper and the 385th approached the IP to make the turn for the run to the target his group was cut off by another group requiring his group to fly a little to the south and then make a steep turn back to the inbound leg to the target. The additional maneuvering caused some bombardiers trouble in locating their target. After the aircraft was established on the inbound leg bomb bay doors were opened, in some cases manually, about five minutes from the target. The bombardiers were in control of the aircraft through adjustments to their Norden bombsight and its connection to the aircraft automatic flight control system. It was a rough ride because of the FLAK.

Woodrow Stultz lead bombardier of the "A" squadron flying in Col. Jumpers aircraft reported "... a 70° turn was made at the I.P. and bomb bay doors were opened after leveling out on run. We were cut out at the briefed I.P. by another group making it necessary to go slightly beyond the I.P. The target area was picked up after a third of the way on the run. The assigned MPI was obscured by a smoke screen, therefore I used surrounding buildings as check points to approximate the assigned aiming point. ... Results were good. All bombs were salvoed and released armed."



Attacking Bomb Groups & Bomb Loading



Target Approach Map



385th Targets, Brux Oil Facility

Edwin Fusco, lead bombardier of the "B" low squadron flying with the Faroe crew in aircraft 833 "Mickey II" reported "We turned south of briefed I.P. but came in on course without trouble. I picked up the target area but could not distinguish the assigned MPI due to very effective smoke screen. I synchronized the cross-hairs on the base of the smoke where I thought the MPI was. Bombs were released at 12:54 hours with fair results. Intense FLAK and smoke screen interfered with bomb run."

Charles Carlson, lead bombardier of the "C" high squadron flying with the Thompson crew in aircraft 43-37786 "Madam Shoo Shoo" reported "We were cut off bomb run by another group at I.P.. Bomb bay doors had to be cranked down after turning at the I.P.. I picked up the target, synchronized short and moved the cross-hairs to the assigned MPI. Bombs were released at 12:55 hours. Results were good. Intense and accurate FLAK and very effective smoke screen were encountered over the target. All bombs were salvoed and released armed."

The altitude of the aircraft while over the target varied from 24,750 ft. to 27,200 ft. depending on their position in their group. Immediately after releasing their bombs the bombers lost approximately 1000 ft. in altitude and made a sharp turn to the right toward the rally point in order to evade the FLAK. Most crews reported the following FLAK as intense and accurate. The crewman in the best position to observe the bomb cluster falling into the target area was the ball turret gunner in his exposed position beneath the aircraft. Most aircraft mission reports of the bombing effectiveness were based on these observations. The Bomb Damage Assessment Report had to await analysis of photographs of the target area taken during the raid and on the days immediately following the raid.

It was now August, 1944 not the dark days of August 1943 when the 8th Air Force bomber fleet had suffered such terrible losses. In the late fall of 1943 P-51 fighter planes with their drop fuel tanks began to appear and, during the first week of January 1944 Gen. Eisenhower replaced Gen. Ira Eaker with Gen. Carl Spaatz who placed Lt. Gen. Jimmy Doolittle in charge of the 8th Air Force. Gen. Doolittle immediately changed the operating directive of 8th Air Force fighters from, "*The first duty of Eighth Air Force Fighters is to bring the bombers back alive.*" to "*The first duty of Eighth Air Force fighters is to destroy German fighters*" The Eighth Air Force fighters using their P-51's with new enlarged drop tanks, which gave them the range to go where ever the bombers went, were about to go on the offensive attacking the Luftwaffe both on the ground and in the air. Gen. Eisenhower wanted the sky cleared of German aircraft prior to the D-Day invasion and this was largely accomplished.

As a result of this fighter offensive the 385th bombers returned to Great Ashfield from the rally point, approximately two and one half hours flying time away, without interference from German fighter planes.

After leaving the rally point the bomber groups were no longer closely bunched. Stragglers began to appear and lag behind the main group. Battle damage caused individual aircraft to slow and lose altitude. One such story, told by Hugh Andrew co-pilot of aircraft 049 "The Golden Goose" flying in the "C" high squadron is described in Charles D. Hamlin's book *Fear No Evil, True stories of the Mighty Eighth*. Co-pilot Andrew describes a long flight to the coast, with an engine out, escorted by a lone P-51. Other 385th stories also appear in this book including one by pilot Edwin Perry about the naming of A/C 6008 "Heavenly Body". Another aircraft that lost an engine over the target and was unable to feather the prop was 778 "Wells Cargo". This aircraft with the Woodward crew aboard also limped home with a single P-51 for escort. In addition to the battle damage the ball turret gunner forty year old Henry Young, flying with crew mates whose ages ranged from the late teens to the mid twenties was wounded during the target run when a piece of shrapnel shattered the Plexiglas of his turret and lodged in his foot. Like the Andrew story, as they neared the coast, with a waggle of his wings and a salute from the pilot, the P-51 was gone. Post mission debriefing reports included information such as, "B-17 reported at ... hours at ... losing altitude under control. No chutes seen and A/C on course. ..."

Col. Jumper and the leading elements of the 385th arrived back at Great Ashfield at 15:43 and landed thirty minutes later.

A summary of the 385th post mission report contains the following items:

1. Bombing Results – Bombed primary with generally good results.
385th “A” – S.A.V. shown bombs on MPI with evidence of heavy explosions
385th “B” and “C” – have not assessed S.A.V sufficiently to identify bomb patterns but crew state bombs in target area.
2. Enemy Fighters – None seen.
3. Flak – Target – intense – accurate
Heligoland – moderate – inaccurate
4. Weather – Good
5. All our A/C returned safely.

A detailed report is given for each aircraft damaged by FLAK and can be summarized as follows:

1. Minor damage: 1 - Heligoland, 10 - Brux
2. Major damage: 1 - Heligoland, 8 - Brux, 4 - Brux and Heligoland

Nearly an hour after the lead elements of the Group had landed the stragglers returned one by one. The Woodward crew with their wounded man aboard landed safely only to have to wait forty-five minutes for a truck to take them back to operations. *A hell of a way to end this long day!*

The official Air Force Bomb Damage Assessment contains the following information:



Target before Raid



Target during Raid

(Note Smoke screen from smoke generators)

From Eighth Air Force and R.A.F. Bomber Command reports we learned that the plant could produce more oil than any other synthetic plant in German hands (sixty rail tank cars per day). Slightly more than either the Leuna or Politz facilities. The primary product is high-grade petrol.

"There has been extensive damage inflicted on the railways within the plant, many lines being cut by multiple hits. Derailed wagons are seen. In both low temperature carbonization plants there are numerous cases of damage to tanks, conveyors, and sheds. The liquid air plant, compressor house, and tar treatment plant have all been heavily damaged. One cooling tower is damaged, probably by fire and the hydrogen purification plant has heavy roof blast damage. In the large storage tank area ... at least 4 buried tanks have been hit. Probable barrack areas to the west show heavy damage to numerous huts and there are large areas of craters through the plant destroying numerous roads, rail lines, stores, and small sheds."

"Damage, which is spread through the plant, seems to be severe in the central East to West area."

A detailed list of equipment damaged is included.



Target after Raid

(Smoke from fires set by bombing)

Epilogue: Now some seventy years later neither Brux nor Czechoslovakia exist. The town is now named Most and is part of the Czech Republic. An aerial view of the area shows a large modern industrial complex containing eight large cooling towers, over one hundred large and small liquid and gas storage tanks, a large railroad marshalling yard supporting several smaller yards within the complex, and many industrial buildings connected to the tank farms by a very complex piping system.

Paul Rhen

Editor's note:

Mr. Rhen's brother-in-law, Herb Greider, the Woodward Crew Navigator, Passed away this past July 6th; he was two weeks short of his 96th birthday. He was mentioned in the Brux article as well as several other HH articles including the ditching of "Heavenly Body".

His Obituary can be found on page 30 in the 385th BGA Taps section.

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

AS WE SAT AROUND COMPARING MEDICARE COVERAGES INSTEAD OF SHORT SNORTER BILLS, WE REMINISCED ABOUT CADET DAYS-



HAZING? * HOW OLD ARE YOU, MISTER?



DOUBLE TIMING? (EVERYWHERE!)



YOUR FIRST RIDE?



"SQUARE MEALS?"



YOUR FIRST "HIBALL" as a 2ND LOOIE?



IN MEMORY OF ALL THOSE GONE WEST

KAMPFFLUGZEUGE USA REPORTS

BY JOE BURDICK

Kampfflugzeuge USA Reports, mercifully shortened to KU Reports, were established by the Luftgau to provide a record of crashed Allied Aircraft and their crews. At the end of the war, most of these reports were captured and came to rest in the National Archives, in Records Group 242: Captured Luftgaukommando Reports on crashed Allied Aircraft."

The "KU" designation refers to US Bombers. British bombers were "KE", fighters "J", Middle-East "ME", Balkans/central Europe "KSU" or "KSE" and unknown types were "AV". Only American Aircraft records are housed at NARA.

The original KU reports, at NARA, are in folders containing telegrams, reports and even captured papers and/or artifacts found on crew members.

NARA houses about 7000 of these original German textual documents in Record Group (RG) 242, but this is not a complete collection of the German reports, as many were destroyed during or at the end of the War.

I was familiar with obtaining Military Records from the National Archives, dealing with research on Civil War Soldiers, so when I began my quest for information on my Father-in-

laws crash on March 23, 1944, I knew I would be in for a long wait. I knew about the Missing Air Crew Reporting System (MACRS) from reading posts on various websites, but my knowledge was very limited. I went to the NARA website and tracked down MACRS, and how to request copies, but kept seeing references to a "Footnote" partnership with NARA which provided an on-line source for MACRS. Dreading a long wait for NARA material, I went to the "Footnote" site and finally decided to try a minimum subscription. Within minutes I was reading my Father-in-laws MACRS, and in less than two hours I had downloaded and printed the entire 59 page report. Now the site is called "Fold 3" and part of Ancestry.com.

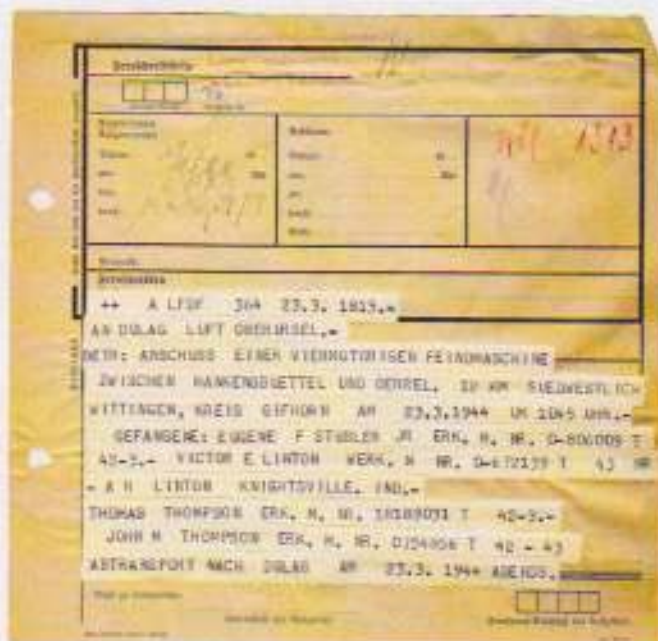
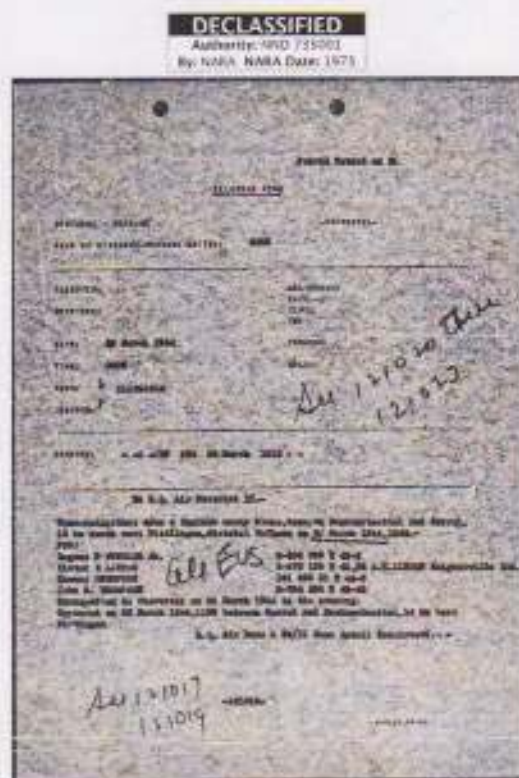
Part of the MACRS Reports were translated from German and had "Ku1313" typed in the upper right hand corner. I decided that tracking down the Ku Report relating to the downing of my Father-in-laws aircraft might reveal unknown facts relating to the loss.

When I started requesting Mission Reports, I decided to use an outside researcher, which, although more expensive than NARA, it was certainly a quick-

er way to obtain records, so I contacted him about obtaining "Ku1313". Sure enough, Ku 1313 existed at NARA, and within a few days I had an email from my researcher with the results. There were the copies of the original Telegrams in German, which were the same forms translated in the MACRS.

Then there were two pages containing the images of dog tags from the crew...I wasn't ready for that. It was an emotional experience, looking at an image of a dog tag my Father-in-law had worn on the day he was shot down and later taken by his captors. Penciled lightly on each tag was KU1313. Not all the tags for the crewmen were there. 6 crewmen were KIA, only 3 had tags, the 4 survivors each had a tag present. As I looked at them I realized that there were two styles of dog tags - those made in the USA before shipment overseas, which had the names and address of the next of kin on them, and those made later in England without the Next of Kin information. I had wondered why the MACRS Ku Report translation had that information for my Father-in-laws NOK while there was none for the rest of the crew. Now I know why.

This is the translation that appears in the MACRS: And this is the Original KU1313 Telegram:



Dog Tags, if there are any in the MACRS Folder, are usually secured with a staple. Of the four on the left, Staff Sergeant Max Handler (Radio Operator) and 2nd Lieutenant Gilbert Sapiro (Navigator) were KIA. 2nd Lieutenant Victor E. Linton (Co-Pilot) and 2nd Lieutenant Eugene F. Stubler Jr. survived and became POW's in Stalag Luft 1. You can see the Next of Kin on Victor's "old Stateside Dog Tag."

The KU Report numbers were usually entered in pencil on the tag, in this case 1st Lieutenant Charles W. Lundsberg (Pilot), KU 3020.



AT FOUR CORNERS

Earl MacPherson (1910-1993)

FEATURED PIN-UP ARTIST

One night, his phone rang with an invitation from Charlie Ward, the president of Brown & Bigelow, to meet him at the Beverly Hills Hotel. Impressed with the artist's work, Ward invited him to visit the firm's St. Paul headquarters. After some time spent "hanging around", observing and leaning, MacPherson officially joined the staff in 1942.

MacPherson married his first model at Brown & Bigelow, then went on to create a unique pin-up calendar that would become a standard in the industry. First published in 1943, his Artist's Sketch Pad became a million-dollar seller. Each page of the twelve-page calendar bound at the top with a spiral binder, featured a primary pin-up figure surrounded by pencil sketches showing the same model in various poses relating to the central image.

Before going to Brown & Bigelow, MacPherson had painted a very famous pin-up image for the Shaw-Barton Calendar Company. The best-selling image in the company's 1941 line, Going Places was so popular that Lucky Strike cigarettes asked to reproduce it on their 1942 calendar with the caption "Lucky Strike Green Goes to War".

Edgar Earl MacPherson was born on August 3, 1910, in Oklahoma. He moved to Los Angeles after high school, got a job painting movie posters for a downtown theatre, and took evening art classes at the Chouinard School of Art. In 1929, he set up shop at the Royal Hawaiian Hotel in Honolulu, painting portraits of wealthy guests. By 1939 Earl MacPherson was an aspiring pin-up artist with a studio on Sunset Boulevard in Hollywood. McPherson's smashing success with the Artist's Sketch Pad was followed by another triumph: his two deck set of playing cards for Brown & Bigelow, called Win, Lose, or Draw, received a total of 168,000 orders in four months. His diary-style calendar, Something to Remember, was his last success before he went off to war in 1944.

Discharged in 1946, after teaching plane decoy recognition to Navy pilots, he settled on a four-acre ranch in Del Mar, California. He also hooked up once again with Shaw-Barton and began the first of nine consecutive years of MacPherson Sketch Book calendars for them. In 1954, Shaw-Barton published a book called Hunting With MacPherson, a parody with pin-up girls dressed as various hunting birds; the same year, the artist. wrote and designed a best-selling how-to book entitled Pin-Up Art for the Waiter Faster Company.

In 1951, MacPherson was stricken with polio, and his assistant, Jerry Thompson, took over the Sketch Book calendar series under the name T. N. Thompson. In the early 1950s, MacPherson had his own television show in Arizona; about 1960, he moved to Tahiti and then travelled widely in the South Pacific. He died in December 1993.

THE KNIGHT OF GASQUET
WWII VETERAN THEODORE SOUZA RECEIVES FRANCE'S HIGHEST DECORATION
BY LAURA JO WELTER, THE TRIPLICATE

'Remember: it was our duty, all of us, to do what I did. And some never came back,' Theodore Souza said upon receiving a French medal of honor Tuesday afternoon at the Del Norte Superior Court.

A staff sergeant for the U.S. Army Air Corps during World War II, 90-year-old Souza was inducted into the French Legion of Honor as a Chevalier, or Knight, for risking his life in an effort to liberate a Nazi-occupied France.



'Remember: it was our duty, all of us, to do what I did. And some never came back,' Theodore Souza said upon receiving a French medal of honor Tuesday afternoon at the Del Norte Superior Court.

A staff sergeant for the U.S. Army Air Corps during World War II, 90-year-old Souza was inducted into the French Legion of Honor as a Chevalier, or Knight, for risking his life in an effort to liberate a Nazi-occupied France.

Judge William Follett presented him with the medal, a five-armed cross, enameled in white, traced in gilt and suspended from a green-enameled laurel wreath, saying it was "a great pleasure to be a part of this small ceremony to recognize one of this nation's Greatest Generation who is being honored by our country's oldest ally: France."

Souza was a tail gunner on a B17 bomber, the "Dozy Doats," during the Allied invasion of Normandy in 1944. Stationed with the 385th Bombardment Group of the U.S. 8th Air Force in England, he flew 35 missions over Germany and occupied France.

'On 22 June 1944, we went to Paris to bomb on a fuel dump, direct hit. Smoke came up 10,000 ft. On the way home our navigator pointed out the Eiffel Tower as part of our scenic tour,' Souza wrote of his service to the French Consulate in January.

His crew's most historic mission, he posits in that letter, was one to deliver supplies in Grenoble. "(H)is squadron flew a dangerous, tree-top mission to drop supplies to the French underground," Follett read aloud at Tuesday's ceremony.

Souza was already a recipient of the Purple Heart Award in July of 1944 for injuries suffered from anti-aircraft fire during a bombing mission over Meresberg, Germany.

'By my reading of the after-action report, his plane suffered at least 16 flak holes that day,' Follett said.

Additionally, Souza received the Distinguished Flying Cross in August of 1944 "for extraordinary achievement while serving as a tail gunner on many high altitude heavy bom-

bardment missions against the enemy over Continental Europe," according to the official citation, which Follett read aloud on Tuesday. "Sergeant Souza repelled numerous hostile fighter attacks by his excellent marksmanship, thereby assuring the safety of the crew and aircraft. The courage, presence of mind and devotion to duty while engaged in aerial combat on all these occasions are in keeping with the highest traditions of the United States Army Air Forces."

Souza joins 93,000 other members in the French Legion of Honor, the "highest decoration bestowed in France," according to the French Embassy — one that was established by Napoleon Bonaparte himself in 1802.

Souza was invited to join three other World War II veterans at a ceremony on Bastille Day, July 14, at the French Consulate in San Francisco, but he declined, opting to be inducted at home instead.

"I live in Gasquet," Souza told the Triplicate. "Del Norte County is where I come to live and die. People don't realize how nice we have it up here."

Souza was joined by his golfing buddy, attorney Bob Cochran, who arranged the local ceremony, and his "dear friend" Jean McCord. Souza said he and Jean take their bicycles out for regular rides, and the two plan on riding the 12 miles of the Crescent City Triathlon to benefit the Del Norte High School Scholarship Fund.

"I think that's darn good," he said, to be riding that distance at his age, "and it's for a good cause."

Souza treated his contributions to the war effort with the same touch of nonchalance: "Like I said (at the award ceremony): For my generation, 'This is your duty.' For those of us who chose to fly, it was like a job," Souza told the Triplicate.



Opposite page: Theodore Souza (second from the right) stands with (from left) Bob Cochran, Jean McCord and Judge William Follett in the Del Norte Su-

Left: "Dozy Doats" 42-97079

Below: Jean McCord and Theodore Souza.



FOOD DROP MISSIONS MEMORIAL DAY TALK

BY MAT LEUPOLD

INTRODUCTION

World War II ended 70 years ago. We won. VE-Day in Europe was in May '45, VJ-Day in the Pacific was in August. WWII has sometimes been called the good war. There is no such thing. What was spent in blood and treasure by both sides over its six years was obscene.

Without doubt we were better off as the winners, and the losers were better off at our hands than we would have been as losers at theirs.

I was asked by John Dyer of the Public Ceremonies Committee if I would speak. John knew that I had flown bombing missions over Germany in WWII. Asked if I could recall memorable events, I told him about the food drop- missions I had flown over Holland just before VE-Day - a humanitarian ending to my combat experience.

HISTORY TO SET CONTEXT

In the 1920s, a few years after the conclusion of WWI, which was billed as the war to end all wars, there was put forth the theory that in future wars the strategy should be to deprive the enemy of his capability to wage war by aerial bombing of his industries, etc. The theory had its followers among aviation enthusiasts in our Army Air Corps.

Accordingly, countries developed long-range bombing planes. Our first was the B-17 "Flying Fortress", a four engine bomber, built by Boeing in 1935. The B-24 "Liberator" by Consolidated came a few years after.

When we found ourselves at war with Germany after the Japanese attack on Pearl Harbor in December of 1941, it was time to put the theory into practice.

England became the base from which we would deprive Germany of its war-making capability by aerial bombardment. We sent airplanes to what became the Eighth Air Force.

An air force is a unified command corresponding to an army on the ground, or in the navy, a fleet. (At the time we were part of the army. The Air Force didn't become a separate service until after WWII.)

At home the First, Second, Third, and Fourth air forces were training commands. The Fifth was in the Pacific as was later the Twentieth. The Twelfth and Fifteenth went to Italy. The Ninth, spun off from the Eighth, was in France after D-Day in 1944.

The Eighth Air Force soon found itself on a learning curve. (In fact, the whole war was a learning curve.) The Flying Fortress, the name notwithstanding, was not invincible. Its 12 machine guns were not sufficient protection against German fighter plane tactics, and there was no protection against flak. Losses were unsustainable. In 1942/43 the absolutely most dangerous combat activity in the world was flying in the Eighth Air Force. An airman's chances of surviving a 25 mission combat tour were well less than 50%.

MY WAR

By the time I was flying, winter/spring 1945, life expectancy in the 8th Air Force was much greater. Fighter planes and tactics that were developed had pretty much vanquished the

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Luftwaffe. We didn't have German fighters to contend with, but making the sign of the cross was still the only protection against flak.

There was flak and then there was flak. It could sometimes be evaded by the formation, but not over a target. There the enemy could fill a box in the sky with exploding shells that they knew we had to fly through in tight formation on our bomb run. It was like running through a shower without getting wet. We were fortunate - no one on our crew ever got hurt.

Not three years out of high school and not yet 21, I was the navigator in a B-17. I had been superbly trained in all phases from basic training through navigation school and then as a member of a combat crew. When we got to England as a replacement crew we had more training flying practice missions to learn 8th AF procedures in the UK before going into combat. We were a danger to ourselves flying in the close formation that accurate bombing required. American military training was thorough.

We were ten in a bomber crew: pilot, co-pilot, navigator, bombardier, flight engineer, radio operator, ball turret, waist gunners, and tail gunner.

We were a crew in the 549th Sqdn of the 385th Bombardment Group. A group consisting of 4 squadrons was a self-contained organization on its own base. Three or four groups comprised a Combat Wing, and three Wings made a Division. The Eighth Air Force consisted of three Divisions; the first and third flew B-17s, the second, B-24s.

Sqdn	Group	Wing	Division	Air Force
9 - 12 planes	4 Sqdns	3 - 4Groups	3 Wings	3 Divisions

Arithmetic: Ten airplanes per SQDN times all those 4s and 3s gives something like 1000 planes could be sent on a raid.

The Eighth Air Force had its fighter planes organized into groups also.

The Eighth Air Force grew into the biggest military command ever.

MOST MEMORABLE/FONDEST MEMORY

I had flown 25 missions over Germany when late in April our Bomb Group was tasked to fly food-drop missions over Holland. The war was still on in Europe.

In Holland that winter is still known as the Hunger Winter. The Germans, in reprisal for Operation Market Garden the previous September and other actions by the Dutch underground, had starved the Dutch population by systematically wrecking transportation and flooding the countryside by blowing up dikes so food couldn't be grown. Times were desperate.

An agreement was worked out with the Germans occupying Holland. They would allow the 8th Air Force and the RAF to drop food in designated drop zones without taking action against us.

Instead of dropping bombs from twenty thousand feet we were going to drop boxes of food from two hundred feet!

The food-drop operation was named Manna/Chowhound with the RAF citing the bible story of manna from heaven while we Yanks were less elegant with Chowhound.

Our B-17s' bomb bays were loaded with cartons of food. We flew with skeleton crews: pilots, bombardiers, navigators, and radio operators - no guns, ammunition or gunners.

We flew low over Holland with bomb doors open, flaps and wheels down.
Low and slow, 200 feet, @ 120 mph, is anathema to fliers!
Airspeed is what makes wings work - altitude makes up for errors.

We were amused to see frightened cows running on the ground.

We were sobered at the drop zone to see on the ground "THANKS" spelled with flowers. There was not a dry eye in any of our planes.

On my first food-drop mission we received some ground fire and some of our airplanes suffered battle damage. Our group was thus credited with a combat mission.

CONCLUSION

A few days after John's call asking if I would speak and my mentioning the food drop missions, I watched stories on TV about the liberations of Nazi death camps at about the same time as we were flying those missions. I am glad to have recollections I like to tell about.

John Dyer served in the Air Force later, also as a navigator.

The story of Manna/Chowhound isn't widely known. It was only a footnote to the big story, but to those of us who took part in it and to Dutch people even today, it was memorable. Dutch people even now react warmly to anyone who participated in Manna/Chowhound.

I am glad that my combat ended with the something good that we did with our airplanes.

Over the years of its existence in WWII the Eighth Air Force became a highly -organized professional entity. That was partly because it enjoyed a priority as a demo.

Depriving an enemy of his war making capabilities is not enough. Both sides' populations showed a resiliency that kept them from giving in. That might be the big lesson.

Being in the military was in itself memorable. A popular saying afterward was, "It was an experience I wouldn't trade for a million dollars but wouldn't give fifty cents for a chance to repeat it."

It was a different way of life for us. Although we in the aviation cadet program had generally similar backgrounds we came from all over the country. Different life holds for all vets though, soldiers, sailors, marines, fliers and, it's why a vet can talk to a vet in a way that he can't/won't with someone who never lived the life.

Military aviation was highly technical. Every position in a bomber was technical, the trainings for which were first rate. The US excelled in the training programs for all services.

I'm glad I was asked to speak. I can't speak with Abraham Lincoln's eloquence, but I enjoyed thinking about what to pass on to you.

Mat Leupold
May 2015

I haven't worn this cap for seventy years, but I thought it would be fitting for today. It was de rigeur for airmen in WWII.

CHEVALIER

Mat Leupold of Wayland received a letter in June from the French Consul General in Boston informing him that he has been appointed a "Chevalier" of the Legion of Honor. He received the medal from the Consul General at the Bastille Day celebration in Boston on Sunday, July 12.

It is a great honor! The Legion of Honor is the French nation's highest award. To quote from the letter: "The Legion of Honor was created by Napoleon in 1802 to acknowledge services rendered to France by persons of exceptional merit. The French people will never forget your courage and your devotion to the great cause of freedom."

At an Eighth Air Force Historical Society reunion last fall it was announced that someone who participated in one of four campaigns in Europe during WW II might be eligible for the French Legion of Honor. One of the campaigns for which Mat received a battle star is the Ardennes, Battle of the Bulge.

His 385th Bomb Group in which he flew as navigator in a B-17 flew missions in that campaign in early 1945.

The ceremony at the Boston Harbor Hotel was in view of L'Hermione, the new replica of the ship on which La Fayette arrived to help the colonists in their fight for independence from England.

Mat Leupold
July 13

Right:
Mat Leupold
top row, center
with Gerke
Crew.

Far Right:
Receiving the
French Legion
of Honor.



A TRIBUTE TO JOSEPH PYATEK AND THE CREWS OF "RAUNCHY WOLF"

BY JOSEPH P. PYATEK

I took interest in the two page spread you included of the Herman Siederer collection since it featured ground crew. [last issue - ed] My father, Joseph Pyatek was part of the "Raunchy Wolf" ground crew. I recall him talking about his staying in touch with Joe Zorzoli [Crew Chief] of Memphis, TN for some years after the war. I've attached a group photo (below) similar to those you've featured in earlier editions. My father is standing fourteenth from the right, adjacent to the #2 engine nacelle. I've also attached a pdf of an old newspaper article which relates to the crew of the B-17 "Raunchy Wolf" of the 551st Squadron and their wartime experiences.

There is no identifying information on the clipping, so I don't know if it was published in an issue of "Stars and Stripes" or some other publication. My father, Joseph Pyatek is second from left in the clipping's photo. He also appears in what I believe to be a graduation photo from a training period [not pictured]. My father passed in January of 1997. The balance of the photos are of the "Raunchy Wolf" and crew. From earlier communications I've had with others associated with the 385th BG Historical Society I've since learned there were two aircraft bearing the name "Raunchy Wolf". The original with just the name on the nose was heavily damaged and the crew assigned to another which bore a wolf's head caricature and the name "El Lobo". That name was painted out and "Raunchy Wolf" substituted. [Opposite page] photo shows the plane from a distance as it is undergoing some major repairs (note the portion of the starboard wing on the ground).

The [tail section] photo shows my father standing with Joseph Zorzoli. Mr. Zorzoli is on the left.

I've had the opportunity to share some of the crew photos with Mary Howard, daughter of Martin Farrell, navigator for the "Raunchy Wolf" crew. He is on the right in the nose photo and, I believe, second from left in [the 25th mission] photo. It was very nice to be able to share the photos with Ms. Howard. It was in February of 2010 and Mr. Farrell was still alive at the time.

I hope you find all of this of some interest.

Regards,
Joe Pyatek





Raunchy Wolf's Crew:
**'We Never Turned
Back On a Job'**



**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			
Package #1 includes 7 hotel meals beginning with breakfast on Thursday	\$212		\$
Package #2 includes 5 hotel meals beginning with breakfast on Friday	\$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 Armed Forces Reunions, Inc.			\$

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 (____) _____

REUNION HIGHLIGHTS

CITY TOUR / OLD MARKET

Thursday, October 15

Enjoy a guided driving tour of Omaha's past, present and future, with an overview of Omaha's points of interest. See Lewis & Clark Landing, the Historic Gold Coast District and Creighton University. Included sites include Billionaire's Warren Buffet's residence, 1903 Joslyn Scottish Castle, St. Cecilia's Spanish Cathedral, the Blackstone Hotel (birthplace of the Reuben Sandwich), TD Ameritrade Park (Home of the annual College World Series), Omaha Community Playhouse (where Henry Fonda started acting), and much more. Stop at Pioneer Courage Park to see life-size sculptures of an authentic pioneer wagon train traveling west across the Nebraska prairie. You'll have time for a leisurely lunch and shopping on your own at the Old Market, Omaha's most historic and entertaining neighborhood. The cobblestone streets are home to a diverse mix of shopping, galleries, and restaurants. Shuttles back to the hotel will be offered at 12:15pm and 1:15pm.

9:00am board bus, 1:30pm back at hotel

\$37/Person includes bus, guide, and guide gratuity. Lunch on your own.

****OR****

BRIEFING AT THE BUNKER

Thursday, October 15

STRATCOM Headquarters on Offutt AFB is home to the historic "Bunker" currently known as the Global Operations Center, the underground facility where officials from each branch of the military and civilians carry out the command's worldwide mission. In the comfort of the briefing theater inside the Headquarters building, learn the history and current missions from the men and women who play a vital role in our nation's defense, from the early crises of the Cold War to the expanded missions including cyber security, enjoy this once-in-a-lifetime experience.

9:30am board bus, 12:30pm back at hotel

\$28/Person includes bus and escort.

BUZZING AT THE BLUFFS MINI AIR SHOW

Friday, October 16

It's time for some real hangar flying during a private air-show at the Council Bluffs Airport. Check out Gunfighter, a beautifully restored P-51 and other fully restored war birds as well as vintage memorabilia. Lunch will be provided! More details coming!

11:30am board bus, 4:00pm back at hotel

\$29/Person includes bus and escort.

DURHAM MUSEUM / CITY TOUR

Saturday, October 17

If you missed the city tour on Thursday, you'll have an opportunity to take one today, but first we'll stop for a quick bite at the Old Market. There are lots of restaurant choices, along with shops and galleries, but use your time wisely. Next stop: Union Station, now home to the Durham Western Heritage Museum. Affiliated with the Smithsonian, the museum is the nation's first restored Art Deco railway station, housing exhibits and memorabilia from Omaha's history. Walk through full-sized train cars, learn the history of Omaha from the Native Americans to present, and enjoy an ice cream, malt or phosphate at the old-fashioned soda fountain. Finally, embark on a two hour city tour, as described above to learn about Omaha's past and present.

11:00am board bus, 4:30pm back at hotel

\$47/Person includes bus, guide, and admission. Lunch on your own.

****OR****

STRATEGIC AIR AND SPACE MUSEUM

Saturday, October 17

More than thirty of the world's most famous military aircraft and missiles are on display at the Strategic Air and Space Museum. This 300,000 square foot facility includes the SR-71 "Blackbird" and the B-36 "Peacemaker," as well as a B-17 and many more interesting aircraft. A special 'Planes, Trains, and Autos' exhibit will be on display during our visit. Save time to see a film in the theater and visit the gift shop. A limited snack bar is available, but we recommend you eat lunch before departing the hotel.

12:30pm board bus, 4:00pm back at hotel.

\$41/Person includes bus, escort, and admission.

385TH

BGA

TAPS



Herbert Russell Greider, Sr., 95, of Dauphin, passed away Monday, July 6, 2015, at Harrisburg Hospital. He was the widower of Dorothy (Reynolds) Greider to whom he had been married for 52 years until her passing in 1997.

Born July 24, 1919, in Dauphin, he was a son of the late Grant and Elizabeth (Baker) Greider. Herbert was preceded in death by his brothers Arthur, Charles, Irvin, Lester and James.

Mr. Greider attended Lebanon Valley College from 1938-42, graduating with a Bachelor of Science in Chemistry and Biology.

He was a WWII combat veteran attached to the 385th Bomb Group of the Eighth Air Force stationed at Great Ashfield Air Base north of London and flew 35 missions over Continental Europe as a B-17 Navigator. He was rescued by British Air-Sea Rescue Forces when, on his final mission, the crew had to ditch the plane into the North Sea due to battle damage.

During his combat career he was awarded the Air Medal with four Oak Leaf Clusters, the Distinguished Flying Cross, and the French Legion of Honor Chevalier Medal.

When his combat missions were completed he was assigned as Navigator ferrying aircraft from North Africa back to the United States. He was discharged from the military with the rank of first lieutenant.

After WWII, Herbert went to work for the U.S. Navy at the Philadelphia Naval Air Station, helping develop pressure suits for pilots of high altitude aircraft. This work in aerospace physiology was incorporated into the space program which led him to St. Louis in 1957 where he worked for McDonnell Aircraft Corp., a subcontractor of the newly created National Aeronautics and Space Administration, followed by a move to Baltimore in 1961 and a job with Martin Marietta Corp. His final career move was to Houston in 1962 where he worked directly for NASA at the Johnson Space Center. He retired from there with the title of Senior Scientist in 1985.

During his career in the space program, he worked on the Mercury, Apollo, Skylab and Space Shuttle projects as well as the joint Apollo-Soyuz Test Project, helping design the environmental control systems and life support equipment that sustained the astronauts during their space sojourns.

He also was a 70 year member of Perseverance Lodge #21, F&AM.

Surviving are 3 sons, Dr. Thomas D. Greider (Valerie), , Herbert R. Greider, Jr. (Rose), , and Dr. Philip A. Greider; 2 daughters, Elaine Z. Dautcher and Dr. Danya L. Greider; 5 grandchildren, David, Kimberly, Jamie, Drew, and Erin; a great-granddaughter, Molly Mae; a brother, Grant Greider; 3 sisters, Florence White, Betty Fuhrman, and Pauline Rhen; many nieces, nephews and many dear friends.

An evening viewing was held Sunday, July 12, 2015, 6-8:00 p.m. at Zimmerman-Auer Funeral Home, Inc., 4100 Jonestown Road, Harrisburg, PA 17109. Additional viewing at the funeral home was on Monday, July 13, 2015, 10-11 a.m. with a Masonic service at 10:45 a.m. and the funeral service beginning at 11:00 a.m. with the Rev. Jason Mackey officiating. Interment with military honors was at Miller's Cemetery, Fishing Creek Valley.

Contributions in Herbert's name may be made to the American Lung Association, P.O. Box 7002, Albert Lea, MN 56007-8002.

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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@afr.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

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



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



385th BGA

Chuck Smith, Treasurer

P.O. Box 329

Alpharetta, GA 30009

U.S.A.

Address Service Requested



42-31922 "The Purple Shaft" 5-1-44 at Honington (note missing ball turret and rear landing gear)