

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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Front Cover: Unknown 385th B-17s over the Channel

Back Cover: 43-38320 "Hubba Hubba"

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PRESIDENT'S MESSAGE

As we move into November, the weatherman is forecasting some cold wintry weather for much of the country. Hope you'll all be keeping warm!

We have just completed another successful reunion - this time in New Orleans - and it's already time to begin planning for the next one, which will be held in Dayton, OH Wednesday, October 10th through Saturday, October 13th, with most folks returning home on Sunday the 14th. If you have never been to Dayton to visit the Air Force Museum, It is a really, really big place, comprised of six huge individual aircraft hangers. It can easily take an Air Force enthusiast a solid day or two to take most of it in on the first visit.

Our host hotel, the Crowne Plaza, is located in the heart of Dayton, (and has an airport shuttle, however, I am told that you need to call/notify the hotel to schedule either a pick-up or drop off at the airport). Our room rate will be \$124 + tax. Rooms will be available at this group rate three days before and three days after our reunion dates. I am told there were only 220 rooms in the block of rooms set aside for our reunion, so I would suggest that you book your rooms ASAP as this reunion could easily sell out as did our New Orleans host hotel. Best to be safe rather than sorry. If you think there is a chance you will want to attend, book a room now. You can always cancel without penalty usually up to the day before your arrival date. The hotel says rooms are already being reserved, so get yours now! The hotel number is (937) 224-0800.

More reunion details will be forthcoming in the Spring. Hope to see you in Dayton!

-Tom Gagnon

Letter from the Editor

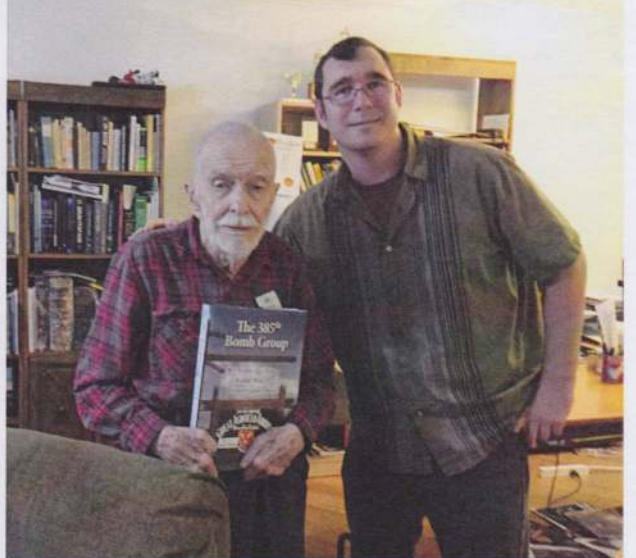
I have been diligently organizing our digital archives including cross-referencing photographs and personnel files. For example, as I receive more pictures, journals and newspaper articles, I am creating individual folders that contain the digital assets from the families that donate. From there, I may find a new photograph of a B-17 or a new newspaper article. This new content will go into that B-17's file along with any related articles. These might also go into a crew's or individual's folder. The end result will hopefully be a structure that can allow us to see a bigger picture of the 385th and hopefully help families of crew members to interact with others in the 385th community while learning more about their father's, grandfather's, great uncle's, etc time in the 385th.

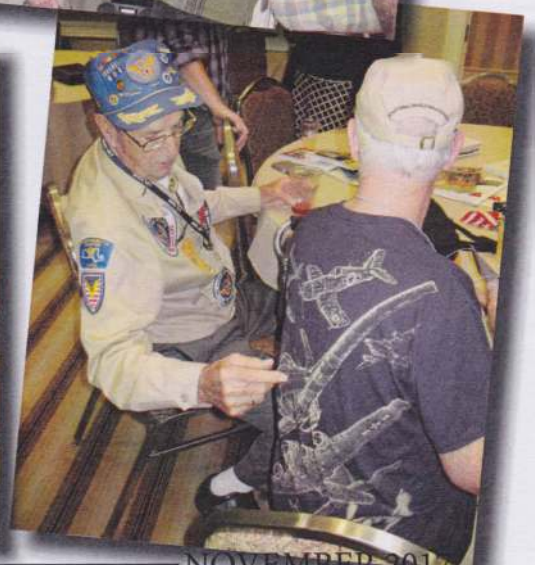
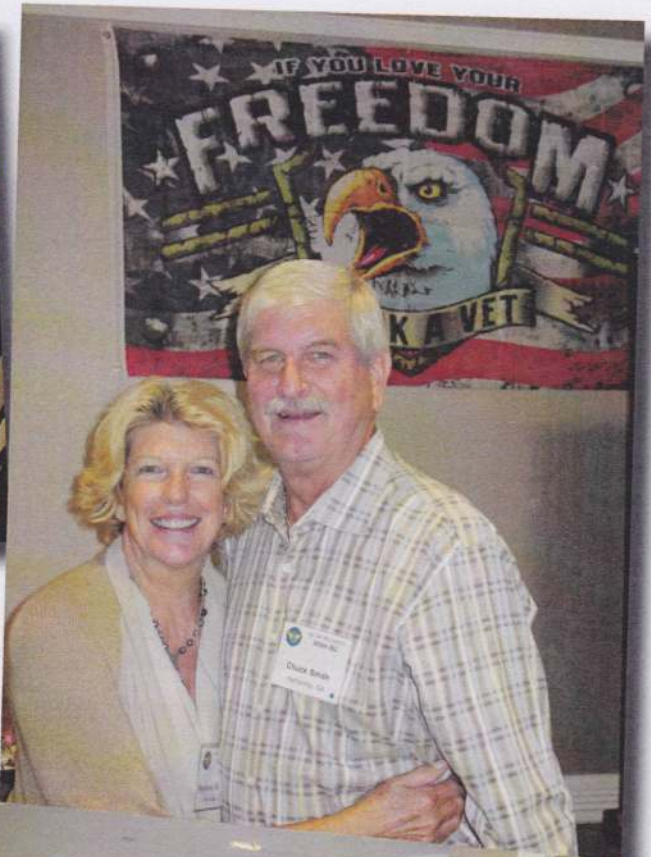
As always, we rely on the articles, pictures and memoirs that you share to help preserve and expand our digital archives. Please feel free to contact us if you are interested in adding to our archives.

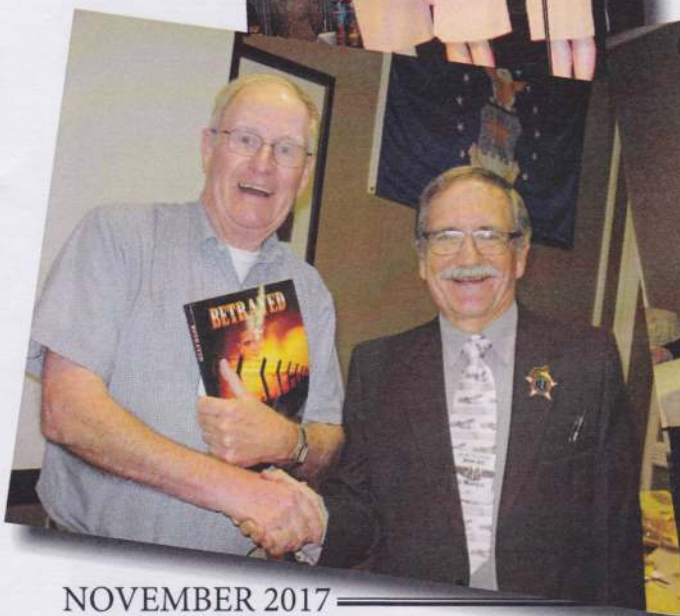
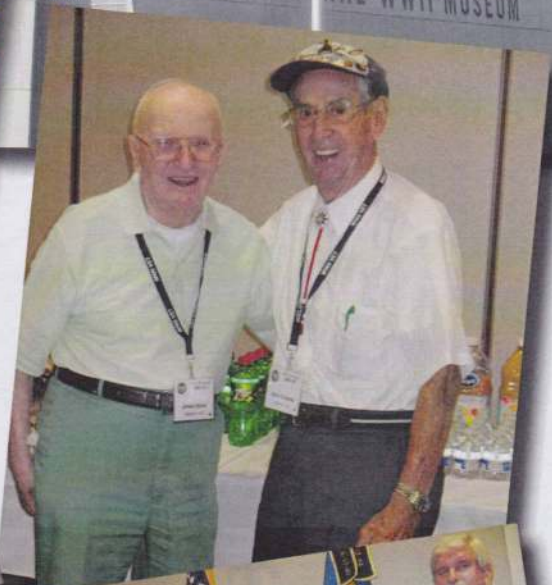
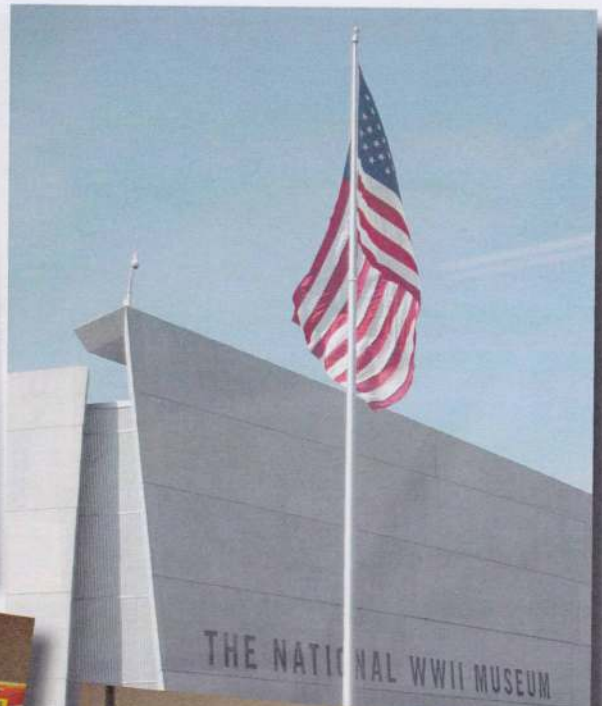
If you know of any 385th members who may not be aware of our association, please also drop us a line; we are always looking to reach out to all of those who served with the 385th.

-Charles Lundsberg

2017 TZewwM Memories - "Heui Onteavta







PETER DRIBEN



Featured Pin-Up Artist - Peter Driben (1903 - 1968)

Peter Driben was one of the most prolific pin-up artists of the 1940s and 1950's.

Peter Driben was born in Boston and studied at Vaesper George Art School before moving to study at the Sorbonne in Paris in 1925. His first known pin-up was the cover to Tattle Tales in October 1934, and by 1935 he was producing covers for Snappy, Pep, New York Nights, French Night Life and Caprice. His career went from strength to strength in the late thirties with covers for Silk Stocking Stories, Gay Book, Movie Merry-Go-Round and Real Screen Fun.



His career was not limited to magazine covers, he also worked in advertising and for Hollywood, perhaps his most famous work being the original posters and publicity artwork for *The Maltese Falcon*. Peter Driben was also a close friend of publisher Robert Harrison, and in 1941 was contracted to produce covers for Harrison's new magazine *Beauty Parade*. Driben went on to paint covers for all of Harrison's magazines including *Eyeful*, *Titter*, *Wink*, *Whisper* and *Flirt*, often having as many as six or seven of his covers being published every month.

In 1944 Peter Driben was offered the the unusual opportunity, for a pin-up artist, of becoming the art director of the *New York Sun*, a post he retained until 1946

Driben married the artist, actress and poet Louise Kirby just before he began to work for Harrison.

During the war, his popular painting of American soldiers raising the flag at Iwo Jima sparked a considerable amount of media attention.

In his later years Peter Driben turned, like many of his colleagues, to portrait and fine-art work, including a portrait of Dwight Eisenhower, which were organised into successful exhibitions by Louise.

At left: "Holding Her Own" - December 1950, *Wink Magazine*

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THE DEFENSE OF THE REICH

During the early stages of World War II, with the rapid defeats of both Poland and France, Germany's Luftwaffe acquitted itself quite well. It quickly overwhelmed outmatched Polish and French air forces in support of the invading armies, and created for itself somewhat of an aura of invincibility. This aura was pierced during the Battle of Britain, when Royal Air Force defenders managed to ultimately fend off the Luftwaffe causing a postponement, then a cancellation, of Operation Sea Lion, Germany's planned operation to invade Britain.

The Luftwaffe was also very active in support of Rommel in North Africa, in the Mediterranean, the Balkans and then, very significantly, in Operation Barbarossa, the invasion of Soviet Russia. In most cases these actions were successful while the Luftwaffe was playing to its strength as an offensive compliment to ground operations.

All of the above campaigns took place or began during the period 1939-1941, prior to America's entry into the war. (The Luftwaffe had also been active in the Spanish Civil War, which immediately preceded WW2.) With the surprise Japanese attack on Pearl Harbor, and the subsequent declaration of war by Japan's ally Germany on the United States, the die was cast for America's engagement in both the eastern and western hemispheres. It also foretold the change in the mission of the Luftwaffe from offense to defense.

You will see the words "tactical" and "strategic" used frequently in my articles. Perhaps level-set definitions are in order here. "Tactical" refers to actions that influence, and are conducted in close proximity to, a battle. Examples would be A-26s attacking German defensive positions in front of advancing Allied armies during the liberation of France after D-Day.

"Strategic" refers to actions that compromise an enemy's ability or desire to continue to wage war, and may typically be conducted far from the front lines. Examples would be attacks on aircraft or armament manufacturing plants, fuel production and supply facilities, transportation hubs, communications centers. The 8th Air Force was principally tasked with the strategic mission.

Or put the way I prefer: "Tactical" is how you win the battle; "Strategic" is how you win the war.

Two elements should be mentioned here that had a far-reaching effect on the long-term success of the Luftwaffe during the war. First, Germany's leaders, early on, made the decision to focus the Luftwaffe's mission - and aircraft - on a ground-support, tactical role. This meant that there were effectively no long-range heavy bombers in Germany's inventory. This became particularly significant as the Russian campaign wore on.

Second, Hitler knew that Germany, to win the war, must avoid a protracted two-front war (i.e., fighting on both the eastern and the western frontiers of Germany). The entry of America into the war guaranteed a more formidable western front and that necessitated a rapid, successful conclusion to the war against Russia on the eastern front. That successful conclusion was not to be, and meant that as Germany's invasion failed, they had to shift from an offensive to a defensive posture against Russia. And a protracted two-front war became a reality.

The Luftwaffe was generally quite successful against Soviet air forces during Operation Barbarossa, but attrition wore it down. This was due less to the effectiveness of Soviet air forces and more to the effect of very long supply lines and sub-standard forward airfields necessitated by the lack of long-range heavy bombers and long-range escort fighters. Inadequate maintenance capabilities and replacement parts, along with operational damage occurring on these poorly-crafted airfields, meant a disproportionate number of Luftwaffe aircraft were frequently unavailable for combat. That, coupled with increasing Russian aircraft and armament production, along

with the arrival of "Lend-Lease" British and American weaponry, equipment and supplies, meant that Germany was losing the numbers game.

The thinning-out of the Luftwaffe, and the increased necessity to divide the remaining resources on two fronts, posed major logistical - and defense - challenges for Germany. But given that the Russians primarily were conducting a tactical offensive - they were not strategically bombing German war production - meant that Germany could dedicate most of their fighter groups to the defense of the homeland against the Allied heavy bomber raids that had begun coming from England. And those fighter groups posed a formidable obstacle to the Allies, particularly to daylight bombing raids.

In early 1942, Britain's RAF Bomber Command began a daylight bombing campaign against Germany. After heavy losses, the RAF switched to night bombing. With the arrival of the Mighty Eighth, daylight raids resumed in August 1942 and continued until Germany capitulated.

GERMAN FIGHTER DEFENSE

The early missions by the 8th AF had marginal escort fighter support, and heavy losses often resulted at the hands of the Luftwaffe. Germany had two excellent aircraft suited to the intercept role, and they were both a match - at different altitudes - for Allied fighters. Let's have a look at them.

The Messerschmitt Bf109 (often referred to as the "Me109") entered Luftwaffe service in 1937 and was produced in a variety of versions. It served throughout WW2, and was the most-produced fighter aircraft in history, with nearly 34,000 airframes manufactured from 1936-1945.

The Bf109 was a relatively small, lightweight aircraft compared to contemporary Allied fighters. It exhibited excellent speed and acceleration, fast climb and dive and good maneuverability which it maintained at high altitudes. It was also relatively inexpensive and simple to manufacture. The 8th saw this fighter throughout the war and it carried a lethal "punch" with 20mm (or even 30mm) cannons as well as machine guns. It was also the aircraft used to effect by most of Germany's top aces.

The Focke Wulf Fw190 as a later design began to appear in quantity in 1942 and had many advantages over the Messerschmitt. When introduced, it was superior to Allied fighters. It was faster than the Bf109 and early-war Allied aircraft, had great maneuverability below 20,000', and carried even heavier armament than the Bf109. Despite being smaller than contemporary Allied fighters, it had the "lift" to enable fitting a variety of different weapon systems, including rockets. It was very effective when able to approach a B-17 formation. It quickly became a favorite of the Luftwaffe high command.



During late summer of 1944, the Luftwaffe began to field two highly-advanced fighters, the Messerschmitt Me262 and Messerschmitt Me163 Komet. Each of these aircraft had characteristics that enabled them to attack our bomber formations with relative impunity.

The Me262 was the world's first jet aircraft to see combat in any meaningful numbers. The twin-jet had a tremendous speed advantage vs. Allied escort P-51s, typically 100 mph faster at altitude. Usually fitted with four 30mm cannons, the Me262 carried devastating firepower. (Some later versions were even fitted with 50mm cannons!)

While it was difficult to engage at altitude, the Me262 was very vulnerable at takeoff and landing, and this is where the majority of Allied "kills" against this aircraft occurred. Me262 production reached a total of more than 1400, but fewer than 100 were usually available at any given time due to attrition and the success of the Allied strategic bombing campaign which greatly disrupted fuel supply and distribution.

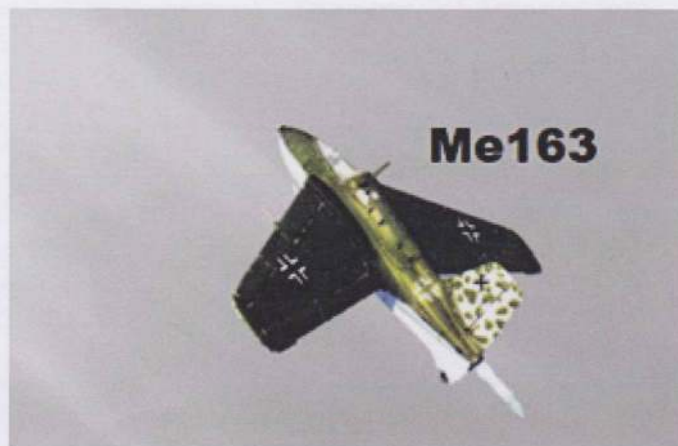
The Me163 was the most radical and futuristic aircraft to see service during WW2. Rocket powered, it had a phenomenal rate of climb and a speed 150mph greater than the escorting P-51s. The aircraft was quite small - less than 19' long - and simply designed. It had no undercarriage and took off from a dolly then jettisoned. Landing was via a skid. Essentially, it was a pilot strapped to a rocket engine with cannons.

Designed as a "point defense" interceptor it could quickly get to altitude to engage a bomber formation. It had very short flight endurance - less than 8 minutes - but due to its performance characteristics that was enough to get it into the fight. (From a dead stop it could be in the middle of a bomber formation in well less than 2 minutes with a maximum rate-of-climb an unimaginable 31,000 ft/min!) It carried two 30mm cannons, and was virtually unstoppable as it approached a bomber formation.

Like the Me262, the Me163 has significant vulnerabilities on takeoff and landing, and had an extremely high attrition rate due to accidents. Propulsion was provided by two highly volatile propellants that reacted violently when coming into contact with each other. While this solved the problem of ignition, it also contributed to a high degree of danger for the pilot.

Should the aircraft, for example, not takeoff directly into the wind and yawed, swung or ran too far on a rough field on its dolly, it could turn over and cause the propellants to explode. Likewise, upon landing, should fuel remain, the danger reappeared. It is estimated that more Komets were lost to mishaps than to combat. As legendary P-51 Ace "Punchy" Powell observed, "While we had a tough time shooting them down, they would often shoot themselves down."

Fewer than 400 Komets saw service, but were highly effective in their role.



GERMAN FIGHTER TACTICS

At the onset of the Allied bomber campaigns, the assumptive fighter vs. bomber doctrine was the same for both the Allies and the Axis. The fighter would attack the bomber from the rear, as the "close rate" - the difference in speed between the faster fighter and the slower bomber - would permit a longer period of engagement vs. a head-on approach. (A head-on approach would multiply the "close rate" three or more times, meaning the engaging fighter would need to aim and fire in typically less than a second.)

These assumptive doctrines meant that the fighters would carry a lethal punch - those cannons - and the bombers would have their defensive firepower arrayed to the greatest effect rearward. And that is how, generally, the interceptions occurred during the early bomber raids.

But a strange thing happened on the way to the war. The assumptions did not work out as advertised, and the actuaries got involved.

German gun-camera footage, and pilot reports, yielded three significant findings: (1) It was usually taking 15-20 "hits" from the rear to down a B-17, and (2) only 2%(!) of shells fired struck the target. (The B-17 was always the model for German tactics, as it was harder to "kill" than a B-24.) And while that fighter was closing, it was getting a lot of attention from the defensive "box formation" of bomber-gunners, which was distracting to the fighter pilot.

The last finding, (3), was the most telling: With a frontal attack, it would typically take only 2-5 "hits" to down a B-17. Those "hits" could disable the flight crew or engines and every "hit" would be meaningful. Blasting off forward chunks of the aircraft also compromised the fight characteristics, also potentially leading to a "kill."

True, the engagement time was greatly reduced, but also the fighter was encountering much less defensive fire from the bomber. Thus, the head-on attack became the preferred defensive tactic, at least for the initial pass on a bomber formation. (And this change in tactics spurred yet a further enhancement to the B-17 with the "G" model, the chin turret.)

As the 8th bomber streams began to gain full-mission fighter support with the P-51s, the Luftwaffe took a page from RAF aerial tactics employed during the Battle of Britain. During that battle, it became apparent that while the Spitfire was an even-match for Messerschmitts escorting the bomber formations, the Hawker Hurricane was somewhat less so. So the RAF would dispatch Spitfires in the lead intercept formations to peel off the German fighter escort. When this occurred, the Hurricanes would sweep in and attack the now-exposed bombers (usually Heinkel He 111s). This tactic met with some considerable success.

Against American heavy-bomber formations, which normally flew at high altitudes (above, often well above, 20,000'), the Messerschmitt Bf109 was tasked with engaging the escorting P-51s. (The Bf109 had fine high-altitude performance characteristics.) Focke Wulf Fw190s, which did not perform as well at high altitudes, would follow with their heavier fire power to engage the bombers.

After "Big Week" in February 1944, German fighter resistance notably waned, although it never completely disappeared. And when the two advanced Messerschmitt fighters appeared late in 1944, even relatively few interceptors could prove dangerous.

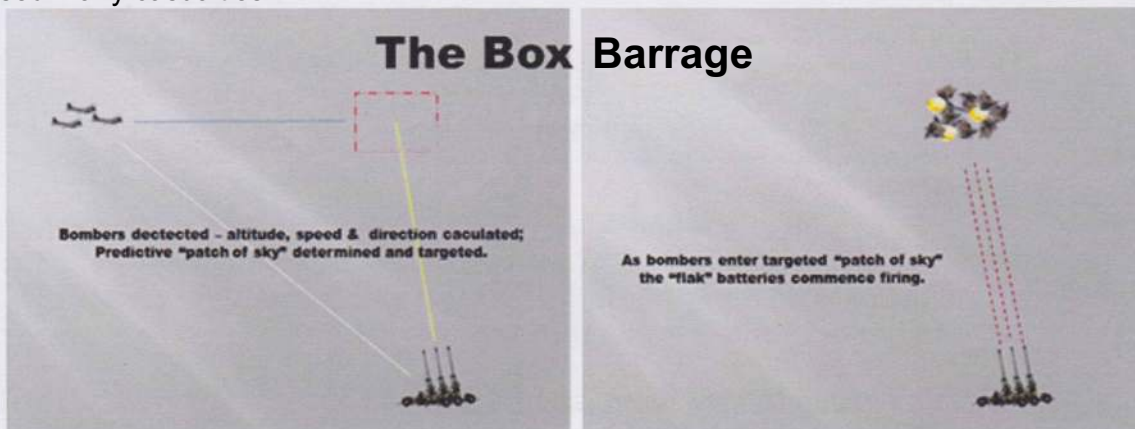
Luftwaffe fighter engagement occurred on the way to the target and/or on the way home from the target. It rarely occurred at the target. That is because site defense was entrusted to ground-based units with a very effective weapon.

ANTI-AIRCRAFT ARTILLERY DEFENSE ("FLAK")

During the early 1930s, Bofors of Sweden had developed a highly-capable artillery piece. This versatile 75mm cannon could be deployed in both ground and anti-aircraft settings. Krupps of Germany acquired licensing rights, and immediately began improvements, which resulted in their legendary 88mm cannon. The "88" was successfully deployed in both an anti-tank and an artillery role in North Africa, as well as on mainland Europe. And, as the men of the 8th well know, it was particularly deadly as an anti-aircraft weapon.

"Flak" became a commonly used term by both sides for this weaponry. It is an initialization of the German "flieger" (flyer) "abwher" (defense) "kanone" (you guessed it).

There is a common misconception about how anti-aircraft artillery was employed. Against high-altitude targets - e.g., American bomber formations - it was not simply aimed at the planes and fired. Using a mathematical calculation called "triangulation," the gun crews would determine the altitude, speed and direction of the incoming bombers. The crews would then calculate where the bombers would be after a certain period of time, say 90 seconds. The gun crews would then aim all of their 88s at the predicted patch of sky - a "box" - and let loose as the bombers entered it. It was referred to as a "box barrage," and was very effective resulting in many downed 8th AF aircraft. And when shells exploded near an aircraft, the resulting shrapnel also caused many casualties.



The 88s were clustered near high-value targets and took over defense as the Luftwaffe fighters got out of the way. Early in the bombing campaign, the gun crews used high-quality optical devices to determine where the bombers were headed. As the bombers neared the target and passed the Initial Point (IP), the bombardier (and Norden bombsight) was essentially controlling the flight path. This meant that the formation was now flying "straight and level" and for the gun crews in a predictable path. Later in the war, radar control of the 88s enabled even greater accuracy. And the 88 itself continued to evolve, with late-war versions appearing having 105mm and even 128mm bores.

As formations would reform after leaving the target area, there were often damaged bombers which would become stragglers. They had the unsettling fate of a possible encounter with the Luftwaffe on the way home, as they were vulnerable prey.

EPILOGUE

In the late 1970s while on a personal trip to Spain, I had stopped by the historic Palace hotel in Madrid. While wandering about the halls, admiring the extravagant statuary and art, I peeked into a grand ballroom and saw, in the corner, a Bosendorfer piano. (They are uniquely recognizable from a distance and often have their name emblazoned on the side in addition to above the keyboard.) As I enjoy playing the piano, I had to take the opportunity to play such a historically famous Austrian instrument.

I went into the ballroom, quietly closing the door behind me and began to play. After a little time passed, I became aware that I was being watched. I turned and saw two sixty-ish gentlemen standing behind me. Thinking I was being "busted" I stopped and apologized.

"No, no," said one of them in German-accented English. "It's okay." Then the other said, "Can you play music to hear it?" (Which I took to mean, can I "play by ear?") I replied yes, generally. They asked would I come with them. I did, and have a memory for a lifetime.

It turns out that these guys were at a reunion of their own! They had been part of the Condor Legion, which assigned Luftwaffe units to support Franco's Nationalists against the Royalists during the Spanish Civil War (1936-39). They flew early-version Messerschmitt Bf109s, and enjoyed great success. There were maybe 50 or 60 of these guys, all well-dressed and in great spirits.

Anyway, they asked if I could "pick up" on a song they were singing. It was called "Flug-Fuhrer" ("Flight Leader") and was relatively simple, catchy, easy to learn and play. (Years later, I would be reminded of it when I heard a popular song in the US called "The Red Baron.") I can assure you they had many, many verses, some of which would likely not bear translating in a mixed crowd.

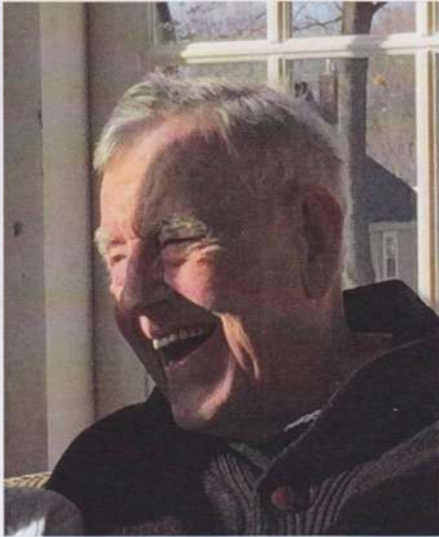
They asked me also to play two other pieces, both of which I knew. One was not a surprise, the other was. "Lily Marlene" was haunting as they sang it, and no surprise. The surprise was even more haunting: "Amazing Grace."

Most, likely all, of these men had continued serving after their duty in Spain as WW2 commenced. I asked, "Why, then, do you have your reunion here, rather than at home?" The answer was telling: "Because these were the Happy Times."

There were no "Happy Times" for the men of the 8th Air Force. They were thrust into a maelstrom for which no preparation was possible. The casualty rates - highest in the armed forces - the uncertainties, the unachievable mission-count requirements, the absence of home and loved-ones, the "for the duration" commitments, all required character and courage difficult to grasp.

It required The Greatest Generation. It required the men of the 8th.

Ray Fordyce
Historian, 385th Bomb Group Assn



Dorland Loring Crosman, 93, of Duxbury, MA passed away peacefully on January 8th at the Newfield House in Plymouth. Dorland was born on February 15, 1923 in Portland, ME to the late Loring and Florence (Hawkes) Crosman. He was the husband of the late Elizabeth (Trimble) Crosman and the late Dorothy (Mitchell) Crosman. He leaves behind his loving companion Eleanor Jewett of Duxbury. He was the father of Margot Crosman and her husband David Berks of Alameda, CA, Robert Crosman and his wife Betsey Borden of Guilford, CT, Darcy Crosman of El Sobrante, CA and Peter Crosman and his wife Deborah Short of La-Canada, CA. He also leaves his step-children; John Eastman and his wife Brenda of Swansea, MA, David Eastman and his wife Andreia of Taunton, MA, Ann Marie Blackwell and her husband Robert Kearney of Taunton, MA, Kathleen

Goode and her husband John of Swanzey, NH, and Caroline Walters and her husband Christopher of Arlington, MA. He was the cherished Grandfather of Kyle, Katharine, Miles, Maya, Kelleigh, Katie, Kerry, Kara, Donald, Brian, Timothy, Becky, Mike, Henry, Grace, Mathew, Colleen and several Great Grandchildren. He was also the brother of the late Marshall Crosman.

Dorland was educated in Maplewood, NJ and attended Haverford College in Haverford, PA where he received his BS in Engineering. He was Chief Mechanical Engineer for Lionel Trains, Mattel Toys, Remco and most recently Hasbro. He is a World War II veteran, who served in the Army Air Corp as 2nd Lt, piloting the B17 bomber.

Our dear Dorland leaves a hole in the hearts of his large blended family, and his many, many friends and admirers. He was a warm and gentle soul, possessed a unique intellectual curiosity about all things and shared his observations with wit and humor. He had an adventurous spirit, and a determination that he applied to his many passions and pursuits.

He became an amateur figure skater, spent weekend afternoons flying small aircraft, spent months on engineering contests like the 'mousetrap spring driven car'— (placing

just behind the team from MIT), and made plywood boats and rafts. He pursued hang gliding, mastered cooking Great Life Dinners, loved to travel, and would engage in deep conversations and philosophical debates. His inquisitive nature and appetite for life was an inspiration and he will be greatly missed.

Services were in Private. In lieu of flowers, memorial contribution may be made to UNICEF-US Fund for UNICEF, P.O. Box 96964, Washington, DC 20077-7399.

High Flight

*Oh! I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, —and done a hundred things
You have not dreamed of —Wheeled and soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air...
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew
—
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.*

—John Gillespie Magee, Jr.



Elmer E. Snow, 95 of Tipton PA, Formerly of West Caldwell, N.J. died peacefully with his family by his side in Lehigh Valley Hospital on April 29, 2017.

Elmer was born on October 29, 1921 in Arlington Mass, to Elmer E. and Ada I. (Stevens) Snow. At the age of eight he went to live with his grandparents on Cape Cod. Those years on Cape Cod formed a treasure of memories and experiences that he shared throughout his life.

Upon graduation from Nauset High School in 1939 he moved to New Jersey where he became a tool maker apprentice at General Electric Corporation.

In 1942 he entered military service. He initially thought he

might be sent back to Cape Cod to patrol the beach. Instead, Uncle Sam trained him as a B-17 aerial gunner and flight engineer.

Elmer flew 35 missions over Nazi Germany between June and December 1944, delivering "tons and tons of high explosives to the Fuhrer." He was awarded the Air Medal and Distinguished Flying Cross with numerous oak leaf clusters.

Following the war, he returned to New Jersey and on December 21, 1944 married Jean C. Schille. They were married for 72 years until his passing. He was employed by General Electric until the late 1950's when the division moved to Texas. Jobs followed at Curtiss-Wright and Foster Wheeler Corporation. In 1960, Elmer was hired as a production engineer at Resistoflex Corporation, Roseland, N.J. where he remained until his retirement in 1987. Elmer was a man of many talents and interests who possessed a brilliant and creative mind his entire life. In earlier years he enjoyed fishing, duck hunting, camping out and photography. He was an avid reader for his entire life, sometimes reading more than 100 books in one year.

He is survived by his wife of 72 years Jean C. (Schille) Snow, a daughter, Carol Rogers and her husband Roy Rog-

ers of Youngstown N.Y., a son, Craig Snow and his wife Mary of Hampden Maine. There are 6 grandchildren, Kristen, Jennifer, Shaun, Joshua, Christopher and Amy and 3 great-grandchildren, Charlotte, Greta, and Grace. Other survivors include his sister, Mary-Lou Meek of Georgia.

He was predeceased by his brother, Richard Snow.

Services and burial with military honors were held in Tipton, PA.

In lieu of flowers those who wish may donate to the library of their choice.





Warner C. Zachary, Jr., age 97, passed away on Monday, October 16, 2017 at his home on Blue Ridge Lake. Born July 18, 1920 in Knoxville, Tennessee, he attended Gibbs High School and the University of Tennessee, Knoxville. He was a WWII veteran serving in the 385th Bomber Group of the 8th Air Force in England. He graduated from the U.T. College of Medicine in 1952 and practiced medicine in Copperhill, Tennessee from 1953 to 1984 and for the Tennessee Valley Authority from 1985-1995, retiring at age 75.

Dr. Zachary is preceded in death by: father Warner C. Zachary, Sr. and mother Lala Chesney Zachary, Corryton, Tennessee; son War-

ner Charles Zachary; sister Mabel Thomas (J. L. Thomas) and brother Eugene G. Zachary (Betty Zachary), Knoxville; brother William E. Zachary (Inez Zachary), Ontario, California.

He is survived by his wife of 62 years, Jean Henry Zachary; daughter Becky (Bill Hamilton) and grandchildren Will and Max Hamilton of Acworth, Georgia; daughter Karen (Frank Wood) and grandchildren Frank III, Sarah Jeanne, and Warner James Wood; daughter Julia (Mitchell Kaye) and grandchildren Zachary Taylor and Sam Kaye, son William Henry Zachary; and brother-in-law Ray W. Henry.

Visitation was at the Henry-Cochran Funeral Home (3911 Appalachian Highway, Blue Ridge, GA) on Wednesday, October 18 from 2:00 - 3:30 pm, with the graveside service following at the Chastain Memorial Park Cemetery on Old Highway 76 at 4:00 pm. Family and friends were welcomed to both.

Pallbearers were Zachary Taylor, Frank Wood III, Warner James Wood, Will Hamilton, Sam Kaye and Max Hamilton, with honorary

escort Sarah Jeanne Wood. Pastor Tim Taylor of Bethel UMC officiated.

Memorial contributions may be made to the Interfaith Health Clinic, 315 Gill Avenue, Knoxville, Tennessee 37917, email: info@interfaithhealthclinic.org.

Bell Ringing 2017

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John Richard DeBerg

Francis Reginald Fuller

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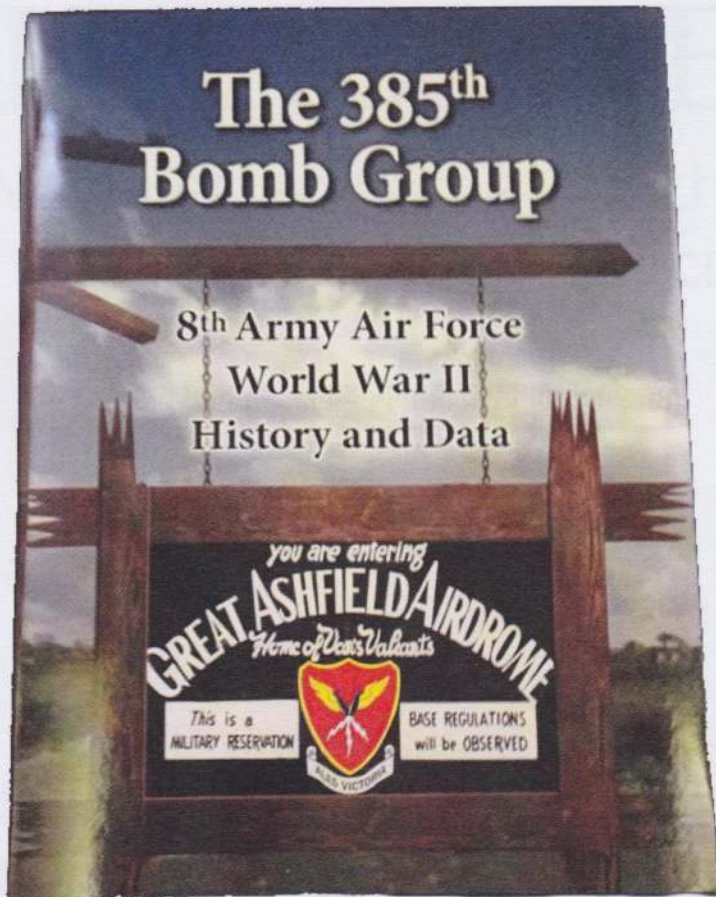
John H. Povey

George Salvador

William Skelly

Elmer Snow

William A. Wiltz



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

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

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

Very limited autographed copies now available



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

FOR SUBSCRIPTION INQUIRIES PLEASE CONTACT:

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