

HARDLIFE HERALD

Newsletter of the 385th Bombardment Group
AsqriAi-111



548th



549th

550th



551st



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

Volume 35-

Number 2

SEPTEMBER 2018



385th BGA REUNION - DAYTON, OH - OCTOBER 2018

HARDLIFE HERALD

385TH BOMBARDMENT GROUP (H)

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

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TABLE OF CONTENTS

- 02....Officers and Directors/PhotoCredits
- 03....President's and Editor's Messages
- 04....Defending the Offense - Ray Fordyce
- 08....2018 Dayton, OH Reunion Information
- 12... ..Pin-Up
- 13... ..Featured Pin-Up Artist Donald Rust
- 14... .."There I Was..." - Bob Stevens
- 15... ..Correspondence
- 20... ..385.h TAPS
- 23... ..5.bscription Information

Check us out online:

www.385thBGA.com

www.facebook.com/385thBGA

Front Cover: 42-31413 at Honington - May 1944

Back Cover: 42-30263 "Portia's Revenge"

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PRESIDENT'S MESSAGE

Well, it's that time again! In a few short weeks we'll be gathering in Dayton, OH for yet another 385th BGA reunion in conjunction with this year's 8th AF Historical Society's annual gathering. Once again we will have the opportunity to associate with fellow Mighty Eighth supporters, and to be able to interact with the 8th AF veterans from that era who are able to attend. Sitting and listening to these men recount the stories of their war-time experiences is simply fascinating. Sometimes when the narrative pauses and a faraway look fills their eyes, I recall that these old warriors were mostly 18 or 19 years old when they went off to war. They flew in the most advanced aircraft of the times and fought against a determined and well-equipped enemy. And now, more than 60 years later, Hospitality rooms take the place of Briefing rooms and the memories pour forth and we are fortunate to witness another round of "hangar-flying" as stories of long-past missions unfold.

To a man, they prefer not to be called heroes but I, for one, will be forever grateful to them for their accomplishments and for the opportunity to sit with them and listen to their stories.

Thomas Gagnon
teg00@aol.com

Letter from the Editor

My latest project with the 385th BGA has been to create a roster for ground crew members. Bill Varnedoe and Frank McCawley spearheaded the roster for the air crews through the use of the Archives II in College Park, MD - unfortunately such records (to my knowledge) were not kept for ground crews.

A special thanks to Mrs. Doris Siederer (whose husband, the late Herman Siederer, was ground crew for the 548th) for graciously providing me with many names of 548th ground crew members and their families. This has been a tremendous asset in getting the roster off to a wonderful start.

I also wish to thank Mr. Norm Lyle (son of the late Charlie (Red) Lyle) who has also provided many names for 549th ground crew members through information found in correspondence to/from his dad circa WWII.

If you know of any ground crew members, please drop me a line (Lundsberg@gmail.com) to help further the ground crew roster.

Looking forward to the reunion!
-Charles

DEFENDING THE OFFENSE

RAY FORDYCE - HISTORIAN, 385TH BOMB GROUP ASSOCIATION

As the 385th Bomb Group commenced offensive operations in July 1944, Bomber Command was transitioning from the earlier view that our heavy bombers did not require fighter support. The original doctrine was that B-17 formations particularly had such formidable defensive weaponry that they would be able to withstand and defeat any pursuit aircraft threats.

As the 8th Air Force learned, at the expense of many brave aircrews, this was not always true. Facing a resourceful and determined enemy with swarms of excellent fighter aircraft, our bomber groups often experienced heavy losses in penetration raids until regular full-duration fighter escort became the norm. (The 17 August 1943 dual raid on Schweinfurt and Regensburg, of which the 385th was part, resulted in the loss of 40%(!) of the dispatched aircraft: 16% failing to return, the balance permanently lost to operations due to severe battle damage.) These kinds of losses clearly were unsustainable for the 8th.

In short, it became apparent that our offense - the strategic bomber missions - needed a robust defense. With a paucity of long-range fighter options until late in 1943, **several innovations** were attempted.

The first was the YB-40, a heavily-modified B-17F fitted with enormous firepower, designed to act as a gunship in a support role for the bomber formations. Carrying (typically) 16 50-calibre machine guns, one version had as many as 30! Firing positions were upgraded to include twin-50s at each newly-offset waist-gun position (vs. 1 each on the B-17F), a second dorsal (top) turret behind the bomb-bay, additional armor-plating for crew protection and the addition of a remotely-controlled chin turret with twin 50s. The YB-40 carried no bomb-load, as the bomb bay was converted to an ammunition magazine.



YB-40s accompanied 14 missions flying 48 sorties during a two-month trial period from late-May 1943 until late July 1943, none in support of the 385th BG. Five German fighter kills (plus two probable) against the loss of one YB-40 were recorded. The concept failed to play out in practice as the aircraft had difficulty keeping pace with the bomber formations, especially after the bombing run, given that it weighed 4000 pounds more than the B-17F and had much greater drag due to the additional armament. That is the bad news.

The good news is that several of the modifications made it into production with the B-17G, including the offset waist gun positions, the improved tail-gunner station with much larger windows and (especially) the addition of the chin-turret. Luftwaffe fighter doctrine had evolved to prefer head-on attacks against our formations, as our B-17s had the weakest defensive weaponry facing forward and fewer hits were required to disable or destroy a bomber. The chin-turret put defensive firepower where it was most needed.

Another innovation, with the increasing availability of P-47s for short- and mid-range escort duty, **was an attempt to marginalize the Luftwaffe**. During late summer 1943, several attempts were made to attack significant targets with heavy fighter support in the hope of luring the Luftwaffe into fighter-on-fighter engagements (vs. fighter-on-bomber). These targets were always within the range of the P-47s, and were frequently Luftwaffe bases and aircraft production. But the Luftwaffe didn't bite, as the targets were rarely in Germany, but in France.

The next innovation, realized quite by accident, **was the drop-tank** for use on fighter aircraft. Originally conceived as a means of increasing the ferrying range of P-38 "Lightning" and P-47 "Thunderbolt" aircraft, it had also been considered as means of extending fighter endurance in support of the "primary mission" of defense against hostile bombers. It took a while to connect the dots, and when so connected, the escort range of these aircraft increased to the great surprise and dismay of the Luftwaffe, which would typically await the incoming bombers at the previous range limit of the escort fighters.



P-38



P-47

The P-47 was an amazingly versatile aircraft and was formidable in a dog-fight. It began escort duties in 1943 as the aircraft became available and escorted the 385th for the first time on Mission #5, 28 July 1943. Still, it was not until November 1943 that P-47 escorts became the norm for the 385th. A very robust aircraft, one Thunderbolt veteran I spoke with observed: "The P-51 pilots get all the girls; the P-47 pilots go home to all the girls."

The P-38, after experiencing certain development and performance issues (e.g., control in high-speed dives), became a valuable addition to the escort function. With arguably the highest combat service ceiling of any combat aircraft on any side during WW2 - 44,000 ft(l) - the P-38 could invariably initiate defense of the bomber formations from above attacking German fighters. And with drop-tanks, it had the range to escort our bombers, including missions with the 385th, deep into Germany.

While not quite as agile at high-altitudes as the German fighters it encountered, being able to dive onto the attacking defenders gave the P-38 a huge advantage. (It had excellent low-altitude maneuverability which was used to great advantage later in the war.) The Luftwaffe pilots gave it a nickname: "*Gabelschwanz Teufel*" - Fork-tailed Devil!

The drop-tank was fully validated with the arrival of the P-51 "Mustang" beginning in late 1943. With a performance envelope that matched or bettered any German fighter with the exception of the Luftwaffe jets that appeared late - too late - in the war, the P-51 ultimately cemented Allied air superiority as it began arriving in great numbers in early 1944.



P-51

The final innovation was Operation Argument. In a systematic and coordinated attack on the German aircraft industry and fighter airfields, the 8thAF and 15thAF (from bases in Italy) began a weeklong operation which became known as "Big Week." Beginning on 20 February 1944, for the first time the 8th sent out more than 1,000 heavy bombers. The 385th lost 8 aircraft with 137 sorties on four missions during "Big Week." Additional aircraft crash-landed in England.

Because as many as a dozen high-value targets were being simultaneously attacked, the Luftwaffe had no choice but to engage. With more than 800 U.S. escort fighters providing full-duration support, and additional short-range and withdrawal support from 16 RAF squadrons, the Luftwaffe suffered devastating physical losses (as many as 275 frontline fighters) from which it would never fully recover.

Attacking the Luftwaffe rather than solely defending against it - "offensive counter air" - we were able to defeat the Luftwaffe defenses through attrition. This also had a huge psychological effect of both sides. In one week we dropped almost as much bomb tonnage as the 8th had dropped in its entire first year!

As the war progressed, P-51s escorted our B-17s and B-24s to targets throughout Germany. Herman Goering reportedly admitted, after the war, that when he saw the P-51s escorting our B-17s in the skies over Berlin, "I knew the jig was up."

By Defending the Offense, the 8th Air Force was able to carry the fight, decisively, to the enemy. The escort fighters, particularly the P-51, enabled the 8th to fulfill the promise of strategic bombing. The heroes of the 385th, with not one but two Presidential Unit Citations, were a key part of that success.

8th AIR FORCE HISTORICAL SOCIETY ANNUAL REUNION
CROWNEPLAZA DAYTON
OCTOBER 10-14, 2018

REGISTRATION INSTRUCTIONS

Please see the information on the hotel and make your reservations immediately. Once your hotel reservation is confirmed, proceed with the activity registration. See choices below and complete the Registration Form noting your event choices and personal information. By "WWII GROUP," we're asking for the group or unit in which you served (specific Bomb Group, Fighter Group, PRG, HQ, etc.). We use this information for tallying totals for each group, nametags, and seating arrangements. If you prefer to sit with a different group, please give us that information too. We do not need your squadron. Remit by mail with check or money order payable to Armed Forces Reunions by September 7, 2018. You may also register and pay with credit card online at www.afr-reg.com/8afhs2018. A 3.5% convenience fee will be added to credit card reservations. Forms received after September 7 will be accepted on a space available basis only. Hotel reservations should also be made by September 7, but we encourage you to do so much sooner.

ARMED FORCES REUNIONS, INC. CANCELLATION POLICY

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less a \$10 per person processing fee. Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less a \$10 processing fee. Cancellations will only be taken Monday through Friday from 9:00am until 4:00pm Eastern Time, excluding holidays. Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation doesn't cancel your reunion activities.

DUES

Most reunion activity registration forms include a principal attendee and possible guests. Examples include: A WWII Veteran and his wife, a Next Gen Attendee and her son, an 8AF Enthusiast (no relation to a WWII Veteran), etc. The principal attendee must be a dues paying member of the Society to attend the reunion, so at least one person on the registration form must be in good standing as a member of the Society for that person and his/her guests to attend. If the principal attendee is not a member, Dues, \$40 per year, may be paid on the registration form.

REGISTRATION FEE

Everyone is expected to pay the registration fee, \$45 per person, which is totally different and separate from Dues.

MEAL & TOUR CHOICES

NEW FOR 2018: There are no meal packages! Because the hotel room rate includes a hot breakfast each morning, there is no need for a meal package. All other hotel meals can be purchased separately and are listed on the registration form.

In addition, tours are listed on the registration form and can be purchased separately. Tours and trips are described on the Reunion Highlights Pages, and 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 AFHS ACTIVITY REGISTRATION FORM - OCTOBER 10 - 14, 2018

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will participate in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order. Your cancelled check will serve as confirmation. You may also register online and pay by credit card at www.af-reg.com/Bafhs2018 (3.5% will be added to total). All registration forms and payments must be received on or before September 7, 2018. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please do not staple or tape your payment to this form. Returned checks will be charged a \$20 fee. Your contact information will be shared only with reunion attendees.

Armed Forces Reunions, Inc.

322 Madison Wells
Norfolk, VA 23510
ATTN: 8th AFHS

OFFICE USE ONLY

Check #Date Received _____

InputtedNameTag Completed _____

CUT-OFF DATE IS 9/7/18	Price Per	# of People	Total
DUES			
The principal attendee must be a member of the 8AFHS to register for this reunion. If you are not a member, please pay your yearly dues here.	\$40		\$
REGISTRATION FEE			
Includes meeting expenses and other reunion expenses.	\$45		\$
Reg. Fee for children ages 8-16 attending more than 1 function & staying at hotel	\$30		\$
MEALS			
Thursday, 10/11: Dinner Buffet (Chicken w/ Honey Brie Dijon Sauce & London Broil w/ Cheddar sauce)	\$42		\$
Friday, 10/12: Rendezvous Dinner (Rosemary Lemon Chicken)	\$38		\$
Saturday, 10/13: Box Lunch (sandwich, chips, cookie, water)	\$16		\$
Saturday, 10/13: Banquet (Please select your entree below)			
Herb-Roasted Prime Rib	\$45		\$
Grilled Salmon w/ Creamy Leek Sauce	\$45		\$
Chefs Choice of Vegetarian Entree	\$45		\$
TOURS			
Thursday, 10/11: Dayton City Tour	1 \$38		\$
Friday, 10/12: National Museum of the US Air Force	\$38		\$
Saturday, 10/13: Carillon Historical Park / Packard Museum	\$54		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

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

MEMBER _____ NAME _____ (for _____ nametag)

8AF VETERAN OTHER VETERAN NEXT GEN HERITAGE LEAGUE DOTHER

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

WWII GROUP AFFILIATION FOR UNIT TOTALS & SEATING ARRANGEMENTS (please list BG/FG, not BS/FS)

SPOUSE NAME (if attending) _____

GUEST NAMES/DOTHER _____

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? DYES **NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).**

HOTEL RESERVATIONS SHOULD BE CONFIRMED BEFORE SUBMITTING THIS FORM. PLEASE CHECK YOUR CONFIRMED HOTEL:

CROWNE PLAZA DAYTON DOTHER

EMERGENCY CONTACT/PHONE NUMBER () _____

CROWNE PLAZA DAYTON - DAYTON, OH

(937) 224-0800

www.cpd Dayton.com/

Location

33 E. 5th Street, Dayton, Ohio 45402

Ideally located near the Dayton International Airport and situated in the heart of the city, near the Oregon Arts District, guests can enjoy shopping, dining, and entertainment just minutes away.

Reservation Information

Please call the number above and reference the 8th Air Force Historical Society or please go to www.afhr.org/afhr/afhr.htm and click on the hotel reservation link at the top of the page. The hotel will allow no more than two reservations per call. Reservations should only be made for yourself and/or a family member. Separate names will be required for each room reservation. Please encourage your friends and family to make their own reservations instead of holding multiple reservations as a 'just in case.' This practice caused a premature need for overflow hotels last year.

Group Name: 8th Air Force Historical Society

Reunion Dates: October 10-14, 2018

Rate: \$124 + tax (currently 13.25%) for 1-2 people (\$10 add-on per night, per person for 3rd and 4th person). **Rate includes hot breakfast each day.**

Rates will be offered three days before and after official reunion dates, with advanced reservation notice and subject to group block availability.

Cut-off Date: 09/7/18. Late reservations will be processed based on space availability at a higher rate.

Cancellation Policy: All reservations must be accompanied by a credit card guarantee. Reservations can be cancelled up to 6pm on the day of arrival. No shows and late cancellations will be charged.

Parking & Shuttle Information

Complimentary airport shuttle service is offered to and from the Dayton International Airport. Call the hotel once your airline ticket is booked to make your shuttle reservation and to obtain more information. The hotel also offers a complimentary shuttle service to the local area. As is the case with all complimentary shuttles, space is limited and considerable wait times may be necessary during busy arrival/departure times. You may want to pay for a taxi instead. The hotel also offers complimentary parking for guests staying at the hotel.

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 or to make reservations

Unit Hospitality Rooms & Friday Events

A limited number of hotel meeting rooms and parlors will be used as hospitality rooms for individual groups, as well as meetings on Friday. Depending on the size of the room and the number registered for Friday's dinner, the same rooms may be used for those dinners. Rooms will be available to set up beginning Wednesday afternoon, and should be vacated by Sunday morning at 10am. Groups are allowed to bring in their own beverages and dry snacks. Ice will be provided. Hospitality Room bars must be closed when Receptions show on the reunion agenda (each evening). Rooms will be assigned based on the size of the group after the cut-off date and may need to be shared if lots of groups are interested. Small groups may need to combine with others for hospitality and/or Friday night's dinners. None of this can be confirmed until we know how many groups would like a hospitality room and how many people register from each group to determine final counts. To be included in group counts, each person must have paid the registration fee and be a dues-paying member of the Society (or the guest of one). Please contact Donna Lee, Armed Forces Reunions, Inc. at DonnaLee@afri.com immediately to let her know if your group is interested in a hospitality room.

8TH AIR FORCE HISTORICAL SOCIETY

OCTOBER 10-14, 2018

CROWNE PLAZA - DAYTON, OH

SCHEDULE OF EVENTS

WEDNESDAY, OCTOBER 10

- 1:00pm - 6:00pm **Reunion Registration**
 6:00pm - 7:00pm Welcome Reception with Cash Bar and Snacks, followed by dinner on your own
 7:00pm - 9:00pm 8th AFHS Board Meeting
 7:00pm - Until Hospitality Suites open

THURSDAY, OCTOBER 11

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
 8:00am ■ 11:30am **Reunion Registration Open**
 9:00am ■ 2:00pm DAYTON CITY TOUR *(description follows)*
 1:00pm - 6:00pm **Reunion Registration Open**
 2:10pm - 2:50pm Curator's Corner
 3:00pm ■ 5:00pm Seminar on Crash Site Excavations, Uwe Benkel & Maj Arie Kappert *
 6:00pm - 9:00pm Cash Bar Reception
 7:00pm - 9:00pm Buffet Dinner and World Premiere, "The Cold Blue" by Erik Nelson & Peter Hankoff *

FRIDAY, OCTOBER 12

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
 8:00am - 11:30am **Reunion Registration Open**
 8:00am ■ 9:15am Group Meetings
 9:30am ■ 2:30pm NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE *(description follows)*
 1:00pm - 6:00pm **Reunion Registration Open**
 3:00pm ■ 4:30pm Q&AWWII/Vets
 6:00pm - 9:00pm Cash Bar Reception
 7:00pm ■ 9:00pm Rendezvous Dinners

SATURDAY, OCTOBER 13

- 7:00am ■ 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests
 8:30am - 11:30am **Reunion Registration Open**
 8:45am - 10:15am General Membership Meeting
 10:30am - 11:30am Heritage League Meeting
 11:30am - 12:00pm Box lunches available for pick up (pre-purchase only)
 12:00pm ■ 3:30pm 8TH AFHS Board Meeting
 12:30pm - 4:45pm CARILLON HISTORICAL PARK / PACKARD MUSEUM *(description follows)*
 5:00pm ■ 5:30pm **Reunion Registration Open**
 5:30pm - 7:00pm Cash Bar Reception
 6:30pm * 6:45pm WWII Veteran Group Photo (Tentative timing. Please check final schedule for update).
 7:00pm - 10:00pm Gala Dinner and Program

SUNDAY, OCTOBER 14

- 7:00am - 8:30am Complimentary Breakfast Buffet for 8AFHS overnight Crowne Plaza Hotel guests

***SPEAKERS ARE TENTATIVE AT THIS TIME AND WILL BE CONFIRMED PRIOR TO THE REUNION.**



Featured Pin-Up Artist - Donald Rust (b.1932)

Donald Rust has created a large number of pin-up paintings during his career, very much in the vintage style

Donald Rust began drawing and painting at a very early age and has never had the desire to be anything but a serious artist.

Donald Rust was born in Erie, Pennsylvania in 1932. His early work was directly influenced by his grandfather, Emil Rust, Gil Elvgren, Bob Toombs, and Norman Rockwell. However, he feels there has been no one single influence in his wildlife art and insists that all wildlife artists have affected his style.



For many years, Rusty's paintings concentrated on circus and portrait subjects, but recently, wildlife subjects have intrigued him more and more. His portraits include such prominent individuals as Emmett Kelly Sr, Emmett Kelly Jr, Merle Evans (Ringling band leader), Norman Rockwell, and Molly Rockwell. In fact, D L Rust and Norman Rockwell used to correspond regularly and in one letter Rockwell emphasized that Rust's artwork "is very good indeed".

Rust's paintings hang in the Ringling Museum of the Circus, Sarasota, Florida, the Norman Rockwell Museum, Philadelphia, Pennsylvania, and the National Portrait Gallery of the Smithsonian Institution, Washington DC.

He has illustrated books for Valkyrie Press, A S Barnes & Co, and World of Yesterday Publications, and has provided illustrations for Reader's Digest and other magazines. His artwork has also appeared on collector's plates, appointment books, wall calendars, porcelain mugs, playing cards and jigsaw puzzles.

Rust's ability to capture nature lies between fantasy and reality. Realism is his style, but he wants to take the collector's imagination one step further. He is an artist sensitive to nature and its surroundings. The beauty of his artistic documentation is distinctly his own. Rust takes us not just to a creative visual, but to a place and a story.

Rust has produced more than 14,000 paintings and has 2,000 originals registered by owners with the National Museum and Gallery Registration Association (an NMGRA record!).

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

We go back to WW II for these tales. There are many variants of the Erskine story. We think this one — embellished somewhat — has the best ending.

SCENE: NEW AIRCRAFT, NEW CREWS
EN ROUTE TO EUROPE—AN HOUR OUT
OF THE AZORES.



SO THE '24 CRUISES BY THE '17
ON TUGEE ENOINTA!



TM A TOTALLY UNQUE LATEP ETQGY WE UAVC THE CASE - WGAG WAFFE CNP- QF A
MOT PILOT PAGGINEa UIE BIKP M4U-£ ME CMOULPHTT OU GLITA -



Correspondence

Dear Ray,

Last year our family found the facebook connection for the 385th Bombardment Group newsletter. Chuck Smith replied with a number of back issues. We read them all and found so many of the experiences much as I remembered.

I will be 98 this July 30, 2018. I enjoy fairly good health, but have limited hearing and vision.

I have included my war records in hopes you can use them.

I lived in New Kensington, Pa. after graduating High School, I was employed by The Aluminum Co. of America until I was called to join the army on Sept 23, 1942.

I went to aerial gunnery school at Tyndal Field, Fla., army air mechanics school at Gulfport, Miss., The North American aircraft plant at Inglewood, Calif. I joined a flying crew for a short time for operational training before transferring to England.

The base had only been opened for a short time when we arrived. There were only a few planes in each Squadron.

After a briefing on the Mission and target we got ready to fly - our flights were all in daylight. In the ball turret, I had a birds eye view of every target. There was so much flack and many pursuit planes. We hit our target, then headed home. We lost a number of our planes on those early missions. We very seldom flew the same plane because they were so badly damaged. We always hoped the planes shot down would make it to friendly territory and grateful when we made it back home.

We never took credit for planes shot down, just gave credit to the full crew of the full squadron.

After 25 missions, I came back to the states and was stationed at Patterson field, Ohio until I was discharged Oct 23, 1945. I returned to my job at Alcoa, married Thelma and raised 4 children. I worked for Alcoa for 41 years, then moved to Myrtle Beach, SC. In 2016, we moved to Brightwater independent & assisted living. We have many activities, one a very active veterans group which meets every month. We enjoy talking about our experiences. I have shared the news letters with them.

I often wonder if anyone in our crew has shared stories or are still alive.

Louis Resch

Dear Louis,

I cannot tell you how pleased I was to receive your recent letter! Your personal reflections are of great value to those of us who honor your service.

For which we profoundly thank you.

The items you sent are greatly appreciated, and will be retained in our archives. Your assignments were a great reminder of how crew members had to be able to do more than one thing. And I, personally, have always admired those who, like you, had the ability to "fix things" and make things work. In your case, that would be under the most difficult of circumstances.

Your letter also reflected the "growing pains" of the 8th Air Force, as you did not have completely provisioned squadrons, or protection, until the war progressed. And your remembrance of flying in different aircraft as a result of battle damage was a great reminder of the "heavy bending-&-lifting" you early-arrivals did.

Are you able to speak on the telephone? Are you able to use the internet? If so, please let me know your # & email address so that I might share that info with others in our Association.

Oh, and there is one last thing I wanted to say:

Happy Birthday!!! And many more!!!

I am enclosing a small token gift which I think you will find particularly meaningful as modest expression of our profound gratitude for your service

My phone #: 770-595-4400

My email: RFORDYCE@BELLSOUTH.NET

Dear Charles,

I hope you can help me with some missing information around my father, Julius Zuckerman's military records during WW2. I have some pictures from an old family album of him in daily army life and they were labeled by my mother as Lavenham, England. I have other records including an army bible as well as what we remember he would tell us about his being in the 551st squadron of the 385th bomb group. I do know he repaired the radios on the B-17s and that he was part of the ground crew. I have many pictures of B-17s that he took that I could identify by their nose art and names as part of this unit. I also am aware that the 385th was stationed at Great Ashfield, which was not that close to Lavenham. Unfortunately neither of my parents are still around to help with this question. The pictures are dated 1944-45. So my question is whether there was any chance that he really was stationed at Lavenham and yet was part of the 551st.

Any help or guidance as to who to contact is most appreciated. Many thanks for any guidance that you might be able to provide.

Best wishes

Steve Zuckerman (shzuck@gmail.com)

I shared this email with our current Historian and below is Ray Fordyce's response to Mr. Zuckerman. I also suggested he contact Bill Varnedoe who would have been based there around the same time and might have additional information. If anyone reading has any further knowledge, we'd love to hear from you.

I'd also like to thank Steve Zuckerman for sharing some of his father's personal photos of this time; in doing so we now have some additional nose art and names of B-17s not previously archived! (some of these photos are pictured on the following pages)

I am aware that under certain circumstances ground crews would have TDY at "away" locations, e.g., when a/c would be landing there (as in North Africa during that one mission). It also was true that certain units moved into France during the later stages of the war, but this was not the case for "heavies." (In my 8th AF Historical Assn / Georgia group, which meets monthly, I have befriended one Dave Andrews who flew 65 missions - the full count - in light bombers, 60 in A-20s, 5 in A-26s. He was stationed in France toward the end of the war.)

The only Julius Zuckerman I was able to find was with the 825th Aviation Engineering Battalion, and they were based in several locations in England, but not Lavenham. I cannot help but wonder if he was assigned to different BGs at different times, perhaps a "floater" serving at various bases as needed. This would be my best guess.

With the loss (St. Louis fire) of so many records, reconstruction may not be fully possible.

Ray



"Yankee Rose" Serial Number Unknown



"Lady Lyle" 43-39117



"Little Miss Hap" Serial Number Unknown



"Barbara-B" 42-32078



"Lady B Good" 43-38417 - Having a full shot of the 17 is useful as markings (such as the call letter "J" on the tail) further help us with identification of these 17 in other photographs.



"Stork Club" 44-6136



"Wandering Duchess" aka "Wells Cargo" 42-31778



"Leading Lady" 42-97668



"Back to the Sack" 42-97507



"Ole Doodle Bug!" 43-38625



"Lady B Good" 43-38417

Thanks again to Mr. Steve Zuckerman for sharing his collection of photographs from his father's time with the 385th. These photos have expanded our digital archives with new photographs of nose art that we previously did not have and helped us to update other photos that which were not of high quality.

Please contact Charles Lundsberg (Lundsberg@gmail.com) if you have any memorabilia that we can add to our archives to help preserve the history of the 385th and those who served.



"Yankee Rose" Serial Number Unknown



"Lady Lyle" 43-39117



"Little Miss Hap" Serial Number Unknown



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Lyndol H. Palin

South Burlington - Lyndol H. Palin, 96, passed away on July 14, 2018 surrounded by his loving family at The Residence at Quarry Hill in South Burlington, VT. "Lindy" was born at his family home in Derby, Vermont on July 18, 1921 and was the only child of Harley Austin and Gladys Lena (Gray) Palin.

Lindy attended Derby public schools and graduated from Derby Academy in 1939.



Immediately following graduation he started working as a machine operator, first at Union Twist Drill Co. in Derby Line and then at Hartford Machine Screw Co. in Hartford, CT. Shortly after the attacks on Pearl Harbor, Lindy enlisted in the Army Air Force Aviation Cadet program. He received his commission as 2nd Lieutenant and his pilot's wings in December 1943. Lindy was then sent to B-17 training, assigned a crew and sent to England where he served with the 385th Bomb Group. He successfully completed 35 heavy bomber missions over France, Luxemburg, Belgium, Germany, Austria, Poland and Czechoslovakia. Lindy was forced to make emergency landings in Belgium on two occasions. The first was due to lack of fuel and the second due to battle damage and the loss of two engines. He was awarded the Distinguished Flying Cross for outstanding airmanship and courage for getting his aircraft and crew to a safe haven. Lindy received the rank of Captain, became squadron training officer and flew his last three missions as an acting command pilot leading his squadron. In December 1945, he was released from active duty and placed on reserve duty. Following World War II Lindy was married to Evelyn Lindsay Bray on May 26, 1945 in St. Bartholomew's Church on Park Avenue in New York. He later enrolled at the University of Vermont and graduated in 1949. While attending UVM he served as a pilot in the Vermont Air National Guard and attended Oxford University in England for one semester as an exchange student. He had a varied and interesting career. Lindy taught English for one year at People's Academy in Morrisville, VT and then ventured into the business world starting as a management trainee at Owens Illinois Plywood in North Troy. He rose through the ranks to serve as Vice President and Plant Manager both at North Troy and for a time at the other Owens Illinois Plywood location in Hancock, VT. In 1956, Lindy accepted a position as Vice President, Sales for General Plywood Corporation in Louisville, KY. In 1960, he returned to Vermont and purchased a 50% interest in Rice-Whipple, Inc. a retail furniture store in Newport. In 1961, he accepted a position as Vice President, Sales with Shelburne Industries in Shelburne, VT which was a company owned by the late Governor Richard Snelling. 1970 ushered in another career change when Lindy became a partner in AFB Real Estate in Burlington. He was active there until 1979 when he accepted a position as Vice President and Geru

385TH

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eral Manager of Hickok and Boardman Real Estate. He retired in 1990 and in 1995 returned with his wife, Evelyn, to their family home on Lindsay Beach in Derby, VT.

During his working career, Lindy was very active in business circles. He was a long standing and active member of Rotary International serving in both the Burlington and Newport clubs. In addition, he was on the board of the Hardwood Plywood Institute, a board member of the Northwestern Board of Realtors, President of the Northwestern Board of Realtors Multiple Listing Service and Chairman of the Vermont Real Estate Commission for five years.

Being an active person, he continued to play golf and bowl until 2016. He was an avid New England sports fan, an expert at crossword puzzles, enjoyed dancing and listening to the music of the 30's, 40's and 50's. Lindy was devoted to and is survived by his loving wife Evelyn of 73 years, his daughters Dianne Alexander and husband Ron, Susan Gleason and husband James, Sondra Stearns and partner James Byron, Nancy Langan, son Richard Palin and wife Leigh Anne as well as 11 grandchildren and 17 great grandchildren. He was extremely proud of each of them and will be dearly missed by all.

His family appreciates the exceptional and loving care provided by the staff and medical personnel at The Residence at Quarry Hill as well as the Visiting Nurse Association and their Hospice Program.

Memorial contributions in Lindy's memory may be made to the National Museum of the Mighty Eighth Air Force, Attn: Stephen Reed, 175 Bourne Avenue, Pooler, GA 31322 or Visiting Nurse Association, 1110 Prim Road, Colchester, VT 05446



There will be a celebration of Lindy's life on Wednesday, July 18th at The Residence at Quarry Hill, 465 Quarry Hill Road, South Burlington, VT from 4-7 PM. All are welcome.

There will also be a celebration of Lindy's life on Sunday, August 5h at Newport Country Club in Newport, VT from 4-7 PM.

Captain Lyndol Palin and Crew. Great Ashfield, England 1944.

548th Squadron - 385th Bomb Group - 8th Air Force

Rear Standing:	Kneeling - Front:
Lyndol Palin - Pilot	Ronald Troutner - Tail Gunner
Leland Mitchell - Co-Pilot	Norvell Schoof - Engineer-Gunner
Hoyt Nance - Navigator	Joseph Mondel - Ball Turret Gunner
Harvard Titner - Bombardier	James Kennare - Radio Operator, Gunner

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Grendell E. Hawes (CMSgt Ret.) 1921 - 2018
"I have had a good life, devoted wife, and two exceptional children, I'm content"

Grendell E. (Gren) Hawes was born to Lucille (Taylor) and Elgin Hawes in Portland, OR on November 14, 1921. Brother Robert S. Hawes was born on February 4, 1923. Gren graduated from Coos River High School, Coos Bay, OR in May 1939.

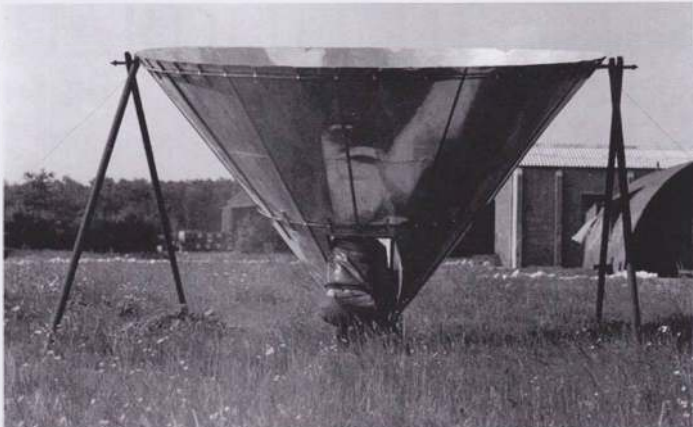
He entered the Army Air Corp in August 1941. After completing Armament and Gunnery Schools, he was assigned as a tail gunner on a B-17 crew at Geiger Field, Spokane, WA. There he met and on August 24, 1943 married Betty M. (White). At the height of WWII Gren was sent to England as a member of the 8th Air Force. His crew flew 28 missions. He left the service in October 1945.

During the Korean Conflict he was re-called and remained in the Air Force for a total of 22 years. His military career consisted of flying target drones, maintenance control of missiles, instructor supervisor of missiles, and supervisor of communications. Gren was one of the first enlisted men in the Air Force to attain the rank of Chief Master Sergeant in 1961. He was awarded: The Distinguished Flying Cross, two Air Medals, two Citations, a Meritorious Achievement Award, and in 1961 he was named Airman of the Year.

Following retirement from the military in 1968, Gren and Betty moved back to Spokane where they bought Gren's father's electroplating business, Aladin Metalcraft, They moved to Seattle in 1979 and later settled in Olympia in 1987.

Gren and Betty had two children, Shari Cummings, Denver, CO and Terry Hawes, Tumwater. They had one grandchild, Tawni (Andrea) and two great grandchildren, Zoe and Zachary.

Gren's hobbies were flying remote controlled airplanes, swimming, reading and hunting. Gren and Betty were married for over 72 years. Betty preceded Gren in death in 2015. He is survived by his children, grandchild, great grandchildren, sister-in-law Colleen Smith, and nieces and nephews. The family requests no flowers as there will be no public or private services. If you wish to remember Gren, please send a donation to your charity of choice. Burial arrangements are by Mills & Mills.



This image was part of a 385th collection obtained in France.
Does anyone know what this is? Our best guess is a listening station.



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or American Legion.**



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FOR SUBSCRIPTION INQUIRIES PLEASE CONTACT:

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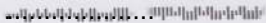
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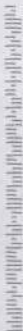
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