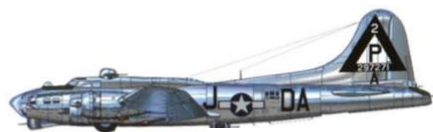




# 384th Bomb Group Heritage Association News & Journal

384th Bomb Group, Inc.



*"Keep The Show On The Road..."*

June 2025

## The schedule for our 2025 384th reunion comes together – join us!

*Please join us as we visit the Air Force museum, B-17 Champaign Lady and other sites*

As we get closer to our 29 October to 2 November 384th Bomb Group Heritage Association reunion in Dayton, Ohio, the schedule is firming up. This is our 35th reunion, in addition to 12 "junktets" to England and Grafton Underwood.

As we get closer to the event, we'll be communicating more frequently, via email, on our Facebook group and through this newsletter. Once again, thanks to Carol and Frank Alfter for coordinating this year's event. Carol, a veteran of many reunion planning efforts, graciously came out of planning retirement for this year's get-together. Frank's long relationships with the National Museum of the U.S. Air Force and the Champaign Aviation Museum in Urbana, Ohio will enable our group access to unique B-17 experiences, including the restored Memphis Belle at the Air Force museum, and the ongoing restoration of the B-17 *Champaign Lady* at the Urbana museum.

**Please see page 7 for the registration form and details, and here's our updated schedule, by day, and hotel information:**

### Wednesday, 29 October, Arrival Day

- 5-10 pm, Evening meal at our hotel, taco bar

### Thursday, 30 October

- 6-9 am, Breakfast (included in room rate)
- 9:15am-3:30 pm, Tour National Museum of the USAF, including *Memphis Belle* (picture, top right)
- Lunch: On Your Own
- 5-11:45 pm, Dinner in Kitty Hawk: pizza & pasta bar

### Friday, 31 October

- 6-9 am, Breakfast (included in room rate)
- 10:45 am-3 pm, Tour Champaign Aviation Museum, including *Champaign Lady*, (picture, bottom right)
- Lunch: Box lunch on the bus
- 5-11:45 pm, Dinner in Kitty Hawk (hotel): Plated chicken with Tuscan cream sauce

### Saturday, 1 November

- 6-9 am, Breakfast (included in room rate)
- 9:45 am-3 pm, Tour Carillon Park
- Lunch: On your own, several restaurants at Carillon
- 5-11:45 pm, Social hour followed by evening meal at hotel: Banquet plated prime rib

### Sunday, 2 November

- 7-9 am, Breakfast (included in room rate)
- Departure day

**The affordable registration price for the reunion is \$280.** This per-person fee includes all meals unless otherwise noted. Attendees will pay for hotel rooms directly (see below). We will travel by chartered bus to sites we visit.

Our hotel, currenly **the Holiday Inn Dayton/Fairborn I-675**, is being rebranded as a **DoubleTree by Hilton** hotel. When the change happens, all details, including room rate, will remain unchanged. The address is: 2800 Presidential Dr., Fairborn, Ohio 45324. And the room rate is \$150/night, breakfast included. **See registration form, p. 7 for more details.**

**Reservations:** Doubletree by Hilton Reservations (Group Code "BOM"), or call the front desk at 937-426-7800 and request room block "384th Bomb Group." Cutoff date for reservations is **29 September, 2025.**

— Paul Furiga



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## 2025 Calendar

Our 2025 reunion is taking shape. Please see the Page 1 story for details on the event, which will be held 29 October- 2 November in Dayton, Ohio. We have lots of fun activities, and we'll see more than one B-17! The Eighth Air Force Historical Society reunion will be held 1-5 October in Colorado Springs, CO. Visit the 8th AFHS website below for more details.

## On the Internet

### 384th BG website

*Our internet home, maintained by Fred Preller and team.*

### 384th Facebook page

*A great place where many of us share our experiences, photos, etc. from both sides of "the pond."*

### The Arrowhead Club

Cindy Bryan's wonderful and inspiring blog. Her father was a 384th crewman and POW.

### 8th Air Force HS

*The home for the 8th Air Force Historical Society online.*

### 8th AFHS Facebook

*Information, photos, stories, current events, pertinent information relating to "The Mighty Eighth."*

## Contact Us

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Wexford, PA 15090  
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## Marking the anniversaries that define us

Let's Take a Moment... to mark the anniversaries that guide us in remembrance.

In May, we celebrated the 80<sup>th</sup> anniversary of the end of World War II in Europe. German leaders signed instruments of unconditional surrender on 8 May 1945,



ending hostilities in the European Theater of Operations (ETO). On 6 June, we celebrated the 81<sup>st</sup> anniversary of D Day.

Who won the war? It was the combination of all the armed services of all the western allies, along with clandestine support by civilians in occupied areas. It was the civilian population in unoccupied lands who worked to equip the armed services, enabling victory over Axis forces. With victory in the Pacific still months away, the home front remained focused on supporting the war effort, while forces in the ETO transitioned to occupation duties and repatriation.

The 384<sup>th</sup> Bombardment Group (Heavy), while instrumental in achieving the

victory in Europe, was nevertheless one small component of the land, air, and naval forces that achieved success. We can take pride in the members of the 384th who supported and carried out their assigned missions – as did the other 45 bomb groups and 15 fighter groups (not forgetting the three Scouting Forces) – with determination and valor. That quality pervaded the allied air forces, ground armies, and navies, making victory inevitable.

While our Association is doing its part to ensure the valor and sacrifice of our troops is recorded and preserved, let's also remember to respect the contributions of the other components of the Allied effort. After all, without them we would not have been able to **Keep the Show on the Road**.

— Fred Preller

## Know your 384th Officers and Board of Directors

Chairman of the Board	Peter Bielskis
President	Fred Preller
Vice President	Chris Wilkinson <i>elected President, 2026-2027</i>
Secretary/Newsletter Editor	Paul Furiga
Treasurer	Ray Lustig
Member	Carol Alfter
Member	Frank Alfter
Member	Dennis Bielskis
Member	Nathan Bosdet
Member	Thomas Swift <i>elected Vice President, 2026-2027</i>

The 384th Bomb Group, Inc. is a non-profit veterans organization based in Ohio. Membership includes the quarterly newsletter for \$25, renewed yearly in January.

## 2025 DUES INFORMATION

### HAVE YOU RENEWED YOUR MEMBERSHIP FOR 2025?

**Membership year runs January to December, so it's time to join or re-up for 2025!**

Please send dues to our treasurer, Ray Lustig, at this address:

Ray Lustig, 384th Bomb Group, Inc.  
128 Ulster Avenue  
Walden, NY 12586

Questions? Contact Ray at [rlustig@hvc.rr.com](mailto:rlustig@hvc.rr.com)

Thank you for your help in ensuring that group activities are financially supported.

# TAPS: Remembering Al Benjamin

If you know of a 384th Veteran's passing, please write our editor, Paul Furiga ([newsletter@384thbombgroup.com](mailto:newsletter@384thbombgroup.com) or 222 Courtney Place, Wexford, PA 15090), so that we may honor their service and their passing here.

In our December 2024 issue, we had the honor of reporting on 544<sup>th</sup> squadron navigator Al Benjamin's attendance at our 2024 reunion in New Orleans, at the Eighth Air Force Historical Society National Convention (see pictures, at right and below).

Sadly, Al has flown west, joining his compatriots in the 384<sup>th</sup> who have found their eternal rest. Al didn't make it to a 384<sup>th</sup> reunion until 2024 and as those of us who attended will attest, he made up for the years past with a fantastic experience. While Al clearly enjoyed his time with us (and the three other attending Eighth vets and the hundreds of attendees), the greatest joy came for those of us who got to meet Al, enjoy his sense of humor, and ask questions of one of those who were actually "over there" to fly combat with the 384<sup>th</sup>. Al will be deeply missed.

In addition to some pictures from the reunion, we are honored to share here the obituary that his son Ross shared with the 384<sup>th</sup> board:

*Alfred David Benjamin of Canton, MA passed away after a very long and productive life on 13 March, 2025. He was the devoted husband of Lorraine Benjamin (z"l) for*

*74 incredible years, loving father of Ross (Midge), Cary (Susan), and Evan (Kristen), grandfather of Amalie (Daniel), Hallie, Jessica (Christopher), Samuel (Brooke), Ari (Katherine) and Rose (Julian), and great grandfather of Elliott, Reid, Blake, Evangeline, Cameron and Lily. Born in Dorchester, Massachusetts to Samuel and Rose Benjamin, he lived in Dorchester, Newton and Mashpee, MA, and in South Palm Beach, FL. He was predeceased by his brothers Joseph and Herbert, and shared special relationships with his sister-in-law Micky Winn, nephew Steve Winn (Lesley), niece Sharon Quigley (Ken z"l), and cousins Joseph (Ruth) and Jeffrey (Betsy) Benjamin, and Paula Rospot Reynolds (Steve). Alfred led a storied life, enlisting during World War II in the Aviator Cadet Corps and was among the youngest officers commissioned as a second lieutenant in the Army Air Corps. He flew 31 missions as a B-17 navigator and was shot down over Belgium, earning the Purple Heart for his 13<sup>th</sup> mission.*

*After the war, he leveraged his insatiable curiosity, along with his ability and confidence, to become a self-taught entrepreneurial engineer/tradesman with a broad portfolio that was perfect for the times.*

*In the early 50s, he disassembled his parents' newfangled television receiver and studied electronics books to figure out how to help consumers repair their new television sets. This resulted in a business that lasted until the solid-state revolution.*

*In the mid 50s, he saw that prefab homes were a possibility, so he and Lorraine designed one, built it as the general contractor, and lived in it for 44 years.*

*In the 60s, he bought into a communications business that had him producing industrial films, videos, radio commercials, and slide and multi-image programs and worked tirelessly for 40 years, while bringing two of his sons into the business.*

*After retirement, he kept sharp by his interests and avocations: building grandfather clocks in his wood shop, assembling an impressive HO train set, assisting wife Lorraine in framing scores of canvases of her oil and acrylic paintings, running bingo games, and following his beloved Boston Red Sox, who rewarded him in 2004 with their World Series victory.*

*His 2017 theatrical play, "In the Dark of the Night" was based upon a poem he wrote at war in 1944, and was produced and directed by him twice to rave reviews. His book "Change" about the difference in life between 1924 and 2024 remains unpublished.*

*And all this was accomplished while presiding over a growing family which sought his counsel and love at every turn, and who adored the example he continually set for them. He was the loving fixer, the wise sage, and the animated storyteller with a phenomenal memory of the people he loved and the eras he had lived through.*

*Donations in memory of Alfred may be made to Hebrew SeniorLife, <https://www.hebrewseniorlife.org/giving> or The National WWII Museum, <https://www.nationalww2museum.org/give>*

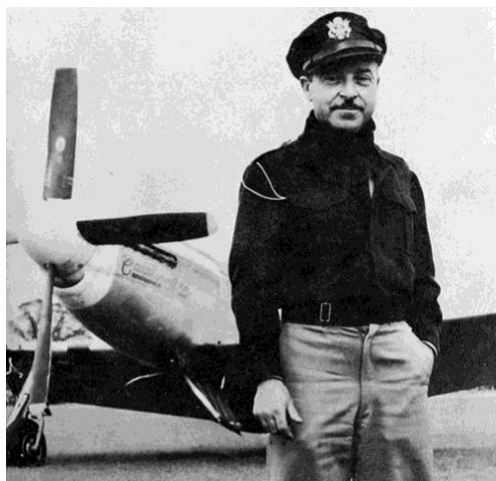


# From the start, Col. Budd Peaselee Kept the Show on the Road

Col. Budd John Peaselee was one of the first men assigned to the 384th Bomb Group and its first commander, appointed on 2 January 1943. He assumed command 29 May 1943.

Peaselee was proud to lead the 384<sup>th</sup>. He had the utmost faith in his men and said of them, "The B-17 and the .50 caliber gun will win the war with the right men behind them. And we have them!" Peaselee had originally trained as a fighter pilot, but he really believed in the bombers and the men who flew them.

Peaselee was well-respected and never asked anything of his men that he wouldn't ask of himself. Before leading his men in



combat, Peaselee flew as an observer on a combat mission with the 303rd Bomb Group to get a sense of what combat was like. Many other leaders of the 384th also flew their first combat mission with the 303rd Bomb Group.

Later, Peaselee would be credited with 7 more combat missions with the 384th. He served as Commander on the 384th's very first mission, to the General Motors Factory in Antwerp, Belgium. He also earned combat credit for flying in other roles, including observer, and pilot of the aircraft, *Ruthless*.

In 1944, the 384th B-17 *Peaselee's Payoff* was named after him. This B-17, assigned 83 missions, earned combat credit for 67. *Peaselee's Payoff* crashed on a training mission in Suffolk, U.K. No crewmembers were injured.

Peaselee's flight career began at eight years old when he saw his first airplane at the California Rodeo. He went home and got to work building his own airplane. That day, Peaselee discovered his love of flying.

Peaselee attended the University of Nevada, where he played football. After college, he joined the U.S. Army Air Corps. At flying school in San Antonio,

he had a good friend and flight instructor there, James H. Doolittle, who would later lead the Doolittle Raid over Tokyo.

Peaselee earned his wings at 24, and was commissioned a Second Lieutenant. A skilled pilot, he also was an expert bombardier, aerial gunner, and celestial and dead reckoning navigator.

Peaselee first flew as a federal Air Mail pilot. Later, he flew with the 19th Bomb Group and was part of the first bomber flight to Hawaii. In 1940, Peaselee was commanding a bomb group to Alaska when his wife of 12 years, Nattie, was tragically killed in a car wreck. He was relieved of this assignment to care for his young children, Carolyn, then 3, and Richard, then 5.

Following the 1941 attack on Pearl Harbor, Peaselee joined the Fourth Air Support Command as a liaison between the Sacramento Air Depot and the Fourth Air Force. Later, with the Second Air Force, he trained bomber crews in Salina, Kan., before becoming commander of the new 384th Bomb Group.

Peaselee was transferred from the 384th to the 1st Air Division, 40th Combat Wing, 8th Air Force as Chief of Staff in September 1943. In this role, Col. Peaselee conceived and led the First Scouting Force, which put bomber pilots in P-51 Mustangs. They flew ahead of bombers and reported on weather conditions, smoke screens, and enemy activity. His old friend, Gen. James H. Doolittle, now an Eighth Air Force Commander, authorized Peaselee to organize and lead it. Peaselee was proud of his Scouts and he said they had "inestimable value" in helping bombing campaigns. **(See picture, above left.)**

Peaselee also flew the Second Schweinfurt Raid, "Black Thursday," 14 October, 1943. He led the 1st Air Division as mission commander. Peaselee flew in the co-pilot's seat of the lead aircraft, from the 92nd Bomb Group. Their target was ball-bearing plants in Schweinfurt, Germany. More than 60 B-17s and 600 men were lost on the mission. This mission also made the Eighth Air Force realize the importance of fighter plane escorts.

After the war, Peaselee led the All-Weather Flying Program for the Pentagon, where he met his wife, Evelyn. In 1953, Col. Peaselee retired from the Air Force after sustaining a back injury. For his service, Peaselee received the Legion of Merit, 5 Air Medals, 3 Distinguished Flying Crosses, the French Croix de Guerre, the Presidential Distinguished Unit Citation, and the Silver Star for his leadership on the Schweinfurt Mission. After the Air Force, Peaselee worked as the Salinas Airport Commissioner, and later, the Salinas Airport Manager. In 1964, he wrote a book called *Heritage of Valor: The Eighth Air Force in World War II* and various other stories for magazines.

In 1967, Peaselee wrote an article about the Schweinfurt mission, titled "The World's Greatest Air Battle." You can [read it on the 384th Bomb Group Heritage Association's website here](#).

In 1968, Peaselee helped found the 384th Bomb Group, Inc., which we know today as the 384th Bomb Group Heritage Association. Later, in 1973, he also helped found The Schweinfurt Memorial Association.

Col. Peaselee never forgot the men he served with. He remembered them and cared deeply for each of them, especially those lost in combat. Peaselee went on to have 3 children and many grandchildren and great-grandchildren. He lived to be 80, and he lies in rest in his home state of California.

For the 384<sup>th</sup>, Colonel Budd Peaselee helped "keep the show on the road", and he is not forgotten.

— Mikayla Leech

## 384th museum progress on two fronts: site and community

### *As construction continues, museum leaders share the museum story broadly*

With the approach of summer, work is continuing to show great progress at the 384th Bombardment Museum at the former Grafton Underwood home of the 384th. The picture below shows some of the amazing results from volunteers collaborating to transform a site that had fallen into disrepair.

As work continues on the site, the leaders of the museum effort are taking the story of the 384th and the creation of the museum out into the community, attending fairs, aviation events and even the Home & Gardens Fair at **Boughton House & Estate**. Boughton is the home of the Duke of Buccleuch, owner of the airfield site before, during, and after the 384th was stationed there. Museum leaders and volunteers are grateful for the Duke's support of the museum effort and the coordination with his staff that makes their work possible.



As museum trustee and treasurer Keith Andrews put it in a recent update about community events, "We often question the purpose of these events and what do we expect to get from them - simply put, it's about raising awareness of the airfield and the Museum project at this point in time."



At the Boughton event, Keith said the group representing the museum met "lots of interesting people ... including a lady whose father flew out of Grafton Underwood with the 384th."

Meanwhile, at the site, the construction of the Nissen hut that was formerly the operations HQ is well underway (see picture, at right), the Norden bombsight building has been restored and the Ops block itself sports a new roof and many interior improvements. As well, group tours of the airfield continue on a regular schedule and draw good crowds.

— Paul Furiga

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## In our next issue — special visitors seem to turn up at Grafton Underwood



Over time, many of us whose family members served with the 384th have been blessed to visit Grafton Underwood.

In our next issue, we'll have a story about recent visits, including a trip by Bill and Kathy Lev, the granddaughter of legendary intelligence officer Col. William "Pop" Dolan, the first officer assigned to the 384th, a World War I aviator who was with the group throughout its time in England. He even flew a combat mission!

Kathy and Bill visited the airfield and museum, stood in her grandfather's old office, and Paul Teal and Sam Coleman (daughter of 384th legend Quentin Bland) took Kathy and Bill on special visits in Kettering, as well as some of the traditional sights in Grafton Underwood.

Warmer weather means greater opportunity for travel to the U.K. If you'd like to visit the museum, please email Keith Andrews at or [kdandrews2017@gmail.com](mailto:kdandrews2017@gmail.com) Neill Howarth at [neillhowarth@gmail.com](mailto:neillhowarth@gmail.com).

While we don't currently have an organized Junket planned, the group will be investigating the opportunity for return to England in coming months. Much more in the next issue ...

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## 384th board elects president, vice president, talks reunion and supports projects

Your 384th board met 14 June to elect a new president and vice president for the two-year term of 2026-2027. Current Vice President Chris Wilkinson will be our new President and board member Tom Swift will succeed him as Vice President. Secretary Paul Furiga and Treasurer Ray Lustig have agreed to continue in their roles.

In addition to the elections, the board discussed our 2025 reunion (see P. 1 story) and also voted to donate \$1,000 each to two worthy projects, the rebuild of *Lucky Thirteen* (see P. 6 story) and the construction of *Champaign Lady*, a B-17 at the Urbana airport near Dayton that we will visit during our 2025 reunion.

Stay tuned for more on plans to enhance our efforts to honor those who served in the 384th in our September issue.

# Lucky Thirteen's May campaign helps fund continued progress

*384<sup>th</sup> board also authorizes \$1,000 to help rebuild one of the group's historic B-17s*

*Lucky Thirteen* is a B-17F that flew with the 384<sup>th</sup> Bomb Group and was lost 6 September 1943 on its seventh mission. Flak damage in the right wing resulted in fuel leak, forcing the bomber to drop from formation. It was shot down by an FW-190 over Beauvais, France. Incredibly, three of the crew evaded capture while the rest became POWs. [You can read more here.](#)

The ambitious project to rebuild *Lucky Thirteen* is notable for several reasons: First, it will be the only B-17 from the 384<sup>th</sup>.



As well, it will be one of only a handful of F models. And it will be the only survivor of the summer and autumn of 1943 that was the bloodiest period in the history of military aviation. The goal of the *Lucky Thirteen* rebuild is to create a lasting memorial to those who fought and died in the skies over occupied-Europe.

These are important reasons why the 384<sup>th</sup> board voted at its June meeting (see **story P. 5**) to support this project. Below is an update assembled from several posts written by Gerard Blume, one of the tireless volunteers on this unique project:

*In May, our supporters raised an incredible \$3,469 U.S. for the rebuild of Lucky Thirteen. Many supporters are members of the 384<sup>th</sup> Bomb Group Heritage Association, the very unit with which "Lucky Thirteen" served!*

*Of course, the need for contributions is never-ending – and everyone is free to contribute any time they want – it is just fun to dedicate this special month to the cause, if only to get the year started right. Unless special opportunities arise, the money contributed will be allocated toward the rebuilding of the aircraft's powered turrets. We may not have a ball to put it in, but we plan to have the ball turret's motor assembly fully restored, assembled, and running for display this summer. We have similar hopes for the trunnion and hanger assembly to be restored and in a fixture, and for the top turret dome to have its broken piece fixed and work started on replacing the plexiglass.*

*To all of you have who have contributed – via PayPal, Zelle, personal check, or simply meeting up in person – we cannot thank you enough. It is not easy being little guys with a big project, but we love what we do, and honoring the past never feels like work when folks are encouraging you on. Thank you so much.*

*In the last year, PayPal has closed several loopholes. It is no longer possible to donate without a fee. Keep that in mind.*

*Another option is Zelle, the bank-to-bank payment system. Best of all, it has no fees! To donate via Zelle, just use the address [Store@HangarThirteen.org] (mailto:Store@HangarThirteen.org) Zelle is very conscientious about identity, so be sure of your spelling: Hangar with an "a" and Thirteen spelled out longhand. If you go through Zelle contacts, we are listed under Businesses as HANGARTHIRTEENFOUNDATION, all caps and one word.*

*Lastly, if you prefer the old-fashioned method of sending parts and checks through the mail, you can use my address at:*

Gerard Allen Blume  
Hangar Thirteen Foundation  
442 Old Chalk Bed Road  
Batesburg, SC 29006

*Because of our recent move, mail to Hangar Thirteen must now exclusively come here. Just be sure that, if writing a check, it is addressed to the Hangar Thirteen Foundation. Lucky Thirteen is being built by the 501(c)(3) nonprofit **Hangar Thirteen Foundation**, created and led by Foundation President Ray Moore, Jr.*

*For a list of people and businesses who have contributed to the rebuild of "Lucky Thirteen," as well as honored veterans, check out our Thank You page at: [<https://hangarthirteen.org/thank-you/>] (<https://hangarthirteen.org/thank-you/...>)*

*Meanwhile, work continues on the trunnion and hanger assembly for the Type A-2 Ball Turret, with another component finished and ready to install: the cover plate for the turret's brush assembly.*

*The Type A-2 Ball Turret featured a bulkier hanger assembly than the other variants, with a tall, ribbed housing at eye-level holding the turret's electrical brushes. Remember, the turret was not hydraulic but electric, and this was where power came into the ball from the aircraft itself. Our brush assembly comes from a midair collision which occurred over RAF Great Ashfield on 26 September 1943 – just 20 days after Lucky Thirteen was shot down. Dorsal Queen (42-30264) and Raunchy Wolf (42-3290) of the 385<sup>th</sup> Bomb Group were in a holding pattern, having returned from a strike, when they collided.*

*We do not know for sure which aircraft the assembly came from, but we can tell that said turret was made by Briggs (as opposed to Emerson), just like one on Lucky Thirteen. Eric Miller of **Project Warbird** donated the missing brush holder bar and Fred Bieser was able to help with the missing cover plate. Fred was also kind enough to loan the missing placards for recreation, including the turret's data plate, which took some time to perfect. With help from Sean Berry and Eric Miller, these placards are now recreated and installed, with the cover plate fully restored and ready for installation*

— Gerard Blume

**REUNION REGISTRATION**  
**384<sup>th</sup> BOMB GROUP 2025 REUNION**  
**DoubleTree by Hilton Dayton/Fairborn, Ohio**  
**29 October – 2 November**

**THIS WILL BE OUR 35<sup>th</sup> REUNION AS A GROUP**  
**(in addition to 12 “Junket” reunions in England)**

NAME: \_\_\_\_\_ GUEST: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

PHONE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

ADDITIONAL GUESTS (please print) \_\_\_\_\_

\_\_\_\_\_

SPECIAL NEEDS: \_\_\_\_\_

IS THIS YOUR FIRST 384<sup>th</sup> BOMB GROUP FUNCTION? YES \_\_\_\_\_ NO \_\_\_\_\_

**COST PER PERSON IS \$280.00.** This includes the welcome reception with Taco Bar on Wednesday evening, Pizza & Pasta Party on Thursday evening, box lunch and evening Chicken Dinner on Friday with a pay-as-you-go bar, and Prime Rib Banquet on Saturday evening with a pay-as-you-go bar, as well as a hospitality room for the duration and motor coach transportation to/from all included activities.

For any veggie or kid’s meals, please indicate in the “Special Needs” line above. Please select your choice of a turkey, roast beef, or veggie wrap for your box lunch on Friday and indicate by number below how many of each selection you will need.

Turkey \_\_\_\_\_ Roast beef \_\_\_\_\_ Veggie \_\_\_\_\_ (if no choice is indicated you will get turkey)

\$280.00 PER PERSON X \_\_\_\_\_ PEOPLE ATTENDING = TOTAL ENCLOSED \$ \_\_\_\_\_

Emergency contact \_\_\_\_\_ Phone number \_\_\_\_\_

Mail completed registration form and payment in full in the form of a check or money order made payable to the <b>384<sup>th</sup> Bomb Group</b> , to ensure arrival before the deadline of 29 September 2025. <b>Mail to:</b>	RAY LUSTIG, TREASURER 128 ULSTER AVENUE WALDEN, NY 12586-1036
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**Reunion registration deadline is 29 Sept 2025.** All registration forms with payment in full **MUST be received by mail on or before the registration deadline.** Please submit your reservations well before the deadline as late reservations cannot be accepted. Confirmations will be mailed out.

**Hotel Reservations:** Doubletree by Hilton reservations (Group Code “BOM”) or call the front desk at 937-426-7800 and request room block “384th Bomb Group.” The hotel address is 2800 Presidential Drive, Fairborn, OH 45324. We have a room rate of \$150 per night. This rate is good three days before and three days after the event based upon availability and includes breakfast. Please make your reservations early so that we can increase our room block count as necessary. **Deadline for hotel reservations is 29 September 2025.** Hotel room cancellations must be done 48 hours out.

**Note:** This is a **Holiday Inn** that will become a **DoubleTree by Hilton** sometime in June.

If you have additional questions, please contact Carol at 937-702-9424, or at [fjalfter@gmail.com](mailto:fjalfter@gmail.com).

**384th Bomb Group, Inc.**  
**222 Courtney Place**  
**Wexford, PA 15090**



*"Keep The Show On The Road..."*

We're on the Web at: [www.384thbombgroup.com](http://www.384thbombgroup.com)

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## It's air show season! But you need to head west to see B-17s flying this summer

For those of us who love B-17s and love even more the opportunity to see them flying, summer is the best time of the year, because it's air show season.



Given accidents that have claimed or damaged several B-17s in recent years, and heavy maintenance schedules for others, this will be a summer of sparse skies for those of us who love the Flying Fortress – only two are flying, and both are based on the west coast.

As of our print date, all the projected air show (and flying) experiences for the Commemorative Air Force's B-17-G Sentimental Journey, 44-83514 (N9323Z), pictured at left during a June 30, 2024 stop in Pittsburgh; and the Erickson Aircraft Collection's B-17-G Ye Olde Pub, 44-8543 (N3701G) are in the Pacific, in California, Idaho, Montana, Oregon and Utah.

Erickson's Madras, Oregon facility is also closed for much of the year, which the respected Vintage Aero News suspects is related to Erickson's ongoing work on two disassembled B-17s there, B-17G 44-85829 (the old *Yankee Lady*) and B-17G 44-85718 (the old *Thunderbird*).

As devoted readers of the newsletter know, two other B-17s with 384<sup>th</sup> Bomb Group Heritage connections are under construction, Champaign Lady at Urbana, Ohio (join us for our reunion in Dayton to see the progress!) and Lucky Thirteen, which is at an earlier stage of assembly (see story, P. 6).

For an updated air show schedule for Sentimental Journey, visit <https://www.azcaf.org/tour/>. For a current air show schedule for Ye Olde Pub, visit <https://www.ericksoncollection.com/events>. — Paul Furiga