

# POOP from Group



791st



790th



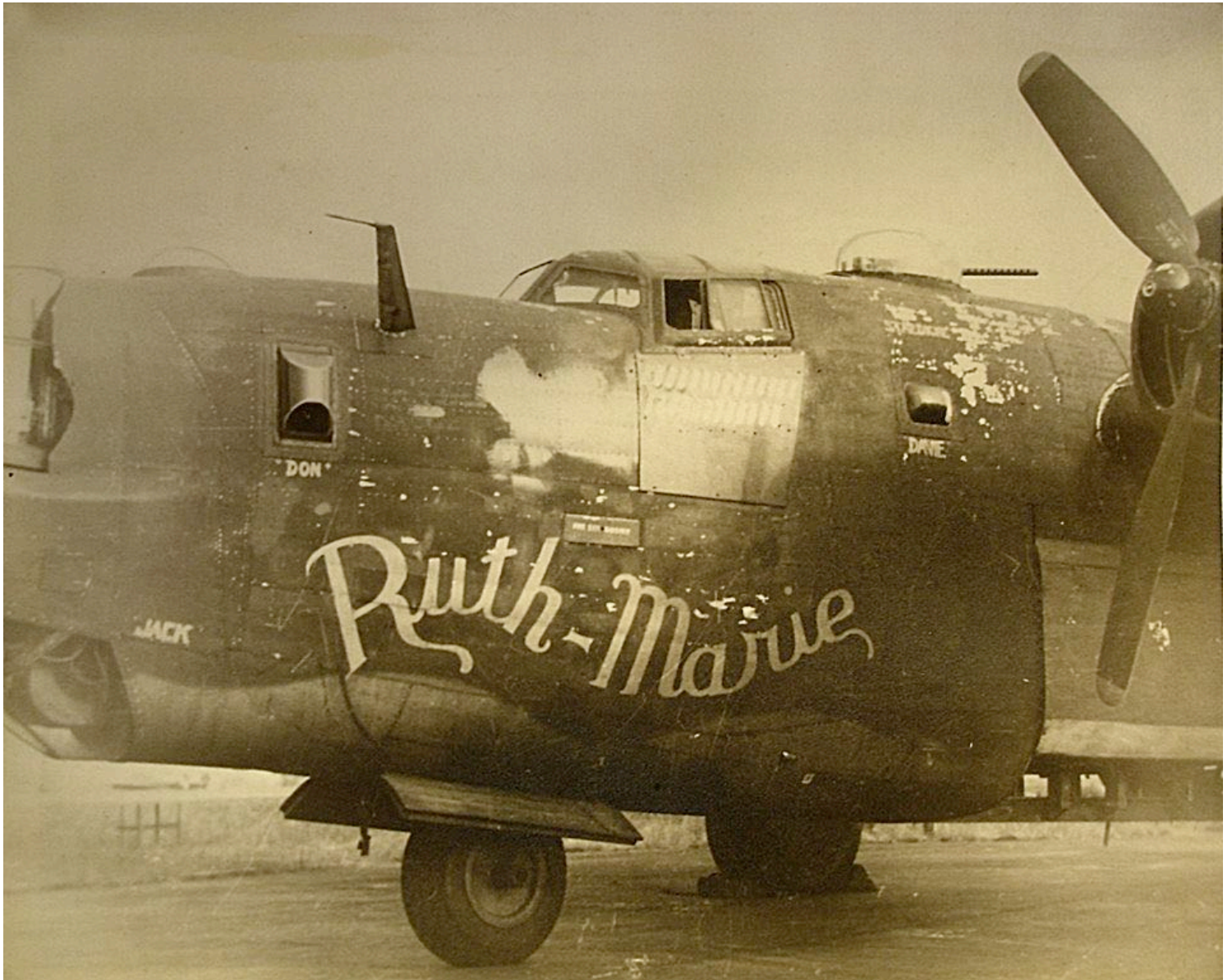
789th



788th

Newsletter of the 467th Bomb Group Association

June 2017



**“The Battles of SPLASHER#5”, the hazards of flying in the crowded skies over England on D-Day. Original “RUTH MARIE” Pilot recalls 467th BG involvement and memories from that historic day.**

**\*\*\* Washington DC 2017 Reunion \*\*\*  
14-18 September**

**Schedule, Hotel, Registration.....come and join with the 467th**

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Col Albert J. Shower



**The 467th  
Bombardment Group  
The Rackheath Aggies**



# President's Message

*By Brian Mahoney*

Five years ago, it looked as if we were 'toast,' as an organization, but several individuals stepped forward then, and in the time since, to serve in Director and officer position, and in less formal roles 'without titles.' It is clear that we all encourage one another, and still have energy and focus to persist as an organization. While we have reluctantly adjusted to the inevitable loss of the veterans and their spouses—the youngest WW II veterans are now 90 years old—we have also been blessed to have substantial numbers achieve that age and considerably more.

We are excitedly filling in the small details for our upcoming reunion in DC, anticipating that some of the vets will still be able to attend, hale and hearty. We know this will not last too much longer, but are delighted we can still say that, and are committed to making the most of our time with our heroic, authentic "Rackheath Aggies". In 2012, we would not have presumed to be in this wonderful position today.

Our association persists because significant numbers of people in our 'family' value the history we share. Our ways of doing this will continually evolve, while our gratitude for, and pride in those who served in the 467th Bomb Group only gets stronger.

Whether or not you can join us in September (see all the information and registration materials starting on page 12), your Directors and Officers will be interested in hearing your ideas about how to continue as an organization, and the part you may want to play in this. No need to be in attendance, or wait until then, to give us your considered thoughts.

I hope this finds you well, and able to enjoy each day.

*Brian H. Mahoney - [Archivist@brianhmahoney.com](mailto:Archivist@brianhmahoney.com)*





# News From Station 145

*From David Hastings MBE*

With the evenings drawing out and plants beginning to grow in the garden we have all the signs that summer is fast approaching. This means that the Marker is due for a spring clean and we have hoisted a new set of flags thanks to Martie Fankhauser from Tucson. Bless you Martie and mentioning Tucson reminds me of my happy landings

there with David Patterson in the C-337. Also glad to say that the new floodlights are superb so we are ready for another season. Back in the village and the new Village Sign looks great and I think we are the only village to have a B-24 on its sign. (see photographs). We are so lucky to have Diane Dring as the Clerk to Rackheath Parish Council.

Still in the village the Norwich Aircrew Association held its Annual Lunch at Rackheath for the first time and the Sole & Heel really spoilt us with superb food and a very warm welcome. If you are in Rackheath and want a good meal in a friendly atmosphere then The Sole & Heel is the place to go. They even have a 467th Ale !

The Northern Distributor Road still tears its way across valuable farmland and the old domestic site on the airfield and getting into Norwich is chaotic at the moment. Sadly the wretched Ecotown of 4,500 houses is also now underway again but under a new guise of "Rackheath North" and this will totally destroy the character of Rackheath and Salhouse as we know them - they say this is progress ! Can you imagine all the fields and tree copses in Muck Lane all covered in concrete and houses.

On the bright side I met a group of Base Contacts recently and it was good to see some old faces. Amazingly some of these people have served the 2nd ADA and the Library for over 75 years and are still going strong preserving the old bases and looking after the Veterans and their families when they visit. How right the late Anne Barne and Founder Trust Governor was when she suggested that the links with the wartime bases should be strengthened and so the Friends of the Memorial were formed. Talking of friends I am sad to say that Ken Meazey has died. Ken composed the unique "2nd Air Division USAAF Fanfare" and with his Anglian Big Band played a large part in all the Norwich Conventions. How can we ever forget him playing "Glen Miller music" at Norwich Thorpe Station when the 2nd ADA trains arrived or the Fanfare in Norwich Cathedral - we will miss him.

So best wishes from all of us who are involved in keeping your memories alive at Station 145 at Rackheath and we hope to meet some of you this summer.

Stay well and God Bless. We will never forget you.

Jean, David and Roger Hastings Email: <FlyDJAir@aol.com>



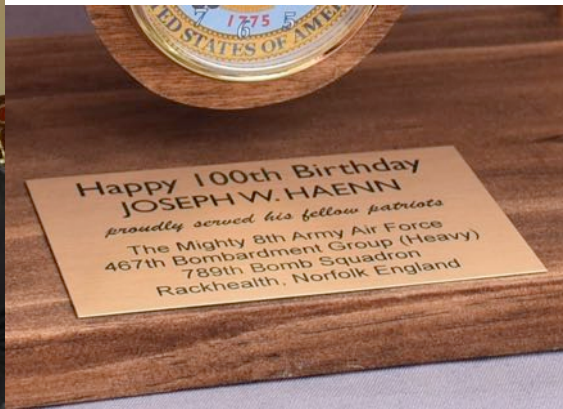
## Notes from the Editor



It's all systems-go for our annual reunion/convention this September at the Hilton Garden Inn, Courthouse Plaza, close to Washington DC. Our President has been feverishly working to ensure another enticing program of tour options and events and for the less active, a relaxing convivial Day Room to chat over a coffee and enjoy viewing, memorabilia, photos, records, and all things 467th along with our veterans **“who were there”**, back in 44/45. Don't let this opportunity pass and please make

every effort to come and join the fun in DC for what promises to be another memorable occasion. We look forward to warmly welcome all, a chance to renew friendships, and above all recognize and celebrate the legacy and achievements of the finest Bomb Group in the European Theater. I'll see you all in September. Full details, schedule, registration, and everything you need to know about the 2017 Reunion can be found in this issue.

**Christine White** has provided terrific news her grandfather, **Joe Haenn**, former 789th Sq. B24 Mechanic at Rackheath, reached the landmark age of 100 years young in April. Pictured is Christine presenting Joe with a handmade “Liberator Clock” on the momentous day. Joe avidly reads “POOP” and we are hugely excited He is planning to join with us at the DC 2017 Reunion in September.

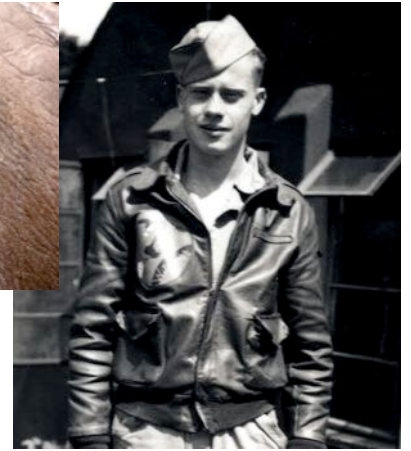


*Right: Joe Haenn on the left with Crew Chief of B24 “Wabbit” Frank Kohut at Rackheath*



Regular contributor, **Ross Rainwater**, wrote of receiving something of a “coincidence” email from a former Army buddy who in turn, knowing the 467th connection of Ross father, passed on a photo looking like an original “Witchcraft” Crew Member Jacket, taken on a museum tour of Colorado. **Roy L. Rainwater** of the 790th Sq. had flown combat aboard “Witchcraft” twice, in May and July 44. We learned the Jacket was on display at the Pueblo Weisbrod Aircraft Museum in Pueblo CO. which had grown from a collection of aircraft belonging to Fred Weisbrod before becoming a museum run by the Pueblo Historical Aircraft Society and hosting over 30 aircraft and artefacts in two hangars at the airfield. The photo of the jacket was by no means conclusive as authentic, although the name “Witchcraft” and faded artwork were visible on the back. Intrigued by the photo prompted an email to the Museum seeking further detail and clarification regarding the exhibit. Curator of PHAS, **Shawn Kirscht**, kindly responded providing further photos and promised to check records to learn when and whom donated the jacket. The new images revealed the name-badge on the front, “R.B. McEwen” and instantly we were pretty certain it was none other than **“Bob” McEwen**, former tail-gunner with the 790th Lt George Reed Crew who both named and flew “Witchcraft” almost their entire combat tour. Some of you may recall “Bob” McEwen attending past 467th BG Reunions. Shawn further mailed to confirm, indeed it was Bob who donated the jacket at some point during the 90s from a Californian address. It is not known why Bob specifically donated his A-2 to this particularly museum in Colorado, although we do know his immediate post war address was Greeley, CO.





*A2 Jacket which belonged to "Witchcraft" tail-gunner, Bob McEwen, on display at the Pueblo Aircraft Museum, Pueblo, CO. Bob wearing the jacket, Rackheath 1944*

Our Base Contact, **David Hastings**, has drawn attention it is 75 years since the arrival of "the Eighth" in Great Britain, and his integral role in returning a B24 back to East Anglia when we celebrated the 50th anniversary back in 1992.

### **TWENTY FIVE YEARS AGO....**

Twenty Five years ago in 1992 we celebrated the 25th anniversary of the arrival in Gt.Britain of the 8th United States Army Air Force and the start of a unique friendship in East Anglia with the 2nd Air Division. On Wednesday June 10th of that year over 15,000 people gathered at Norwich International Airport to witness the arrival of the famous B-24 Liberator "Diamond Lil" after her Transatlantic flight from Fort Worth in Texas with our Base Contact David Hastings as one of the pilots, the first time in over forty years that a B-24 had been seen in Norfolk. This unique flight was due to the insistence of the late Tom Eaton who was then the Chairman of the Memorial Trust in Norwich, that at a B-24 must come back as a tribute to those members of the 2nd Air Division who had lost their lives as well as those who survived. The flight over had been quite exciting as "Diamond Lil" had lost her No.1 engine over the Arctic and had to limp into the NATO base at Keflavik in Iceland on three and the subsequent engine change delayed her arrival in Norwich by two days.

The Royal Air Force and Air Marshal Sir John Kemball played a huge part in the project with the Nimrods from No.120 Squadron escorting "Diamond Lil" over the Atlantic and the Jaguars from No.41 Squadron at RAF Coltishall escorting her into Norwich. The support from many Norfolk businesses and hundreds of individuals made the flight possible (See "The return of "Diamond Lil" by Larks Press).

During her stay at Norwich "Diamond Lil" made tribute flights over all the fourteen bases as well as the headquarters at Ketteringham Hall and the Hospital at Morley Hall (now Wymondham College) flying as many youngsters as possible. The response from the villages was so great that the CAF crew had to repeat them. We will certainly never forget this historic and never to be repeated flight as a Tribute to the 2nd Air Division USAAF.



*"Diamond Lil" at Prestwick, Scotland, 1992.*



*Arriving at Norwich escorted by No.41 Squadron Jaguars from RAF Coltishall as "Diamond Lil" completes the historic transatlantic flight*

# ***THE BATTLES OF SPLASHER#5***



**APRIL 1944 - AUGUST 1944  
BY 1ST LT. HOWARD W. JOHNSON,  
790TH SQ., 467TH BOMB GROUP  
(LATER COLONEL USAFR, RETIRED)**

World War II pilots who flew "the Hump" have emphasized the hazards of flying between India and China where the clouds have "rocks" in them.

The 467th Bomb Group, 2nd Air Division, and all 8th Air Force pilots flying combat missions from England in 1944 could emphasize similar weather hazards. The clouds over England did not have rocks in them. They had airplanes, lots of airplanes, under, in, and over the clouds. I submit that English weather and air traffic were greater hazards than the flak and occasional German fighters that we encountered.

Adding to the constant hazard of collisions was the fact we usually used only one major electronic "lighthouse" - - Splasher#5 - - located several miles north of Rackheath on the North Sea Coast, towards which or away from which all of our pilots flew ADF courses to reach assembly altitudes or to let down to after missions.

You will recall our formation assembly procedures, if possible, were to form at an assigned altitude over Splasher#5. If there were clouds at this altitude, we formed at whatever altitude necessary to get above the clouds. There were almost always clouds. During my entire tour at Rackheath I rarely glimpsed the sun from the ground.

When assembly of the Group aircraft had to be effected above the clouds (most of the time), our planes took off at 30 second intervals. When gear and flaps were up and a rate of climb of 300 feet per minute at 155 miles per hour was established, we made a single needle width turn, if necessary, to 33 degrees magnetic heading (this was the actual heading of Runway 31), continuing to maintain the rate of climb and airspeed. At 5000 feet, we made a single needle width turn to the left, still climbing and rolled out on a heading of 210 degrees magnetic. On up we climbed, at 7000 feet a turn to 30 degrees magnetic, at 9000 feet a turn back to 210 degrees, 11,000 feet a turn, 13,000 feet turn, and so on until you reach the top of the overcast. Then continue climbing to assembly altitude in a like manner and finally home in on Splasher#5 and look for the Group formation, for "Pete the POM Inspector" assembly ship flying the Group assembly colors, flying a racetrack course over the beacon.

I recall one early morning before dawn briefing at which our meteorologist, "Cloudy Joe", proudly pointed to the weather diagram with a few fluffy clouds drawn thereon and announced that all we could encounter on our entire mission would be a few "cumulus of fair weather". We made our pre-dawn take off. At 300 feet I noticed rain on the windshield. At 500 feet we entered an overcast. I flew out and back, out and back, out and back, but at 23,000 feet we were still in the overcast. Some cumulus of fair weather!!



The return to base almost always involved *Splasher#5*. After leaving enemy-held territory, the Group would "home" in on the *Splasher*, letting down to 500 feet above the cloud tops. We go back to the racetrack around it again and the ships in order, first up, first down, leave the formation, at one minute intervals, home to the *Splasher*, then out to sea on a 53 degrees magnetic heading, letting down at 500 feet per minute at 160 miles per hour. At 5000 feet we turned left and flew toward the *Splasher* on an ADF (Aural Direction Finder Radio Aid) heading, still at 500 feet per minute and 160 mph, to break out under the clouds (hopefully) before reaching the

coast line. Then inland to pick up the Cromer-North Walsham-Worstead-Wroxham railroad line that would lead us to the base perimeter lighting and around the circuit to the left to the active runway.

It was on one of these returns that I recall suddenly seeing another B-24 on a collision course off my left wing. I promptly put our plane into a near vertical bank to the right and the other pilot did the same to the left and there was no disaster, but it was close.

For the benefit of readers who might remember any of us, our crew, in addition to myself as pilot, included Bob Moulton as co-pilot, Don Kaynor as navigator (transferred to a lead crew), Jack Merritt as bombardier-navigator (Don Kaynor was

replaced by additional training for Jack plus a Gee Box), Dave Baumhover as flight engineer, Roger Rafford as radio-operator, Glenn Permann originally as ball-turret gunner, later waist gunner, Guenter Staedicke and Harold Peek as waist gunners and Woodrow Spacek as tail gunner.

Our plane, acquired at Wendover, was flown to England via South America and Africa and brought us home safely from 13 combat missions with me as airplane commander. We named the plane "Ruth Marie" for my wife who shared the problems and the challenges of our lives at Mountain Home, Wendover, and Herington, Kansas.

*Pilot, Howard Johnson with B-24 "Ruth Marie" at Rackheath 1944.*



*The Crew pictured at Wendover, UT., before travelling overseas*

*Horace Merck, Donald Kaynor, Robert Moulton, Howard Johnson, Jack Merritt*

*Bottom: Harold Peek, David Baumhover, Roger Rafford, Guenter Staedicke, Glenn Permann*

On D-Day (6 June 44) our crew fought the Battle of Splasher#5 and Buncher#15 twice. (The Group flew three missions). Many will recall our pre-midnight briefing on 5 June, D-Day evening. We knew something was up, not only because of the timing of the briefing but because when we entered the briefing room we noticed the presence of a one star General, General Peck. We rarely had a General in attendance at a 467th Bomb Group briefing. I am sure that this was one mission all of us wanted to fly, to be part of history on the long-awaited D-Day.

But back to the Battle of Splasher#5. There were planned to be some 10,000 airplanes in the skies over England and France prior to and during the Normandy landings.

You may recall we had one-way traffic on D-Day eve and D-Day. Our planes took off and formed up over Splasher#5. We then headed north to Scotland, (*Editor - official plans show a route north as far as Yorkshire, northern England*) then turned south on course to Normandy, then west past the Jersey Isles, then north back to England. This was the special airways traffic control procedure set up for the D-Day missions.

On D-Day morning we took off long before dawn and made our racetrack pattern to Splasher#5. To find our place in the formation we had to recognize

flashlight signals from the tail of the aircraft on which we were to fly formation. Somehow we did and we were over the beaches at the time of the landings.

I will always remember that on the way back, our radio-operator, Roger Rafford, handed me earphones to listen to General Dwight Eisenhower announcing the Normandy landings to an excited world.

But our day was not over. On return and some rest, we took off for a second mission, the Group's third of the day. Our return again involved a one-way traffic pattern as we had for the earlier mission. We let down to stay beneath a lowering ceiling and on arrival over England involved our flying through the traffic patterns of many bases south of Rackheath on the aircraft carrier that was the island, England.

The final challenge for this day was that on arrival near Rackheath the usually silent radio announced, "bandits in the area". This meant that all lights on aircraft and on the ground were extinguished.

Once more I headed for Splasher#5 and then out over the North Sea for a while. Returning to Splasher#5 and thence toward Rackheath, I was delighted to see perimeter lights for various airfields again visible.

Bob Moulton, always reliable, announced that he thought he saw the perimeter lights of Rackheath. He was right and we landed about 24 hours after General Peck's original briefing.



*Jack Merritt at Topeka*

*Jack Merritt (Bombardier) & Bob Moulton (Copilot)  
at Topeka, KS, February 1944.*





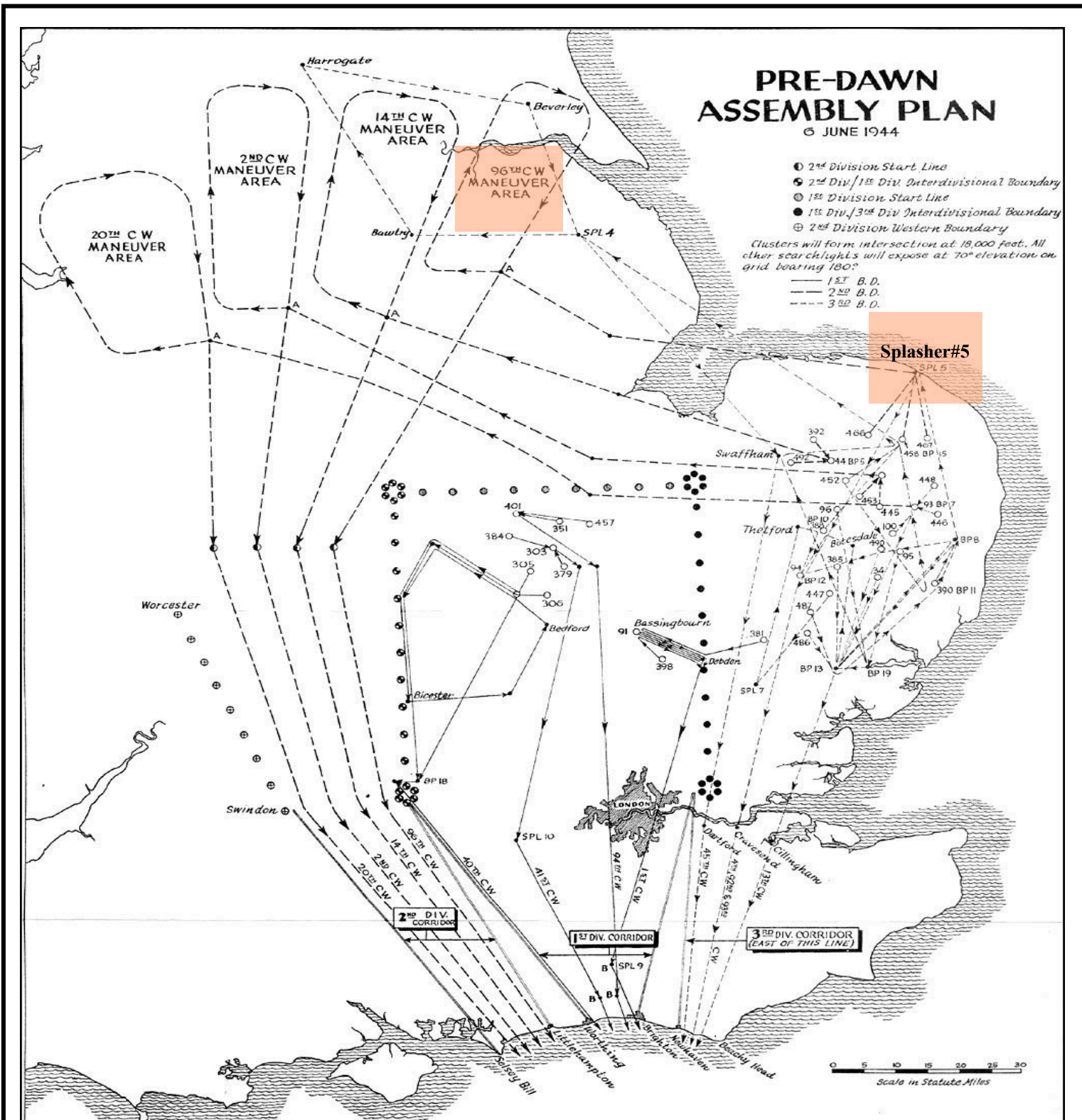


Chart showing the complex route planning for the 8th Air Force "bombers" on D-Day. Note the 467th Crews including "Ruth Marie" were to initially form-up over Splasher#5 near Cromer on the Norfolk coast (highlighted), then head north-west overhead Yorkshire to the 96th Combat Wing (467th, 466th & 458th BGs) Maneuver Area (highlighted) before heading south toward the Normandy Beaches.

Editor - the text of this article originally appeared in the POOP newsletter, July 1992, and has been updated with maps & photos, including those provided by Jane Staedicke, daughter of Guenter Staedicke, waist-gunner, and Paula Merritt Corley, daughter of Jack Merritt, bombardier/navigator, both from the Lt Howard Johnson and "Ruth Marie" Crew.

# Obituaries



## **Anthony V. Bell, Radio-operator of the original "Topper" Crew, 791st**

Anthony V. Bell, Tony or Vince to his friends, passed away on February 1st at age 93 in his Ripon home, with his wife, Connie, and their children by his side.

Tony was born in Oakland and spent most of his early years growing up there as well as in Richmond and Weed. Tony volunteered for and proudly served in the U.S. Army Air Corps during WWII, where he flew 37 missions, including D-Day, out of Norwich, England in a B-24 he and his crew named "Topper". He returned to the States in September of 1944 and received an honorable discharge in October of 1945. Tony married Connie Reina on June 22, 1947 and together they raised 7 children. Tony was recalled to service during the Korean conflict and remained in the Air Force until he retired after 20 years of service in August 1968. He quickly found employment and a whole new career as a computer coordinator at the Lawrence Livermore National Laboratory where he retired 20 years later in 1988.

Tony derived great pleasure traveling with Connie to multiple states and countries. He and Connie especially enjoyed the trips sponsored by the 467th Bomb Group, as they were able to share memories among old and new friends.

Tony saved one of his most memorable trips for last. In May of 2016, accompanied by his son, Steve, he and 24 other WWII veterans boarded an Honor Flight out of Oakland, CA. The mission: see as many war memorials as they could in three days, including the WWII Memorial. The veterans were greeted with applause where ever they went. Tony could not stop talking about this trip for weeks after his return home to Ripon, the town he had grown to love over the last three decades.

Tony is survived by Connie, his wife of nearly 70 years, and their children: Jackie (Tom) Fitzgerald, Steve (Jean) Bell, Linda Thaxton, Carolyn Bell, Sue (Bob) Griffin, Tony (Becky) Bell and Mary (Forrest) Hickman. He will be missed by his 21 grandchildren and 36 great-grandchildren.

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*Editor - It was with great sadness to learn of the passing of Tony earlier this year. His support for the 467th BG(H) Association by his regular presence at the annual Reunions along with Connie and family was always a treat. One of the special members of the Group, Tony not only participated in the Groups' first combat mission, He also flew on the historic D-Day missions too. Tony was among a party of returning veterans to Rackheath in 1992 and a real delight to witness their joy at once again experiencing the former base and sharing a pint at the Green Man. It was an honor and privilege to receive a copy of Tony's "Combat Diary" Memoir, and I will always treasure the personal note on the inside cover. Only Tony would have thought of aptly naming the Memoir, "POOP from One of the Group". It should also be remembered, Tony served for a period as a Director of this Association and took great pride in making sure the legacy and achievements of the 467th would be secure for years to come. We lose another of the "Greatest Generation", but they will never be forgotten.*





## Notes from the Editor...cont.

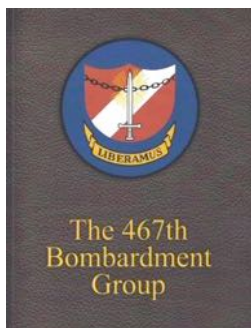
**Chris Collins**, Administrator of our 467th BG "Rackheath Aggies" Facebook Page, has announced the Page now has in excess of 800 members and growing all the time. Kudos to Chris for creating the on-line presence also managing the Page so effectively since its inception. If you've not visited the Page before, search "Rackheath Aggies" and you should find it quickly. The collection of photos and various files has become very extensive and wide



*Norman, Seattle Reunion 2016*

-ranging with new discussion threads emerging regularly. Chris is also a good source for happenings in the local area with close liaison with other WWII organisations and groups and we thank him for his efforts and endeavors supporting the 467th legacy.

Just as we close this issue ready for publishing, sad news of the passing of **Norman Felbinger**, 788th Sq. Pilot and Crew Commander with 20 combat missions from Rackheath in 1945. Many of you will have known Norman well, an ever-regular at the annual reunions and a true gentleman. Tributes to Norman in the next "POOP".



The 467th BG Association is delighted to offer a Softback limited edition of the original 1947 Allan Healy "467th BG History". This fifth and final edition has text reformatting and photographic restoration by Colin LaRussa, also a fully revised and comprehensive Addendum. Price \$50 + \$5 shipping - payment via check or PayPal

**Available from David LaRussa,  
8570 N. Mulberry Dr., TUCSON, AZ 85704  
TEL - (520) 322-9827 alarussa7@msn.com**

### Folded Wings

**Victor T. Bakan** - Aircrew 789th March 2016

**Anthony V. Bell** - Radio-operator 791st February 2017

**Norman W. Felbinger** - Pilot 788th June 2017

**Albert H. Occhiuzzo** - Aircrew 790th January 2014

*Please send news of "Folded Wings" also Obituaries to 467th BG veterans or prominent Associates where we will be honored to record names in the newsletter. Details to our President and Membership/Data Manager*

*- Brian Mahoney [Archivist@brianmahoney.com](mailto:Archivist@brianmahoney.com)*

# Join Us

## September 14 - 18, 2017



for the

### 467th Bomb Group Reunion

at the  
Hilton Garden Inn, Arlington/Courthouse, VA



#### Two Tours Include:

World War II Memorial      Air Force Memorial

Arlington National Cemetery:

*Placing of roses at prominent markers & gravesites of 467th personnel*

Udvar-Hazy Air & Space Center



In addition, we'll have the traditional Day Room where you can relax, enjoy refreshments, meet up with old friends and make new ones. Memorabilia, photos and official records will be available for viewing.



We look forward to seeing you!



## **467th BG Reunion, Arlington, Virginia**

### **Thursday, September 14th to Monday, September 18th 2017**

**Thursday Evening Welcome 5:30pm - 7:30pm** Join us in the outdoor patio for welcome reception hugs and handshakes with good friends, old and new. Finger food platter, pick-up your registration packet containing name tags, meal tickets, and reunion schedule.

**Meals and the Day Room** Buffet style breakfast at the hotel is included. We will have our traditional day room displaying memorabilia, records, photos and more. A great place to meet and relax in comfortable surroundings with complimentary snacks and drinks. Open until late evening each day. Our Formal Dinner/Banquet will be held on Sunday Evening (17th), allowing time the other nights to explore locally on your own or with friends. You can relax with dinner at the hotel restaurant or the hotel shuttle is available to transport you to local restaurants. Additional information on the nearest restaurant choices and other options will be provided in your welcome packets.

**Local Area** Our hotel is within walking distance of MetroRail and MetroBus and the immediate neighborhood offers good shopping, dining and "brew-pubbing" experiences. It is a great base for accessing highlights of our nation's capital and maybe extending your vacation. Your welcome pack will contain local guidance and Brian is ready to answer your specific questions between now and the Reunion.

#### **Schedule**

- **Thursday 14th:** welcome reception 5:30pm - 7:30pm, Cash Bar, dinner either locally or at the hotel. Please specify if you require a reservation for the hotel restaurant.
- **Friday 15th:** (Directors Meeting after breakfast) Washington DC Highlights Tour, depart time 11:00 visit , World War II Memorial, Air Force Memorial - Group Photo, Arlington National Cemetery, Leave at 6:00PM, back at Hilton Garden Inn Hotel at 6:30pm.
- **Saturday 16th:** (Members Meeting after breakfast) have coffee with the veterans and hear their stories. Enjoy a leisurely rest of day and explore Arlington and Washington DC on your own.
- **Sunday 17th:** visit to Steven F. Udvar-Hazy Center, Air & Space Mueum depart time 10:30AM, leave at 2:00PM, , return hotel at 3:00pm. Formal Dinner...5:30pm cocktails before Banquet. Final night of Hospitality Room.....open late.
- **Monday 18th:** departing breakfast...."Until we meet again!"

**Formal Dinner** on Sunday night. Stories from veterans and second-generation children after dinner. (Further details and/or maybe "entertainment" to be confirmed).

#### **Hotel reservations must be made by Thursday, August 24, 2017**

*Even if you are not sure of your plans, please reserve your room; it is VERY important at this hotel to register early so we have enough rooms. You can cancel up to 48 hours before your arrival day at no charge.* Single-Double rate \$119 per night (not including local or state taxes, currently 13.25%)

#### **Hilton Garden Inn, Arlington Courthouse Plaza**

1333 North Courthouse Road, Arlington VA 22201

**Call:** (703) 528-4444, or 1-877-782-9444 TOLL FREE request the 467th WWII Bomb Group special rate.

**Or make reservation on-line at the special Reunion rate: [467th Bomb Group DC Reunion](#)**

#### **Hotel notes -**

- Free Hot Breakfast Buffet daily.
- HOTEL SHUTTLE complimentary within a 2 mile radius. Monday-Friday 7AM-11PM. Hotel van limited to 11 passengers, subject to availability.
- Parking \$20 per night and limited.
- Hotel check-in 3pm. Check-out 12pm.
- Free WI-FI, microwave, fridge, coffee maker, iron/ironing board, hairdryer, in all guest rooms.
- Accessible Rooms
- Fitness Center, Business Center, Bar, Printer, ATM.

- Hospitality Suite/Day Room - food & beverages allowed, including alcohol. **Please note, all food & alcohol must be purchased from the hotel.**
- Hotel can receive shipments no earlier than 3 days prior to event. Contact Brian.

**Specifics:**

**FRIDAY 15 SEPT. 11:00 AM – 6:30 PM – WASHINGTON DC HIGHLIGHTS TOUR, BOXED LUNCH PROVIDED**

Board the motor coach for first stop the **World War II Memorial**. Opportunities to take a leisurely look at this national treasure. Reboard the coach to visit the **Air Force Memorial** in Arlington for stunning views of the city, Pentagon, and Medal of Honor listing. Reboard coach for a very special tour of the **Arlington National Cemetery**, pointing out burial sites of Second Air Division & 8th Air Force "greats" and those from our 467th BG too, including step-off rose placements at several sites. Light snacks and water available onboard for this long day, returning to the hotel at 6:30pm. This optional tour is part of the Convention Package. Dinner on your own in the evening at either hotel or local restaurants. Hospitality Suite open until late.

**SUNDAY 17 SEPT. 10:30 AM – 3:00 PM – STEVEN F. UDVAR-HAZY AIR & SPACE CENTER**

Depart hotel at 10:30am for coach out to the National Air & Space facility near Dulles. The Udvar-Hazy Center in Chantilly, Virginia is a companion facility to the Museum on the National Mall in Washington, DC. Opened in 2003, its two huge hangars — the Boeing Aviation Hangar and the James S. McDonnell Space Hangar — display thousands of aviation and space artifacts, including Concorde, and the Space Shuttle, also WWII Aviation. The Center also offers the Airbus IMAX® Theater and the Donald D. Engen Observation Tower, which gives you a 360-degree bird's-eye view of Washington Dulles International Airport and the surrounding area. Udvar-Hazy Center is also home to the Mary Baker Engen Restoration Hangar where preservation of the National Air and Space Museum's collections takes place. A glassed-in mezzanine provides a view of restoration projects in progress. Cafeteria lunch on your own. Reboard coach at 2pm for return to hotel at 3pm.

**PRICE: \$24.00 PER PERSON, INCLUSIVE. LUNCH ON OWN.**

**Day Visitors to the Reunion:** Contact Valerie for tour prices if you plan to join us for a specific tour or making arrangement to attend the Formal Dinner and *not* Registering for the Convention Package. Folk are welcome to come and join us at no expense and meet with veterans and associates in our Day Room/Hospitality Room.

**Meal Specifics:**

**Sunday Formal Dinner** – the choices are: 1) LEMON-GINGER CHICKEN, marinated seared breast of chicken on lobster mashed potatoes & french beans 2) ROASTED GARLIC MARINATED SALMON, pan-seared atop fresh garden ratatouille with parisian potatoes & roasted garlic sauce 3) NEW YORK STRIP, grilled black angus beef with roasted garlic yukon mashed potatoes & vegetable 4) FOUR CHEESE VEGETARIAN LASAGNA, mixed green salad with dressing.

**The hospitality room** will have welcoming snacks and beverages. All food & drink consumed to be purchased from hotel.

**Our President, Brian Mahoney, is the local contact who has knowledge about the hotel and the immediate local area of Arlington & Washington DC. Any specific enquiries relating to the 2017 Reunion, Brian will be happy to answer your questions. Brian Mahoney Phone (202) 232-1423 Email: [archivist@brianhmahoney.com](mailto:archivist@brianhmahoney.com)**



467th BG(H) Assoc. Reunion

Washington D.C.

September 14-18 2017

**Registration Form & Check, send to Valerie Corvino by 21st August**

Item	Per Person	# of people	Subtotal
Registration - covers all common activity fees, reception, snacks, Hospitality Suite, DC Highlights Tour, gratuities, etc.	\$249		
Udvar-Hazy Facility Tour - Sunday, Sept. 17	\$24		
Formal Dinner - Sunday, Sept. 17			
Lemon-Ginger Chicken	\$42		
Garlic Salmon	\$44		
NY Strip	\$52		
Four Cheese Vegetarian Lasagna	\$40		
	Total Remittance \$ .....		

**Special Needs**

My party will require (this many) \_\_\_\_\_ wheelchairs

Any other special need we can help with? \_\_\_\_\_

**Information for badges:**

Name	Squadron & role if vet	Name of Related Veteran if Family	Relation to Vet or Associate

*Please attach sheet if needed for larger party.***CHECKS PAYABLE to 467th BOMB GROUP Association****Please Include:**

Your Address: \_\_\_\_\_

Your Phone Home \_\_\_\_\_ Cell \_\_\_\_\_

Your Email \_\_\_\_\_

Remittance Check payable to 467th Bomb Group Association and mail to:

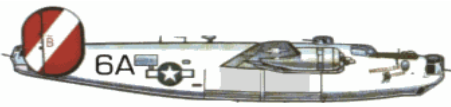
**Valerie Corvino** No later than **21st August****Valerie Corvino** 242 Molly Dr., McMurray, PA 15317Phone 724-941-8973 (Please leave message for response) Email [valerie654@verizon.net](mailto:valerie654@verizon.net)

**POOP FROM GROUP  
467TH BOMB GROUP (HEAVY)  
4120 SWEETWATER DRIVE  
SAN LEANDRO, CA 94578**

**NON-PROFIT ORG.  
U.S. POSTAGE**

**PAID**

**DAYTON, OH  
PERMIT NO. 966**



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***2017 REUNION Arlington, Virginia  
Thursday 14th-Monday 18th September***



***HOTEL Reservation by 24th August, REGISTRATION by 21st August***