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Featuring Best-Selling Author DONALD L. MILLER, PhD

MASTERS OF THE AIR
THE MIGHTY EIGHTH
Over the Skies of Europe
8 DAYS | OCTOBER 3–10, 2018

• FEATURING A PRIVATE EVENT •
History in Flight: A Simulated Dog Fight Above East Anglia
Dear Friend,

When I was a fellow at All Souls College, Oxford in the 1980s, I would drive out to East Anglia with my wife to visit its history-haunted towns: Cambridge, with its soaring medieval spires; Norwich, a handsome, high-sitting Cathedral town; and Bury St. Edmunds, one of the most splendid places I have ever visited.

Many years later I went back to East Anglia in search, not of a city, but of a story, one of the most absorbing I had ever heard. I heard it first from my father. He told it to me in palatable pieces after I discovered, at age nine, his World War II Army Air Forces flying jacket in my grandparent’s attic. I first saw part of the story a year later at the Strand Theater in Reading, Pennsylvania, when my parents took me to a showing of “The Glenn Miller Story.” Jimmy Stewart played the legendary Air Force bandleader, and in the car on the way home my Dad said Stewart was a real life war hero, one of the outstanding commanders in the Eighth Air Force. When my Dad died in 1995, I thought it was time to write a book about his war, the Air War, and that’s the story I went after in East Anglia.

It’s one of the least told and understood stories of the war. Beginning in the summer of 1942, eight months after Pearl Harbor, Eastern England became one of the great battlefronts of the war, a war front unlike any other in history. From air bases cut out of farmers’ fields, a new kind of warfare was waged by the freshly-formed Eighth Air Force—high-altitude, daytime strategic bombing, bombing designed to destroy Germany’s industrial war machine. In the thin, freezing air over northwestern Europe, airmen bled and died in an environment that no warriors had ever experienced. It was a war fought not at 12,000 feet, as in World War I, but at altitudes two and three times that, up near the stratosphere where the elements were even more dangerous than the enemy. In this brilliantly blue battlefield, the cold killed, the air was unbreathable, and the sun exposed bombers to swift violence from German fighter planes and ground guns.

Flying nearly 1,000 missions by the end of the war, the Eighth Air Force delivered and took heavy punishment, destroying over 60 industrial centers, killing some 600,000 enemy civilians, and losing over 26,000 fliers, more men than the US Marine Corps lost in the entire Pacific War. In 1943, a flier on an American four-engine bomber flying out of England stood only a one-in-five chance of surviving his tour of duty, twenty-five missions. Over 70% of the men who flew with the Eighth Air Force became casualties, and many more became prisoners of war, stuck in Stalags for the duration.

I’m the type of writer who can’t begin a project without first spending time in the place I plan to write about. Luckily East Anglia remained almost as it was during the war when I went back there 2004 in search of my story. I knew in advance that many locals who were school children during the war were still alive and hardy. And I knew that many of the American bases had been built right on the farms of their fathers. What I happily learned was that they were eager to talk. Their stories got me started on the book.

On our tour of East Anglia we will visit with some of the very farm families I interviewed for Masters of the Air; and what some old-timers may have forgotten is emblazoned in the memories of their descendants, who have carried on the story by lovingly restoring and maintaining the bases we will visit in bomber country. Listening to their tales of the American boys who flew and fought, visiting the museums they have built in old concrete control towers, and standing on the observation deck of the tower museum at Thorpe Abbotts, the wind whipping in your face, you will never get closer to the war.

These people appreciate the sacrifices the American bomber boys made for them. That’s what motivates them to maintain, without expectation of gain, the bases they rebuilt on the soil of their ancestors.

On one of my earliest research trips to Thorpe Abbots, home of the 100th Bomb Group, an aged gentleman looked me up. As a nine-year old boy, he was taken in—“adopted,” he told me—by a group of boisterous flyboys. They taught him how to chew gum, to jitterbug, and to swear properly—and they smuggled ice cream to him from the PX. In return, his mother did their wash.

When I met him, he was 84 and so crippled up with arthritis he could barely hold a pen. His daughter had brought him to me after hearing that I was interviewing locals about their wartime experiences. He spoke haltingly and with trembling hands he presented me a letter he had written, in great pain, one sentence an hour, his daughter said. It was meant not for me but for the airmen of the Eighth. He wanted me to share it with veterans I knew. He wanted to thank them.

My great hope is that our tour will give every guest an opportunity to have an experience close to this one. At Thorpe Abbots we will climb into the control tower and gaze out over the fields where thousands of young men spent their days readying the planes and where pilots like Robert “Rosie” Rosenthal flew every mission knowing it could be their last. An exclusive event on the itinerary includes a simulated dog fight between a British Spitfire and a German Messerschmitt in the skies above the Duxford airfield. We will also visit the pubs where the airmen left their marks both in the local lore and in a permanent fashion on the walls, tables, chairs, and bars.

I hope you will join me in honoring the brave men of the 8th Air Force in the places that offered them a fantastic welcome over 75 years ago and that still work diligently to preserve their legacy today.

Sincerely,
Donald L. Miller

Donald L. Miller, PhD
Author, Masters of Air

Historian and best-selling author Donald L. Miller, PhD and his book Masters of the Air: America’s Bomber Boys Who Fought The Air War Against Nazi Germany are the inspiration for this program. Miller’s masterful storytelling brings to life the air bases, landscape, and history of East Anglia. His passion for the men of the Eighth Air Force creates an emotional experience available only through this program.

Miller is a seasoned veteran of The National WWII Museum’s educational travel program, having led sold-out tours on Normandy, the Battle of the Bulge and the Mediterranean. Miller’s book Masters of the Air: America’s Bomber Boys Who Fought the Air War Against Nazi Germany was selected to serve as the foundation for HBO’s forthcoming dramatic miniseries, Masters of the Air, produced by Tom Hanks and Stephen Spielberg. Miller has appeared in dozens of PBS and History Channel programs. He narrated and helped to produce and write the award-winning PBS series, A Biography of America. He is the author of nine books, including the prize-winning City of the Century: The Epic of Chicago and The Making of America, The Story of World War II and D-Days in the Pacific. He currently sits on the Museum’s Presidential Counselors advisory board.
Stand where history was made

Aircraft and Airfields

The rural farmland of East Anglia became the headquarters for the “Bomber War.” Villages, with pre-war populations in the hundreds, suddenly buzzed with the energy of thousands of pilots, crew, and support staff carrying out the missions to bring about the unconditional surrender of Nazi Germany. Almost daily, citizens of villages such as Thorpe Abbotts, Rougham, and Horham would hear the roar of the engines and watch B-17s, B-24s, and fighter escorts take to the skies. This was a new type of warfare, a war waged from the skies against an unseen enemy.
Learn Their Names

Aces, Warriors, and Wingmen

The duties of a bomber crew were vastly different from that of the ground troops. The crew of a B-17 was able to live in relative quiet for the majority of their service. But when the combat mission came, it was intense, chaotic, and dangerous. One critical malfunction, one piece of flak, or one error could mean death or capture for all. The noise was deafening, the air was cold, and the enemy could hear the approach. Each successful mission only brought about the prospect of more. For men like Robert “Rosie” Rosenthal, Louis Loevsky, and Eugene Carson, each mission was either one step closer to the end of the war or one step closer to an unfortunate end.
Hear Their Stories

Life in Wartime England

Masters of the Air is a story of life in wartime England, in bombed-out London, and in the tiny hamlets these brash young Americans completely transformed. In East Anglia, many airmen fell in love with British girls they met in the local pubs, and over 45,000 American servicemen brought home English brides after the war. The beautiful countryside and stately manor homes give way to the remains of Royal Air Force (RAF) Bases, some of them with their control towers still visible on the skyline.
MASTERS OF AIR

THE MIGHTY EIGHTH

Over the Skies of Europe

8 DAYS | OCTOBER 3–10, 2018

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SAVE $2,000 PER COUPLE WHEN BOOKED BY MARCH 16, 2018

MASTERS OF THE AIR

Photo Page 10: Ground crew members of the 8th Air Force gather underneath a bomber to ‘fin’ a 500 lb. bomb, England – mid-1940s. Finning stabilizes the bombs, allowing for better accuracy. Courtesy of PhotoQuest/Getty Images

Tour Inclusions

• 8-Day journey through the heart of East Anglia & London
• 7 breakfasts, 5 lunches, 5 dinners
• Welcome & farewell receptions
• Free flow coffee, tea, water, soft drinks, beer, wine, and spirits at included lunches and dinners
• Comprehensive lecture series from renowned WWII historian Donald L. Miller, PhD
• Full-time logistical tour manager, expert WWII-focused local guides and guest speakers
• Round-trip airport transfers when arriving/departing on scheduled tour dates
• 2-nights at the 5-star Hotel Gonville, Cambridge, 3-nights at the 5-star Angel Hotel, Bury St. Edmunds, and 2-nights at the 5-star Royal Horseguards, London
• Private, first-class, air-conditioned motor coach transportation
• VIP access to WWII sites and cultural attractions
• Video Oral History presentations from the Museum Collection
• Personal listening devices on all included excursions
• Included gratuities for guides, drivers, porters, and servers
• Informative Map Book including useful archival images to be used throughout the journey
• Document wallet, personalized luggage tags, and souvenir name badge
• Personal journal and pen to document your journey through history

*Taxes and fees $199pp are additional. Pricing reflects Early Booking Savings when confirmed by March 30, 2018

Pricing reflects Early Booking Savings when confirmed by March 30, 2018

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Pricing reflects Early Booking Savings when confirmed by March 30, 2018

Photo Page 10: Ground crew members of the 8th Air Force gather underneath a bomber to ‘fin’ a 500 lb. bomb, England – mid-1940s. Finning stabilizes the bombs, allowing for better accuracy. Courtesy of PhotoQuest/Getty Images

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London/Cambridge

DAY 1: OCTOBER 3, 2018

Upon arrival at London Heathrow Airport, guests are warmly welcomed by Museum staff and by Donald L. Miller himself. Depart for Cambridge with a lunch stop along the way. This evening enjoy a welcome dinner with the group.

Accommodations: The Gonville Hotel (D)

Youth of the Flying Fortresses

In 1942, thousands of young Americans arrived in East Anglia to take to the skies in the world’s first and only “Bomber War.” From bases dotting this history-haunted landscape, pilots and crewmen fought their battles above continental Europe through a succession of aerial encounters that lasted sometimes only minutes. These intense battles were followed by periods of relative calm back at the base, but each airman of the 8th Air Force fought knowing that each mission could be his last. One well place shot by a German pilot, a hit from the flack below, or a critical malfunction could mean the end of the plane and its crew.

This National WWII Museum exclusive week-long Masters of the Air tour will visit the villages and airfields from which American flyboys launched their massive bombing campaign against Nazi Germany. The bases, control towers, and museums that tell the story of the US Eighth Air Force will be part of the tour, but so too will the opportunity to view restored aircraft like the ones the Bomber Boys flew, to immerse yourself in the very pubs and country inns they frequented, and to meet, in London and elsewhere, survivors of the German Blitzkrieg.

Staff Sergeant Roger D. Palmer of the 385th Bomb Group cleans the machine guns on the top turret of his B-17 Flying Fortress after a mission. Courtesy of IWM, Roger Freeman Collection
General Henry H. “Hap” Arnold’s name is synonymous with the development of the US Army Air Forces (USAAF) between World War I and World War II. Taught to fly by the Wright brothers, Arnold worked closely with President Franklin Roosevelt in the late 1930s to build a powerful American Air Arm. During World War II, he was Commander General of the US Army Air Forces worldwide. In that capacity, he directed, from Washington, DC, the US strategic bombing campaign against Nazi Germany. This was a massive effort to destroy the enemy’s wartime industrial machine, including its major factories, rail yards, and synthetic oil refineries. His principal contribution to victory in Europe was the Air Forces’ destruction of the Luftwaffe, the most powerful flying force in the world at the start of the war. That victory made possible the Normandy invasion.
Today begins at Thorpe Abbotts, the wartime base of the 100th Bombardment Group, “The Bloody Hundredth,” as the group was called, for the staggering losses its B-17 crews suffered in daylight raids over Germany and Nazi occupied Europe. The Hundredth is the group that will be featured in the forthcoming HBO dramatic series, Masters of the Air. A celebratory visit to the airbase includes 8th Air Force re-enactors and a fish & chips wagon to bring back the feel of the 1940s. Our hosts, the local villagers, will meet us and show us around the air base they have lovingly brought back to life. Many of them were there as young boys and girls when the Americans fliers arrived in the spring of 1943, and they have wonderful stories to share with us.

The group continues to nearby Horham, home of the 95th Bombardment Group, one of the most decorated air units of the war. The villagers who restored the base will host a pub party in their officer’s club, with dancing to the music of their own Glenn Miller Band.

Accommodations: Angel Hotel (B, L, D)
Lieutenant Colonel Robert “Rosie” Rosenthal was one of the most decorated airmen of the 8th Air Force. Working at a law firm in Manhattan in 1941, Rosenthal, a star athlete at Brooklyn College, enlisted the day after the Japanese attacked Pearl Harbor. He was assigned to the 100th Bombardment Group at Thorpe Abbotts. A portrait of his plane, Royal Flush, hangs in the halls of the US Congress. The artist depicts Royal Flush's return from his third mission of the war, to Munster, Germany, the only one of the group’s thirteen B-17s to return to Thorpe Abbotts that day.

Less than a year later, Rosenthal was shot down over France, breaking his arm and nose. He resumed flying one month after being released from the hospital. He was shot down one more time, on his 52nd mission, and was rescued by the Red Army and returned to England. By the war’s end, he had flown 52 missions, 27 more than were required.

In June 1946, Rosenthal was able to return to his career in law as an assistant to the United States Prosecutor at the Nuremberg War Trials, where one of his fellow litigators was a beautiful navy attorney he met onboard the ocean liner that carried them to Germany. They married in Nuremburg.

Rosenthal is one of the three lead characters in the upcoming HBO dramatic series, Masters of the Air.
When traveling through the low-lying countryside of East Anglia, one might see, off in the distance, a square-shaped concrete tower located in the middle of a farmer’s grain field. This would be the once-active control tower of a WWII American bomber base, a self-contained military village of up to 3,000 men and three Red Cross women. Clustered closely together, these bases comprised a war front, one of the strangest war fronts in all of history. It was from these bases, beginning in August 1942, that the 8th Air Force flew the first of nearly 1,000 missions against Nazi Germany. Every one of these strikes was directed, from takeoff to landing, by the highly trained personnel in these ancient-looking stone towers. Today they are priceless pieces of wartime archeology that have been restored and revived by local residents as air force museums.

With England’s constantly changing island weather, its perpetual cloud cover, and the immense number of bomber bases crowded into this small region, conducting air operations were exceedingly chancy, sometimes nearly as risky as the time spent by the bombers in enemy flak fields over their targets.

When the big brown bombers returned home from Germany they were “counted in” by air commanders standing on the open-air observation decks of the stone towers. And from here ambulances and fire trucks were rushed out to the landing strips to bring back the wounded and the dead and to put out furious oil fires caused by crash landings. Thousands of bomber boys died on English soil, not only in the air over the Reich.

Several of the towers have been turned into museums containing memorabilia and artifacts both from the airmen who flew here and from the civilians who lived alongside. RAF Thorpe Abbotts has dedicated their museum to the 100th Bombardment Group while RAF Bury St. Edmunds is in remembrance of the 94th Bombardment Group. Many of the volunteers who maintain these control tower museums are the descendants of the locals who welcomed, and sometimes tolerated, the brash, gum-chewing Americans in the summer of 1943.
Rougham

DAY 4: OCTOBER 6, 2018

From Bury St. Edmunds, also known as Rougham Air Field, the men of the 94th Bomb Group flew more than 300 missions over the German Reich. The Rougham Control Tower is one of the best-preserved military buildings in the region, and a dedicated group of volunteers carries on the legacy of the Americans who called Bury St. Edmunds home for almost three years. This afternoon and evening, take advantage of Bury St. Edmund's historic charm with a visit to one of the many local pubs or a stroll through the magnificent Abbey Gardens.

Accommodations: Angel Hotel (B, L)
Masters of Air

American Air Museum, Duxford

DAY 5: OCTOBER 7, 2018

The American Air Museum, part of Imperial War Museums of Great Britain is located at Duxford, near Cambridge. It is home to the best collection of American military aircraft on public display outside of North America. We will visit the spectacular new American Air Museum, winner of a number of architectural awards. The museum features the warplanes and equipment of not only the Eighth Air Force, but also of aircraft that flew before and after World War II. The historians and curators who designed the exhibits will be our hosts. After lunch on your own on the Museum’s campus, we will witness a simulated dogfight between a British Spitfire, like the one featured in the recent film, Dunkirk, and a Messerschmitt Bf 109 in the skies over Duxford. The experience is designed exclusively for our group. After returning to Bury St. Edmunds, one of the most beautiful towns in England, we will drop in at the historic Greene King Brewery for a tour, a beer tasting, and dinner. The Greene King Brewery was kept in business during the war thanks to Academy Award winning actor and Eighth Air Commander Jimmy Stewart, who ordered trucks of its foaming lager every week for the thirsty air crews of the 453rd Bombardment Group, stationed at Old Buckenham, a bomber base not far from Bury St. Edmunds.

Accommodations: Angel Hotel (B, D)
Outnumbered by Germany in both planes and pilots in July 1940, the Royal Air Force made a heroic stand against an enemy that had steamrolled through Europe over the previous ten months. For more than three months, RAF pilots repelled numerous German attempts to gain air superiority and fought back against devastating bombing raids. By August, Germany was unable to combat the RAF during the day, and the Luftwaffe resorted to night raids and bombings of Britain’s factories, public utilities, and food supplies. As the air battle entered October, Britain had caught, and surpassed, Germany in fighter aircraft production. Unable to gain the necessary air superiority, Operation Sea Lion, Hitler’s planned invasion of Britain, was postponed. In honor of their courage, the RAF pilots of the Battle of Britain are known as “The Few,” recalling Churchill’s line, “Never in the field of human conflict was so much owed by so many to so few.”

Relive the heroism of the RAF pilots with a simulated dog fight in the skies above Duxford. Exclusively for guests on the Masters of the Air tour, expert pilots will reenact the maneuvers from the Battle of Britain. A spitfire representing X4474 of Duxford’s 19 Squadron flown by Sergeant Bernard Jennings in 1940 will face off against a Messerschmitt, restored as a Bf 109. Watch to see if the spitfire can properly use altitude and the sun to gain the advantage over the Bf 109 as the skilled RAF pilots did in 1940 while defending their homes.

Restored and operated by Aircraft Restoration Company at Duxford, each plane has a noteworthy history. The Spitfire was built in 1944 as a single-seat LFIX fighter and flew more than 20 sorties over France, Belgium, the Netherlands, and Germany from October 1944 through the end of the war. In the decades since World War II, the plane was used as a trainer, underwent modifications to a two-seat design, and was almost completely destroyed in a crash in 2000. Since its reconstruction, the plane has flown in numerous airshows, and has represented the spitfires of the Battle of Britain since 2010.

The Messerschmitt Bf 109 will be represented by a close cousin, a Hispano Buchon fighter constructed in Spain from Bf 109 airframes given to the Spanish Air Force by Germany. Spitfire Productions purchased the aircraft from Spain in 1968 for use in the film The Battle of Britain. In preparation for the film, the Buchon underwent its full transformation to a Messerschmitt Bf 109. Wing tips were squared off, tail struts were added and dummy machine guns were fitted to the wings to match the 1940s appearance of a Bf 109. While filming, the plane simulated its first dogfight over the skies of East Anglia. After 40 years, the aircraft was once again a movie star with a role in the 2008 film Valkyrie starring Tom Cruise.

Photo page 26: Two Supermarine Spitfires with the D-Day livery and a Messerschmitt Bf 109 in action during the D-Day memorial display at RAF Duxford. Photo page 27: From left to right: Captain Walker L. Boone, Flight Officer Manuel S. Martinez and Flight Officer Gerry E. Brasher, pilots of the 82nd Fighter Squadron, 78th Fighter Group, sit on the bonnet of a Dodge WC (weapons carrier) at Duxford air base. Courtesy of IWM, Roger Freeman Collection
Bid farewell to East Anglia and enjoy a scenic return to London as Dr. Miller relays stories of the man who inspired the free world, Sir Winston S. Churchill. At the Churchill War Rooms, explore the underground bunker that protected the staff and secrets at the heart of Britain’s government during the Second World War. See the Map Room where Churchill and his war cabinet directed the British war effort. After an included lunch at a splendid London pub frequented by members of Parliament, spend the afternoon at the recently renovated Imperial War Museum London, renowned for its exhibits on World War I, The Holocaust, the Air War, and the British Home Front during World War II. Explore London on your own this evening. Our hotel, the historic Royal Horseguards, overlooks the Thames and is a short walk to Trafalgar Square and the London Eye.

Accommodations: Royal Horseguards (B, L)
The Royal Air Force

DAY 7: OCTOBER 9, 2018

The day begins with a visit to St. Clement Danes Church, the spiritual heart of the Royal Air Force. Destroyed by a German air raid in 1941, the RAF spearheaded the effort to rebuild the church, an artistic gem. Outside the building, are statues of Arthur "Bomber" Harris, head of the RAF’s Bomber Command, and Hugh Dowding, who directed the Battle of the Britain and air operations over Dunkirk. After an afternoon to explore London, reconvene in the evening for a dinner at the renowned RAF Club and a visit to the new Bomber Command Memorial, just across the street.

Accommodations: Royal Horseguards (B, L, R, D)

Flight home from London Heathrow Airport

DAY 8: OCTOBER 10, 2018

Bid farewell to your fellow tour guests as you return home from London Heathrow Airport. (B)
Suspended in the center of The National WWII Museum’s US Freedom Pavilion: The Boeing Center, The B-17E Flying Fortress My Gal Sal honors the men who flew these impressive warbirds under heavy enemy fire.

The rugged, heavily armed B-17 was America’s first long-range, four-engine bomber. Developed in the 1930s, it saw its first sustained action in England in the summer of 1942, and was later used in every theater of the war. Called the “Flying Fortress,” it could deliver and sustain heavy damage. My Gal Sal was one of the first of thousands of B-17s to fly the treacherous northern air route from the United States to England. On June 27, 1942, horrendous weather conditions forced this early “E” model B-17 to make an emergency landing on a Greenland ice cap. The entire crew survived the 10-day ordeal by getting the aircraft’s radio into back into operation and transmitting an SOS, which led to their rescue. The plane remained on the ice for more than 50 years before being recovered and restored.

Restoration of the bomber began in Cincinnati, Ohio under the leadership of businessman Bob Ready and a dedicated crew of 23 volunteers who logged more than 80,000 hours on the project. Upon completion of the restoration, the plane was donated to The National WWII Museum where it was installed for the Grand Opening of the US Freedom Pavilion: The Boeing Center in 2013.

Statistics
Type: Heavy Bomber / Production Date Introduced: 1941
Manufacturer: Boeing, Lockheed-Vega and Douglas Aircraft Company
Number Produced: 512 / Specifications: (B-17E)
Crew: 10 (Pilot, Co-Pilot, Bombardier, Navigator, Radio Operator, Flight Engineer, Ball Turret Gunner, Tail Gunner and two Waist Gunners)
Engines: Four Wright R-1820-65s (1,000 hp each) / Maximum Bomb Load: 4,200 pounds
Armament: Ten .50 caliber machine guns, one .30 caliber machine gun
Wingspan: 104 feet / Length: 74 feet / Maximum Speed: 318 mph
Cruising Speed: 226 mph / Maximum Range: 3,200 miles
Winner of multiple accolades for quality, the hotel originated in 1830 as the Gonville & Caius College as a house for one of the college’s Senior Fellows. This lovely hotel offers everything you’ll need for the perfect stay in this beautiful and historic city, and is an ideal location for an easy stroll to the city’s attractions; it also boasts a view overlooking 25 acres of open parkland. Guests will enjoy both a casual Brasserie, as well as Cotto, their fine dining venue on-site. Accommodations are spacious, with coffee machine, Smart TV, robe and slippers, air-conditioning, pillow menu, and premium bath amenities.

Angel Hotel
Bury St. Edmunds

A contemporary boutique hotel set in the heart of historic Bury St. Edmunds, The Angel is a sumptuous haven for our guests. The individuality of each room makes staying here a truly personal and luxurious experience. The hotel offers multiple dining and meal venues, to include the Wingspan Bar. Fashioned out of the secret tunnels that run under much of Bury St. Edmunds, the bar is created from half an aircraft engine, tables designed from airplane doors, and sofas covered in German flour sacks.
A stunning 5-star hotel overlooking the River Thames, this majestic hotel offers outstanding views from which to enjoy the iconic London skyline. This fully restored gem, reflects the elegance of the Victorian era, and enjoys a storied past which includes being the home and office to the first “Chief” of the Secret Intelligence Service (MI6), Sir Mansfield Cumming. Accommodations both spacious and offer sumptuous furnishings, air-conditioning, complimentary mini-bar, premium linens, and flat screen LCD TV’s.

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London

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Your tour fare covers arrangements and services including hotel accommodations, meals as per the itinerary, gratuities, ground transportation, guiding services, and special inclusions as described within the travel program brochures and on the Museum’s web-site at: www.wp2museumtours.org. All fares are quoted in US Dollars, are per guest and are based on double occupancy. As indicated below, airfare and to/from the tour destination is not included in your tour fare. The Museum accepts no liability for the purchase of non-refundable airline tickets.

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To reserve your participation, submit an initial deposit of $1,000 per person within five (5) days of booking. A $200 per person deposit is due for any pre and/or post program options that you select. Final payment is due no later than ninety (90) days prior to departure. All reservations are subject to cancellation if payments are not received by the due date. Payment by check is preferred in order to reduce costs to the Museum. Visa, MasterCard and American Express are also accepted.

CANCELLATIONS

Should it be necessary to cancel your reservation, please contact the Museum immediately at 1-877-813-3329 ext. 257. Cancellations for all or any part of a tour including pre and/or post extension programs will not be effective until received in writing. Should you have to cancel, the following terms will apply:

Cancellations are subject to a $200 per person fee ($500 for Optional Pre and/or Post Tour Programs) from the time of booking through the Museum’s Travel Department and information is included on bag and hotel check-in forms. These items are the full responsibility of the guest at all times. The Museum shall not be responsible for the loss of or damage to such personal items.

LAND TOURS, TOURS AND PERSONALITIES

All tours are operated by independent contractors. These independent contractors may impose additional terms and conditions and limitations on the tour(s). The Museum is not responsible for any acts or omissions of the independent contractors, the Museum is not liable therefore and is not required to compensate you bear any financial responsibilities as a result thereof.

TRAVEL INSURANCE:

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