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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, daylight strategic bombing, bombing designed to destroy German'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 Abbots, 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



TOUR GUIDE & FEATURED HISTORIAN

Donald L. Miller, PhD *Author, Masters of the 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.



Photo page 4: American B-17 Flying Fortresses taking flak on a daylight bombing operation over occupied France in late 1942. *Courtesy of Gary Eason/Flight Artworks/Alamy Stock Photo.* Photo page 5: Trainee pilots rush to their aircraft prior to a flight. *Courtesy of Military Images/Alamy*



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 Abbots, 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.



Staff Sgt. F.T. Lusic, air gunner on a B-17 Flying Fortress in the 8th Army Air Force, prepares for a mission – May 4, 1943. Courtesy of James Jarche/Popperfoto/Getty Images, Photo Page 7: American USAAF bombardier bomb aimers undergo training. Courtesy of Military Images/Alamy



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.



Dancing at Rainbow Corner, a London club for American servicemen – January 27, 1945. *Courtesy of Kurt Hutton/Picture Post/Getty Images*. Photo Page 9: British women of the Auxillary Territorial Service chat with US Servicemen during WWII. *Courtesy of Military Images/Alamy Stock Photo*.



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.

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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

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



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 placed 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*



Tablets of the Missing at Cambridge American Cemetery

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)

Cambridge History, Transformation & Sacrifice

DAY 2: OCTOBER 4, 2018

After breakfast, Dr. Miller will give a presentation on the Eighth Air Force and an introduction to the tour. The first stop will be a chance to reflect upon the carnage of the "Bomber War" at the Cambridge American Cemetery. The cemetery contains the remains of 3,812 of our military dead, and 5,127 names are recorded on the Tablets of the Missing. Most died in the Battle of the Atlantic or in bombing raids over Hitler's Reich. In the afternoon, visit the Churchill Archives at Cambridge University. Winston Churchill's official papers along with those of 600 other British figures of the 20th Century. Contemporaries of Winston Churchill sit alongside major political, military and scientific figures such as: Margaret Thatcher, Ernest Bevin, John Major, Neil Kinnock, Admiral Ramsay, and Field Marshal Slim.

Accommodations: The Gonville Hotel (B, L, R, D)

OUR HEROES

GENERAL HENRY H. "HAP" ARNOLD

JUNE 25, 1886 - JANUARY 15, 1950



Col. Henry H.(Hap) Arnold in front of aircraft.
Courtesy of 504 Collection/Alamy Stock Photo



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.



Gunner mans his M2 Browning .50" machine gun in a WWII USAAF B-17 Flying Fortress. Courtesy of Military Images/Alamy Stock Photo.



95th Bombardment Group Crew in Horham. Courtesy of IWM, Roger Freeman Collection

Thorpe Abbotts

DAY 3: OCTOBER 5, 2018

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)



Lt Col. Robert Rosenthal. Courtesy of 100th Bomb Group Foundation www.100thbg.com

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 Abbots. 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 Abbots 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 Nuremberg.

Rosenthal is one of the three lead characters in the upcoming HBO dramatic series, *Masters of the Air*.



OUR HEROES

LIEUTENANT COLONEL
ROBERT “ROSIE” ROSENTHAL

1917–2007

Gerald Putnam 3rd from Left, Robert Rosenthal 2nd from Left.
Courtesy of 100th Bomb Group Foundation www.100thbg.com



Control tower at Thorpe Abbots. *Courtesy of Alamy Stock Photo*

HISTORICAL PERSPECTIVE

Control Towers of East Anglia

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 Abbots 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.

On the roof of a control tower of a US Bomber station in Britain, Lt. Ernest W. Wagner of Philadelphia, PA., operates a searchlight as he 'talks' with planes in the air. This equipment was supplied by Britain to our forces – October 1, 1943. *Courtesy of Bettmann/Getty Images.*



94th Bombardment Group in Bury St. Edmunds. *Courtesy of IWM, Roger Freeman Collection*

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)



Vapor trails from US 8th Air Force fighters streaking through the skies above and through a B-17 flying fortress formation as the fighters comb the sky for possible enemy planes as the big fellows fly over northern Germany to attack transportation facilities. *Courtesy of Bettmann/ Getty Images.*

British Pilot Col Donald J. M. Blakeslee reclines in a wicker chair in front one of his Spitfires in a posed photo for the US press. Initially a 133 Eagle Sqn RAF, then 336th FS, 4th FG pilot and later a 335th FS, 4th FG, 8thAF USAAF leader. *Courtesy of IWM, Roger Freeman Collection.*



American Air Museum, Duxford. *Courtesy of SPK/Alamy Stock.*

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)

PRIVATE EVENT

History in Flight: A Simulated Dog Fight Above East Anglia



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



Winston Churchill and Captain RP Pim in the Map Room, Whitehall, London – July 1945.
Courtesy of Central Press/Alamy Stock Photo



The Imperial War Museum London

Churchill's London

DAY 6: OCTOBER 8, 2018

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)



Craftsmen cutting the stained glass windows designed by Carl Edwards at his studio at Apothecaries Hall, City of London, for Saint Clement Danes Church in the Strand, London, where the apse is being restored as an RAF memorial – May 1957. Courtesy of Central Press/Getty Images.



St. Clement Danes Church. Courtesy DavdCC / Alamy Stock Photo

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)



Crew of My Gal Sal after an emergency landing on a Greenland Ice cap – 1942.

FROM OUR COLLECTION

B-17E Flying Fortress *My Gal Sal*

Made possible through a gift from The Boeing Company and the Ready Family 2012.258

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,



My Gal Sal, US Freedom Pavilion: The Boeing Center, The National WWII Museum

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 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

ACCOMMODATIONS



Hotel Gonville Cambridge

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.

ACCOMMODATIONS



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.

ACCOMMODATIONS



Royal Horseguards London

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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Donald L. Miller, PhD

October 18 – 28, 2018 • 11 days From \$6,499*

Join renowned historian Donald L. Miller on an all new river cruise aboard Uniworld’s River Empress from Amsterdam to Basel. *The Last Line of Defense: Battlefronts along the Rhine* takes you to important battlefields that tell the story of the “beginning of the end” of the war. From the failed Operation MARKET-GARDEN to the Battle of the Bulge, learn how the German defenses were beginning to weaken in 1944.

Featuring an Optional Post-Tour Extension, *Why We Fought*, based in Munich with trips to Dachau concentration camp and Hitler’s Eagle’s Nest in Berchtesgaden.

BOOK BY APRIL 6, 2018 AND SAVE \$1,000* PER COUPLE

TERMS AND CONDITIONS

TOUR FARE
Your tour fare covers arrangements and services including hotel accommodations, meals as per the itinerary, gratuities, ground transportation, guiding services, and special tour inclusions as described within the travel program brochures and on the Museum’s web-site at: www.ww2museumtours.org. All fares are quoted in US Dollars, are per guest and are based on double occupancy. As indicated below, airfare to and from the tour destination is not included in your tour fare The Museum accepts no liability for the purchase of non-refundable airline tickets.

Prices quoted are based on fares in effect at the time of printing and are subject to change at any time. On land and/or cruise programs, up to the time of full payment the Museum reserves the right to increase the tour price in the event of cost increases due to changes in supplier costs, currency fluctuations or fuel or energy surcharges and all such increases are to be paid to the Museum upon notice to the tour participant of such increases.

NOT INCLUDED
Taxes, unless otherwise noted in the travel program brochure; passport, visas and associated fees; personal expenses such as laundry, telephone calls and Internet access; accident/sickness, trip cancellation, and baggage insurance; gratuities to ship and hotel personnel, unless otherwise noted in the travel program brochure; optional sightseeing excursions; airfare, baggage charges on aircraft; local departure air/ airport taxes; and associated local taxes, airport facility and security taxes and federal inspection fees not listed as included in the travel program; transfers and baggage handling to/from airport/hotel/ ship on day(s) of arrival and/or departure if you are arriving earlier or later than and/or departing earlier or later than the scheduled group transfer(s); any overnight expenses on land due to flight schedule(s) or delays; meals, alcoholic or other beverages and all other services not specifically mentioned as included in the travel program.

PAYMENT SCHEDULE
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 optional pre and/or post tour 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 (\$50 for Optional Pre and/or Post Tour Programs) from the time of booking through 121 days prior to departure; from 120 days up to 91 day prior to departure, \$1,000 per person fee (\$200 for Optional Pre and/or Post Tour Programs); from 90 days up to 61 days prior to departure 60% of the full tour cost (including Optional Pre and/or Post Tour Programs); cancellations 60 days or less prior to departure, no-show, or early return from the trip will result in loss of 100% of the full tour cost (including Optional Pre and/or Post Tour Programs). In addition, applicable cancellation fees for confirmed additional hotel nights may apply.

TRAVEL INSURANCE:
Because our cancellation policy is strictly enforced, we strongly recommend that you purchase trip cancellation insurance. In the event that you must cancel your participation, trip cancellation insurance may be your only source of reimbursement. Travel Cancellation is offered through the Museum’s Travel Department and information is included in your initial confirmation packet accordingly.

HEALTH, MEDICAL AND TOUR REQUIREMENTS
All guests are required to advise in writing to the Museum at the time their reservation is made if they have:

- Any physical or mental condition that may require medical or professional treatment or attention during the tour;
- Any condition that may pose a risk to one’s self and/or other participants on tour;
- Any condition that may require health aids, i.e.; oxygen, walkers, crutches, etc., or any intention or need to use a wheelchair while on the tour.

By booking passage the guest represents and warrants that he/she is physically and otherwise fit to travel and that guests will comply at all times with applicable rules and regulations of the Museum. The Museum reserves the right without liability to require a passenger to leave the tour or to refuse to accept a guest as a tour participant who, in the sole judgment of the Museum, is unfit to travel, is a danger to himself or herself or to others, does not follow instructions of the tour leader, may distract from the enjoyment of the trip by others or may require care beyond that which the Museum is reasonably able to provide.

We highly recommend that participants purchase a travel insurance package that provides medical coverage since most U.S. policies do not provide coverage outside the United States.

LUGGAGE
Luggage will be limited to one (1) suitcase and one (1) carry-on per person to ensure that there is enough room on the motor coach for all passenger luggage. All luggage must be securely packed and clearly labeled. We recommend that all participants secure baggage loss and damage insurance that may be purchased for this tour.

Please see airline weight and size restrictions for luggage on international flights. The Museum is not responsible for loss or damage to luggage or any other personal item during air travel, while in a hotel

during land programs, on a cruise or while on shore excursions. Under no circumstances may dangerous items (i.e. explosives, firearms, liquid oxygen, combustible or illegal substances) be taken on the tour. We recommend that you hand carry travel documents (passports and tour tickets), medications and valuables, and check with your airline regarding carry-on baggage restrictions. 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, LECTURES AND PERSONALITIES
All tours are operated by independent contractors. These independent contractors may impose additional terms and conditions and limitations of liability on tour participants. Other independent contractors retained by the Museum such as lecturers, guest personalities and entertainers are subject to change and/or cancellation without notice.

TRAVEL DOCUMENTS
All travel documents (air and tour tickets, passport) are the responsibility of the guest. It is also your responsibility to comply with all customs requirements. Without the required documents, you may be denied boarding and the Museum will not be liable for such denial or bear any financial responsibilities as a result thereof.

Security measures imposed by governments may change from time to time and you will be required to comply with them. We will endeavor to provide you with notice of measures which may affect you; but complying with any such requirement is your responsibility.

LIMITS ON THE NATIONAL WWII MUSEUM RESPONSIBILITY
The National World War II Museum Inc., a New Orleans, Louisiana based nonprofit 501C(3) organization and its employees, shareholders, subsidiaries, affiliates, officers, directors or trustees, successors, and assigns (collectively “the Museum”), does not own or operate any entity which is to or does provide goods or services for your trip including; lodging facilities, airline, vessel, or other transportation companies, guides or guide services, local ground operators, providers or organizers of optional excursions, food service or entertainment providers, etc. All such persons and entities are independent contractors. As a result, the Museum is not liable for any negligent or willful act or failure to act of any such person or entity or of any other third party.

In addition and without limitation, the Museum is not responsible for any injury, loss, death, inconvenience, delay, or damage to person or property in connection with the provision of any goods or services whether resulting from, but not limited to, acts of God or force majeure, acts of government, acts of war or civil unrest, insurrection or revolt, bites from or attacks by animals, insects or pests, strikes or other labor activities, criminal or terrorist activities of any kind or the threat thereof, sickness, illness, epidemics or the threat thereof, the lack of availability of or access to medical attention or the quality thereof, overbooking or downgrading of accommodations, mechanical or other failure of airplanes, vessels or other means of transportation, or for any failure of any transportation mechanism to arrive or depart timely or safely. Participants assume all such risks as well as the risk of negligence by the Museum and specifically releases the Museum therefrom.

If due to weather, flight schedules or other uncontrollable factors, you are required to spend an additional night(s), you will be responsible for your own hotel, transfers and meal costs. Baggage is entirely at owner’s risk. The right is reserved to decline to accept as a trip participant, or remove from a trip, without refund, any person the Museum judges to be incapable of meeting the rigors and requirements of participating in the activities, or who is abusive to other trip participants, leaders or third parties, or who the Museum determines to detract from the enjoyment of the trip by others. Specific room/cabin assignments are within the sole discretion of the hotel or cruise line.

The Museum reserves the right to change the itinerary or trip features at any time and for any reason, with or without notice, and the Museum shall not be liable for any loss of any kind as a result of any such changes. Ship schedules, port calls, hours of arrival and departure, sightseeing events, special programs and guest lecture series (if applicable), are subject to change or cancellation without prior notice. The Museum is not responsible therefore and is not required to compensate passengers under these circumstances. The Museum may cancel a trip (or an option) for any reason whatsoever; if so, its sole responsibility is to refund monies paid by the participant to it. The Museum is not required to cancel any trip for any reason including without limitation, United States Department of State, World Health Organization or other Warnings or Advisories of any kind. The Museum is not responsible for penalties assessed by air carriers resulting from operational and/or itinerary changes, even if the Museum makes the flight arrangements or cancels the trip. The Museum reserves the right to substitute vessels, hotels, itineraries or attractions for those listed in this brochure.

BINDING ARBITRATION
I agree that any dispute concerning, relating or referring to this Agreement, the brochure or any other literature concerning my trip, or the trip itself, shall be resolved exclusively by binding arbitration pursuant to the Federal Arbitration Act, 9 U.S.C. §§1-16, either according to the then existing Commercial Rules of the American Arbitration Association (AAA) or pursuant to the Comprehensive Arbitration Rules & Procedures of the Judicial Arbitration and Mediation Services, Inc. (JAMS). Such proceedings will be governed by substantive (but not procedural) Louisiana law and will take place in New Orleans, LA. The arbitrator and not any federal, state, or local court or agency shall have exclusive authority to resolve any dispute relating to the interpretation, applicability, enforceability, conscionability, or formation of this contract, including but not limited to any claim that all or any part of this contract is void or voidable. Please understand that by agreeing to these terms and conditions, you (and we) are waiving our right to a trial by jury.

The Museum is not responsible for misprints in tour promotional material.

MASTERS OF THE AIR RESERVATION FORM

OCTOBER 3 – 10, 2018

SEND TO:

The National WWII Museum Travel
945 Magazine Street
New Orleans, LA 70130

Toll Free: 1-877-813-3329 x 257
Or: Visit ww2museumtours.org
Email: travel@nationalww2museum.org

PLEASE MAKE MY/OUR RESERVATION FOR:

☐ LAND PROGRAM - Double Occupancy (\$5,995* when booked by 3/30/18)

☐ Single Occupancy (\$7,895* when booked by 3/30/18)

Bedding preference: ☐ Twin (2 beds) ☐ Queen

Taxes and fees \$199pp are additional. Single accommodations are subject to availability.

All passengers must travel with a passport valid at least 6 months beyond their return date.

Guest 1: Full Legal Name (as it appears on your passport)

TITLE	FIRST	MIDDLE	LAST
Mailing Address:			
City: State: ZIP:			
Home Ph: /		Cell: /	
Roommate (if different from below):			
EMAIL ADDRESS		PREFERRED NAME ON BADGE	
BIRTH DATE			
Guest 2: Full Legal Name (as it appears on your passport)			
TITLE	FIRST	MIDDLE	LAST
EMAIL ADDRESS		PREFERRED NAME ON BADGE	
BIRTH DATE			

DEPOSIT AND FINAL PAYMENT: Early booking price is \$5,995 per person double occupancy. \$7,895 per person single occupancy. A deposit of \$1,000 per person is due with your reservation application. To receive the Early Booking Savings Discount, booking and Deposit must be made by March 30, 2018. Applicable Taxes and fees will be added to your final invoice.

Please reserve space(s). Enclosed is my/our deposit for \$.

Deposits and FINAL payments may be made by personal check, American Express, MasterCard, Visa, and Discover.

Accept my check made payable to The National WWII Museum.

Charge my: ☐ MasterCard ☐ Visa ☐ American Exrpess ☐ Discover

Card # CVV/Security Code Expires /

SIGNATURE AS IT APPEARS ON CREDIT CARD

Making a deposit or acceptance or use of any vouchers, tickets, goods or services shall be deemed consent to and acceptance of the terms and conditions stated in the applicable Terms and Conditions agreement, including limitations on responsibility and liability.

CALL 1-877-813-3329 X 257 | 39

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WHEN BOOKED BY MARCH 30, 2018
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