



FORTRESS FOR FREEDOM



388TH BOMBARDMENT GROUP (H) ASSOCIATION INCORPORATED

**8th Air Force, 3rd Air Division, 45th Combat Wing
Station 136, Knettishall England, 1943-1945**

333 Total Missions

306 Combat Missions, 19 Aphrodite Missions, 5 Chowhound Missions, 1 POW Mission, 2 Revival Missions

388th Bombardment Group Headquarters

Station 136 Weather Detachment, Fersfield Air Base (Aphrodite Project), 434th Headquarters Squadron,
860th Squadron, 684th Squadron, 434th Air Service Group, 1211th Quartermaster Company, 1284th Military Police Company,
273rd Medical Dispensary 1751st Ordnance Supply and Maintenance Company, 2019th Engineering and Fire Fighting Platoon,
452nd Sub Depot, 29th Station Complement, 587th Postal Unit, 877th Chemical Company, 214th Finance Detachment
560th Bombardment Squadron, 561st Bombardment Squadron, 562nd Bombardment Squadron, 563rd Bombardment Squadron

VOLUME 65

ISSUE NO. 2

SUMMER 2010



**Chester C. Cox
1916 - 2010**

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From the President's Desk

More on the City of Savannah

Several of you contacted me regarding my column on the City of Savannah in the Spring Newsletter and I want to share some of your comments with the membership as a whole.

Past-President Roger Swihart is of the opinion that the restoration of the City of Savannah offers us (the members of the 388th Bomb Group Association) the greatest opportunity that we have ever had or ever will have to participate in expanding public awareness of the significant role played by the 388th Bomb Group in World War II. He has made a personal contribution to the restoration effort. Roger played a key role in the creation of the 388th Bombardment Group Exhibit in the Mighty Eighth Air Force Museum in Pooler, Georgia, and feels that we should update our exhibit to reflect our connection with the City of Savannah. I plan to discuss this prospect with Mr. Henry Skipper, President and CEO of the Mighty Eighth Air Force Museum.

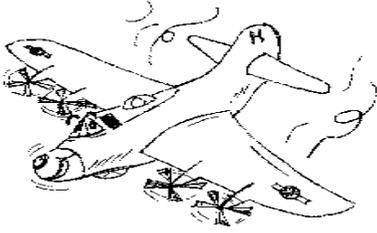
Irwin Boxer, Togglier on the City of Savannah, did not hear the order to bail out and was the last man to leave the plane when she went down on March 5, 1945. He saw the parachutes of the other eight members of the crew and joined up with Co-pilot Rutt shortly after landing. The two of them evaded for a couple of days before being taken prisoner. Irwin is not in the photograph of the City of Savannah taken at Hunter Field. He joined the crew as Togglier in England after the crew's bombardier was transferred. Irwin has made a personal contribution to the restoration of the City of Savannah.

Harold Johnson, a 388th Bomb Group pilot, was a good friend of Ralph Kittle's. He and Ralph were in a group of pilots whose crews underwent B-17 transition training at Avon Park, Florida, before being routed to Hunter Field in Savannah. Kittle's crew was chosen to fly the City of Savannah to England because Ralph was the only pilot in the group arriving from Avon Park who was born in Georgia. The City of Savannah was the centerpiece in a war bond drive and Ralph's crew was given the royal treatment, which included a date with a Hollywood starlet for Ralph. A grandstand was set up next to the runway for those who had purchased war bonds to watch the City of Savannah take off for England. Harold has made a personal contribution to the restoration of the City of Savannah.

I encourage our members to make contributions to the restoration effort. Make your checks payable to the Mighty Eighth B-17 Restoration Account and mail them to the Mighty Eighth B-17 Restoration Account, P.O. Box 192, Savannah, GA 31402. Be sure to identify yourselves as members of the 388th Bombardment Group Association.


Jim Morrow

The Lighter Side



"How I Saved The Eggs!"

"One morning while riding my bicycle in the countryside outside the airbase with my friend (also named Sam), we discussed the possibility of stopping by a farm and purchasing some eggs. We soon found a farm and approached the farmer about an egg purchase. The farmer kindly agreed to sell us each two eggs and then proudly took us on a tour of his farm. After completing our visit, Sam and I thanked the farmer and pedaled back to the base with our valuable chicken eggs held ever so carefully in our hands while gripping the bicycle handlebars at the same time.

After we returned to the base we headed straight for the Mess Hall anticipating a delicious meal of real eggs cooked to order. Just when I got near the front entrance of the Mess Hall, a group of enlisted men suddenly appeared in formation singing some kind of unusual song. The formation saw us approaching on our bikes yet refused to yield to us. I quickly grabbed hold of both the hand brakes while carefully holding the precious eggs at the same time. The sudden stop sent me flying over the handlebars and I landed hard on the asphalt, suffering some nasty cuts and bruises as a result. Yet the entire time I was airborne I made sure I spread my arms out straight and let my body absorb the impact, thereby preventing the eggs from being broken!

After dusting myself off, Sam and I hustled into the Mess Hall, where the cooks not only made our eggs but also generously added some extra food to our plates. After enjoying our treat I then pedaled back on my damaged bicycle to my 562nd Squadron area and got prepared for an afternoon mission."

This story was recently shared with me by **Sam Gundy** who served as a pilot in the 562nd Squadron.

Marin Ennis

New Members:

560th Squadron

Chris Williams, friend of Allen Rosenman,
John Williams, friend of Allen Rosenman,
Donald McReynolds, cousin of Charles P. Moore,

561st Squadron

Dr. Terry Woodford-Thomas, daughter of Charles A. Woodford
Nancy L. Enevold, niece of Iver Fitschen,

562nd Squadron

Willis S. Cole, Jr., friend of Bernard Tuvman,
Ralph Reese, Jr, son of Ralph Reese,
Scott Reese, grandson of Ralph Reese,

563rd Squadron

Nancy Berryhill, daughter of Marvin Peters

Henry D. Holland, nephew of Davis Ratcliffe (pilot instructor)

Thank you for your donations:

General Fund

Albert Soriano in memory of William J Watson
Allen G. Castner Betty Curvat
Marvin Findling Helen Henne
Frank B. Lewis, Jr. Donald Scott
Charles A. Woodford

Donation to Memorial Fund

Barb McAllister

If I missed anyone that made a donation I apologize.
Please notify me and I will be sure you are included in the next issue.

\$\$ Help Your Association Save Money \$\$

Please notify the Secretary, Linda Soo, as soon as possible, if your mailing address changes. When the mailing list is updated, members receive their newsletters more quickly and the Association does not have to pay additional handling charges.

In addition to updating your address, please provide us with your email address and save the Association even more money. You will save a tree and will receive the Newsletter by email. It will be IN COLOR, with links to email addresses and sites that may be of interest to all members young and old.



ASSOCIATION NEEDS YOUR HELP!!

Due to IRS regulation regarding the Association's non-profit status, we urgently need information from Associate Members.

Please let us know if you have had any military service, serving in any branch of the Armed Forces. Notify the Association Secretary so this information can be tallied. Thank you in advance for your continued support of our Association.

SECRETARY: LINDA SOO

3013 Mount Baker Circle, Oak Harbor, WA 98277

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Return Engagement

The story of members of the 560th Bomb Squadron crew of the B-17G bearing that name. The book covers the missions flown by the 388th Bomb Group from September 26, 1943 through March 28, 1944. The book was reviewed in the September, 2009 issue of the Eighth Air Force News. Proceeds from the sale of the book are being **donated** by the author to the 388th Bombardment Group Association and to the Mighty Eighth Air Force Museum for the restoration of the B-17G City of Savannah. To order, send a check for \$24.95 (shipping and handling included) to James Morrow, 333 Wedgewood Drive, Mooresville, NC 28115. Twenty dollars will be donated as indicated above and the book will be shipped by priority mail.



The 388th Online PX Is Open!



To purchase these items, and many others,

Type in <http://www.cafepress.com/388thBG>

TAP THE ENTER KEY ON YOUR KEYBOARD.
(DO NOT USE SEARCH)

If you have questions call (253-719-8314) or email
(bfsnead@comcast.net) Marvinna or Bit Snead.

Coming Home

By Jim Ragland

We were among the last aircrews to arrive at Knettishall and probably among the last to leave. I've not read of the experiences of the first groups to arrive at Knettishall but I know what it was like to leave and what it was like to fly back to the States.

We flew our last missions in May 1945. That included dropping food to the Dutch and flying out POWs who had been held by the Germans.

When we stopped flying missions the food at the mess hall got pretty bad and long lines formed outside the snack room in the officers' club. I remember going to this room in late April. I can still smell the odor of toasted cheese sandwiches. No one was in the room at the time! But that all changed when the food got bad in the dining hall. I just didn't have the patience to stand in that long line to toast a cheese sandwich.

I had time to ride the bicycle I had bought from someone at the base. I rode over to see the burned airframe of a B-17 which had crashed not too far from our base. It was carrying non-flying personnel to see the ruins of Europe. I rode another time to an RAF base to see a large crater formed by one of their planes which had crashed on the base.

I enjoyed the young Methodist minister who came to the small Anglican church to speak to us. He tried to prepare us for what we might expect when we got back to the USA. One day I rode my bike to the village where he lived. Unfortunately he was not at home and I couldn't understand the dialect of his house-keeper who tried to tell me where the pastor had gone.

The weather was superb in May and June, and I spent some time sunbathing beside our barracks. Before we left for the USA the base physician examined us, and he was amazed that I had a tan!

Our crew showed up one day on the flight line and wiped the plane with fuel. We had heard that would give us better mileage on our trip across the Atlantic.

Many of the crews left before we did. And though it was June, we were held up by horrible weather. The mess hall was closed and we lived on K Rations for several days. I couldn't sell my bicycle so on the day we left I just left it leaning against a tree.

The weather between Knettishall and Wales was the worst I had ever encountered. Our plane lurched and shuddered all the way to Wales. The G Boxes, that wonderful navigational device which enabled us to reach our destination with uncanny accuracy, had been removed. With the GO Box I could bring our plane to within a few feet of the end of the runway. But the GO Boxes had been removed from our planes. The bomb sights had also. I relied on that instrument for direction and speed of the wind. But that day we had neither instrument in the plane. I looked time and time again down toward the ground hoping to find a reference point which would verify my calculations but all I could see was clouds. And then a wonderful thing happened. I saw a break in the clouds and through



The Floyd Springer Crew. Standing l-r: Floyd Springer, pilot; Gordon Heaton, copilot; Jim Ragland, navigator; Robert Smith Jr., bombardier; James Tabor Jr., engineer. Kneeling, l-r: James Fagan, tail gunner; Marvin Hanson, radio operator; Elwood Smith Jr., ball turret gunner; Edward Ewen Jr., gunner.

that small opening I saw a road which crossed a winding stream. I knew where we were!

We spent several days in Wales. I walked one day up a hill overlooking the airfield. From that place I looked out and saw row after row of planes waiting to return home.

We flew from Wales to the Azores, and from there we headed west. We took off early one morning. The weather across the Atlantic was beautiful, and I was able to use sun lines to verify that we were on course. During that long flight one of the passengers came up to our compartment to check on the progress of our flight. He had made a lot of money at Knettishall and I guess he wanted to be sure that we got home so he could spend it.

We made landfall on Newfoundland about dusk. I had not slept a wink all the way across the Atlantic. After dinner I went to the officers club to watch some men playing ping pong. When I awoke the club was deserted I stumbled through the dark to our quarters.

When we arrived a few days later at the base in Hartford we turned in our equipment as soon as we got off the plane. I remember one of our crew pulled the cord on our life jackets. He just wanted to see if it would inflate. It did!

I rode a train to Oklahoma City. Some of the windows in the coach were broken, and when the train went through the many tunnels the coach was filled with coal smoke. The train stopped at a large city, and we got off and went in to the large, clean, well-lighted men's room. We looked at ourselves in the large mirror (there were no mirrors on the train), we were shocked. We looked like blacks! I reached home a few days later (I hitchhiked part of the way); my mother couldn't believe I could wear such filthy clothes.

After a week or two of furlough we went to a base in Arkansas. I was walking on the street of the town near the base when I heard a newspaper vendor yelling something about an atomic bomb. I had an eerie feeling that events in our world would never be the same again.

Don't miss the 61st 388th Bomb Group Association Reunion in

LEXINGTON KENTUCKY

Where Everything is About Horses



Well...ALMOST!



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**SPA
25% DISCOUNT
FOR 388TH**



The tradition of fine bourbon making has been a part of this site's heritage for more than two centuries. In fact, there has been a working distillery on the grounds since 1787. The first modern distillery was built on this site in 1857 and was the first to incorporate the use of steam power, a major advance in producing high quality bourbon. Today the Buffalo Trace Distillery site encompasses 119 acres and 114 buildings. The distillery has won more international awards since 1990 than any other North American distillery, earning more than 140 distinctions in national and international competitions including the 2005 "Distiller of the Year" award.



Known for its red clay and one-mile track, The Red Mile is the second oldest harness track in the world. For over 130 years, harness racing's elite have converged on The Red Mile to stage some of the greatest equine battles in history!



Scott Goodlett Events has promised us special attention with expert guides who will answer all of our questions about equines (horses to us); a tour of the elite, private horse farm where Queen Elizabeth chose to stay, when visiting the area, and a behind the scenes tour of Buffalo Trace.



388th BOMB GROUP ASSOCIATION

**61st Annual Reunion
Lexington, Kentucky**

September 1 - 4, 2010



CUT-OFF DATE FOR REGISTRATION IS August 16

**To cancel and receive a full refund, contact Rachell or Joel Rary before the cut-off date of August 16.
Cancellations received after August 16 will forfeit tour payments and registration fee.
NO refunds will be made for cancellations received after August 27.**

Thursday, Sept 2 5:30 pm - 9:30 pm An evening at Red Mile Harness Track. Includes a buffet dinner in the Clubhouse overlooking the racetrack, race programs, and a 30-minute information session with a racetrack authority/handicapper, an opportunity for a personal photo in the winner's circle, a gift shop discount and a drawing for a ride in the Pacer Car.

Friday, Sept 3 9:30 am - 3:30 pm Expert-guided bus tour of the beautiful Kentucky Bluegrass horse farm area with a tour of a prominent thoroughbred farm and an equine presentation. Lunch included. A behind the scenes tour of the historic Buffalo Trace distillery.

Saturday, Sept 4 8:00-10:00 am Continental Breakfast 10:00 am-12:00 pm Business Meeting
6:00-7:00 pm No-Host Bar 7:00-10:00 pm Banquet

Reservation Form for 388th Bomb Group Association Reunion, Sept 1-4, 2010

NAME _____ MEMBER: Yes ___ No ___

PHONE _____ EMAIL ADDRESS _____

STREET ADDRESS _____

CITY/STATE/ZIP _____

ATTENDEE #2 (Full Name) _____ MEMBER: Yes ___ No ___

ATTENDEE #3 (Full Name) _____ MEMBER: Yes ___ No ___
(FOR MORE THAN THREE ATTENDEES, WRITE NAME(S) AND MEMBERSHIP STATUS ON BACK OF FORM)

Registration Fee (includes Saturday Cont. breakfast) REGISTRATION FEE REQUIRED FOR ALL ATTENDEES

Received before June 30 \$35.00 X _____ = \$ _____

Received after June 30 \$45.00 X _____ = \$ _____

Thursday Evening at Red Mile Harness Track with dinner \$39.00 X _____ = \$ _____

Friday Tour of Kentucky horse country and Buffalo Trace Distillery \$57.00 X _____ = \$ _____

TOURS SCHEDULED AFTER AUGUST 16 ARE SPACE AVAILABLE ONLY

Saturday Banquet (Includes 6% tax & 24% service charge)

Herb Roasted Chicken Breast \$37.00 X _____ = \$ _____

Marinated Sirloin \$37.00 X _____ = \$ _____

TOTAL \$ _____

Write check to 388th Bomb Group & mail check, registration and waiver form to:
Joel & Rachell Rary, 2441 SW 328th, Federal Way WA 98023
(Phone 253-653-6049, Email beautynthebeast12@yahoo.com)



**388th BOMB GROUP ASSOCIATION
61st Annual Reunion
September 1-4, 2010**

**Griffin Gate Marriott Resort & Spa
1800 Newtown Pike
Lexington KY 40511**

HOTEL INFORMATION

388th Bomb Group rate is **\$91.00** + 13.42% tax. Call **1-800-228-9290** for reservations. Be sure to ask for the 388th Bomb Group Reunion rate. This special rate is available for 3 days before and 3 days after the reunion.

Reservations must be accompanied by a first night deposit or guaranteed with a major credit card.

Cut-off date for reservations is August 10, 2010. Reservations requested after this date will be accepted based upon availability.

Complimentary Parking on premises.

Complimentary Airport Transportation will be available **on the hour** Wednesday 10 am to 10 pm and Sunday 5 am to 3 pm. Limited airport transportation will be available on Tuesday. Please call (253-653-6049) or email (beautynthebeast12@yahoo.com) Rachell Rary with your schedule if you plan to arrive on Tuesday).



WAIVER FORM

I agree to hold harmless the 388th Bombardment Group Association and/or the reunion organizers, Rachell and Joel Rary, for any costs or liabilities which I may incur as a result of attendance at or participation in the 388th BG Assoc. 2010 Annual Reunion.

Signed _____

Dated _____

Signed _____

Dated _____

Signed _____

Dated _____

Signed _____

Dated _____

A SIGNATURE IS REQUIRED FOR EACH PERSON REGISTERED

Welcome to Lexington, Kentucky!

By: Jan Brock Giurgevich – daughter-in-law of W.E.Gee, lifelong resident of Lexington, KY and longtime Associate Member of the 388th Bombardment Group

Lexington, Kentucky, also known as headquarters for Big Blue Nation (Go U.K.!) and Horse Capital of the World is a beautiful place to visit. If you have some extra time while you're here and would like to check out an attraction or restaurant unique to the area or find a tasty Kentucky bourbon ball to sample, I hope this will help!

Keeneland Racetrack is a beautiful place to visit and even though there won't be "live" racing while you're in town, there will be simulcast betting and a fabulous gift shop and grounds to tour – many people compare Keeneland to European tracks – it really is gorgeous.

Another popular attraction outside of Lexington is Shaker Village of Pleasant Hill, the largest restored Shaker village in America. You can enjoy a lovely meal at the inn, tour the village, shop for handmade gifts, and take a riverboat ride.

If you prefer wine to our Kentucky bourbon, we have a couple of local wineries you could visit for lunch, dinner, a tour, or a tasting. A visit to Jean Farris Winery and Bistro or Talon Winery would be a great way to spend an afternoon.

Of course, it's always fun to go to restaurants that you can't find elsewhere – here's a few of W.E. Gee and her family's favorites:

Ramsey's – 496 E High Street - southern style cooking – everything from fried green tomatoes to their version of the Kentucky Hot Brown

Joe Bologna's – 120 West Maxwell Street - an Italian restaurant located in a former house of worship. Fantastic breadsticks!

Josie's – 821 Chevy Chase Place - W.E. Gee recommends the grouper fingers. (Open for breakfast and lunch)

Saul Good Restaurant and Pub – 3801 Mall Road (Fayette Mall) and 1808 Alysheba Way (Hamburg Shopping Center) - great sandwiches, salads, gourmet pizzas and chocolate fondue for dessert.

Sal's (3373 Tates Creek Road), **Drake's** (3347 Tates Creek Road) and **Malone's** (3349 Tates Creek Road) – three upscale restaurants in Landsdowne Shopping Center with great food and great patios for outdoor dining.

After you've eaten at some of these great places, W.E.Gee recommends you sample a bourbon ball from Old Kentucky Chocolates (3385 Tates Creek Road and 450 Southland Drive). If you love these confections, we've included a recipe below and the promise that you'll be a big hit if you take them to your next gathering and as they're melting in your mouth, hopefully, you'll reminisce on all your great times in Lexington, Kentucky!



Bourbon Balls:

½ cup butter, softened	1 cup finely chopped pecans
1 cup powdered sugar	1 (12-ounce) package semi-sweet chocolate
1 tablespoon plus 1 teaspoon Bourbon	1 teaspoon diced paraffin

Cream butter and sugar until light; add bourbon and pecans, mixing well. Shape mixture into 1-inch balls; place on waxed paper. Chill for at least 30 minutes. Melt chocolate and paraffin in the top of a double boiler; dip each ball into chocolate, then place on waxed paper to harden. Store chilled.

Chester C. Cox

CO, 388th Bomb Group

Brigadier General (Ret.) Chester C. Cox, former commanding officer of the 388th Bomb Group, died May 21 in Eden Prairie, MN. He was 94.

Born in 1916 to Charles and Vera Cox, Chester Charles Cox graduated from Roosevelt High School in Virginia, MN and enrolled at the University of Minnesota in 1936. In 1939 he interrupted his studies to enlist in the Army Air Corps as an aviation cadet. He was commissioned a second lieutenant early the following year.

Lieutenant Cox served as instructor pilot and squadron commander before advancing to the rank of captain in March 1942.

He assumed duties as group operations officer of the newly-formed 388th Bomb Group (Heavy), commanded by Col. William B. David, at Wendover Field, UT in April 1943. Captain Cox personally selected the majority of officers and flight crews for the group. On June 1 he, Col. David and selected staff flew to Great Britain, where they stayed at Snetterton Heath, home of the 96th BG, while the buildings at Knettishall, the 388th BG's base of operations, were being completed.

By September 1943 he had attained the rank of major, and by February 1944 was promoted again to lieutenant colonel, also stepping up to replace Robert Satterwhite as Air Exec when Satterwhite was transferred to the 452nd Bomb Group.

As a command pilot, he flew 25 combat missions, and was in the commander's seat as the 388th Bomb Group lead the Eighth Air Force on the first D-Day aerial assaults in support of the Allied invasion.

In October 1944 Lt. Col. Cox became commanding officer of the 388th Bomb Group after William B. David was reassigned to a post in the States. He was promoted to the rank of colonel early in 1945.

Accompanied by staff members, he left for the U.S. on July 5, 1945, on the last plane to depart from Knettishall.

Upon his return from the European Theater of Operations, Lt. Col. Cox resumed his studies at the University of Minnesota, earning a bachelor of business administration degree in industrial relations in 1949.

That same year, he was assigned to the Strategic Air Command as wing executive officer for the 301st Bomb Wing (Heavy) at Salina, KS. Later he moved to Barksdale Air Force Base, LA, in the same position. For the next two years he also served as director of operations, commander of the 301st Bomb Group, and deputy wing commander.

From October 1951 through October 1953, Col. Cox commanded SAC's North African Air Base at Sidi Slimane, French Morocco and in late 1953 was reassigned to Sedalia Air Force Base, MO., to assume command of the 340th Bomb Wing.

He entered the Air War College I 1954, and upon graduation in 1955 became chief, Plans and Programs Division of Personnel Plans at U.S. Air Force Headquarters. The following year he became deputy director of the Personnel Plans Directorate. In



Brigadier General (Ret.) Chester C. Cox

1958 he was assigned to Eastern Air Defense Force, at Stewart Air Force Base, N.Y., as deputy chief of staff for personnel. In May 1959 Col. Cox assumed command of the Duluth, MN NORAD Sector and the Duluth Air Defense Sector (semi-automatic ground environment) at Duluth, Minn. From there he was assigned to Truax Field, Madison, WI in November, 1960, to assume duties as vice commander, 30th Air Division (SAGE).

Col. Cox became deputy chief of staff for plans and operations of the Alaskan Command in June 1962. He was promoted to brigadier general in May 1964 and in July was appointed deputy director of operations, National Military Command Center, Joint Chiefs of Staff.

He retired from the Air Force on August 1, 1965.

Decorations received throughout his career include the Distinguished Flying Cross with oak leaf cluster, Air Medal with three oak leaf clusters, British Distinguished Flying Cross, French Croix de Guerre, Air Force Commendation Medal, and Distinguished Unit Medal with oak leaf cluster.

In all, the brigadier general had moved 58 times. His last home was in Eden Prairie, where he lived for 17 years.

Brigadier General (Ret.) Cox is survived by Evelyn, his wife of five years; daughter Cindy Niemann and son Chester C. Cox II. He was preceded in death by Irene, his wife of 62 years.

Internment was held May 27 at Fort Snelling National Cemetery.

Taps



SAMUEL C. GUNDY

Samuel C. Gundy, 92, of Reading, PA, passed away April 23. Sam flew 18 missions with the James R. Feeney crew and was shot down by FW-190s over Uitgeest, Holland after returning from the February 10, 1944 mission to Brunswick. Sam was quickly captured and spent 15 months as a POW starting at Stalag Luft III.

After returning to Reading, Sam taught biology and botany at Reading Senior High School from 1946 to 1952 and became Assistant Director and Director of the Reading Public Museum from 1953 to 1967. Sam was also an assistant professor of Natural Sciences at Kutztown State College where he was declared professor emeritus in 1981.

He also published a column, "Along Nature's Trail," that appeared weekly in The Reading Eagle from 1968 to 1982.

Sam leaves behind Mary, his wife of 66 years, along with his two children Gregory and Barbara (Gundy) Stover, and four grandchildren.

Sam and Mary were most pleased with hearing the news last month that Sam's "Lighter Side" story would be appearing in this issue of the 388th BG Newsletter.

Marin F. Ennis, Associate Member

SAMUEL PEZZA

Samuel (Sam) Pezza passed away on June 11, 2006, after a brief illness. He made his home in North Providence, RI, where he lived for approximately 50 years.

Mr. Pezza is survived by two daughters, grandchildren, and great-grandchildren. He was proud to be a member of the 388th Bombardment Group and was proud to sponsor his nephew, Bill Hardman, as an Associate Member.

MANUEL T. RODRIGUEZ

Manuel T. Rodriguez died in Monterey, CA on May 10, 2008. Born on December 21, 1914 in Hilo, Hawaii, Manuel lived in the Monterey area for over 70 years and was self-employed as a general contractor for 50 years.

During World War II, Manuel served the 388th BG as a B-17 aircraft mechanic.

He is survived by his wife Carmen, a sister, two daughters, two grandsons, and four great-grandchildren.

HERBERT W. MOORE

Lt. Col. Herbert W. Moore, USAF (Retired), formerly of Upper Arlington, OH died April 1 at his son's residence in Cumming, GA. He was 91.

Lt. Col. Moore served two combat tours as a B-17 pilot in the 562nd Sqd. He was the pilot for "Veni Vidi Vici" (October 1943 - January 1944) and completed 25 missions on his first tour. He volunteered for a second tour and was a lead pilot from July 1944 through January 1, 1945.

A lifetime member of the VFW, he was employed by the Columbus Museum of Art as the Business Manager from 1968 to 1981. He was preceded in death by Margaret, his wife of 59 years; and two daughters.



He is survived by son Paul, daughter Nancy Jones, and 10 grandchildren. Internment was held at Resurrection Cemetery, Upper Arlington, OH.

WILLIAM R. HUDSON

My father, William R. Hudson, passed away May 26, 2009 at St. Mary's Hospital in Rochester, MN, the same place as he was born.

His stories were varied, nothing special to general good, other than graduating in 1941 at age 17. He got permission from his mother to enlist, and after basics, he "volunteered" to become a radar operator. In that training he recalls many who were booted out of the program for failing to keep up with the work. They were sent home on leave, but later as they were preparing to be shipped to Europe, many of those men returned to the program, and were sent to England with the group that had completed the training. Dad said that he never did get his promised leave and was in the States for a long term before going abroad; and didn't get home until 1945.

He had some interesting stories about his stay in England, including the blackouts, and barhopping around the base on bicycles. I am sure the stress of being so young, in a foreign country, and an ever present fear from the bombing was stressful.

After leaving the service Dad used the GI bill to go to Elgin Watchmakers school. He was a watchmaker/jeweler until his retirement in 1990, most of the time working in his own business.

Doug Hudson

ELMER W. WILSON, JR.

Elmer W Wilson, Jr. passed away March 24 at his home in Linville, Union Parish, LA. He was 89.

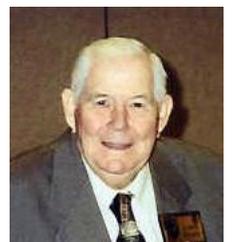
During his service with the 388th BG Mr. Wilson was one of the "shutter bugs" – the photograph team that produced aerial reconnaissance, flak maps, and other images vital to the group's missions. He also photographed numerous personnel, events and locations around the base.

The valedictorian at his graduating class at Linville High School, class of 1939, Mr. Wilson enlisted in the service in 1942. He returned to Union Parish at war's end.

An active 4-H volunteer throughout his life, Mr. Wilson served on the Union Parish Farm Bureau Board of Directors for 27 years. In addition to his membership in the 388th BG Assn., where he was a regular attendee at annual reunions, he was a member of American Legion Post 147 and the VFW post 5442 in Farmerville, LA.

Survivors include Maybeth, his wife of 67 years; sons Walt and Robert; daughters Dorothy Donald, Nancy Harvey and Grace Brasher; seven grandchildren and seven great-grandchildren.

Interment was held at the Liberty Baptist Church Cemetery in Linville.



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