



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

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THE 388TH BOMBARDMENT GROUP (H) ASSOCIATION, INC.

PRESIDENT: JAMES MORROW

333 Wedgewood Drive, Mooresville, NC 28115-2833
704-664-3486 jmmj@mi-connection.com

1st VICE PRESIDENT: GREG STAPLES

4715 W Larchwood Ct, Spokane, WA 99208
509-466-9557 gstaples@aoipro.com

2nd VICE PRESIDENT: LARRY ROME

5995 W 26th St., Greeley CO., 80634
970-339-4533 alkrome@comcast.net

SENIOR DIRECTOR: GEORGE SUNDBLAD

15456 Admiralty Circle nr 9
North Fort Meyer, FL 33917
239-543-9855 goransundblad@aol.com

DIRECTOR: JEFF BAETHKE

3619 W. Lupine Ave. Phoenix AZ. 85029
602-365-5441

SECRETARY: LINDA SOO

3013 Mount Baker Circle, Oak Harbor, WA 98277
360-279-8531 linda388@fiddlybits.com

TREASURER: BIT SNEAD

ASSISTED BY MARVINNA SNEAD

2449 SW 328th St., Federal Way, WA 98023-2565
253-719-8314 bfsnead@comcast.net

CORPORATE AGENT: HENRY CURVAT

1624 Hammond Blvd, Jacksonville, FL 32221
904-783-4442 Henry@388th-ReunionPlanners.org

HISTORIAN: DICK HENGgeler

2708 Old St Johns Lane, Ellicott City, MD 21042
410-750-3605 388bg@comcast.net

PARLIAMENTARIAN: KELLY MOORE

33 Rockwood Dr., Ottawa, KS 66067
785-242-5270 k17moore@sbcglobal.net

NEWSLETTER EDITOR: TOM DENNIS SR.

801 Magnolia Ave. Apt. 225, Corona, CA 92879
Home 951-734-7418 Cell 951-733-0076
Dennis388@sbcglobal.net &
BG388th-Newsletter@yahoo.com

REUNION ORGANIZER: RACHELL RARY

ASSISTED BY JOEL RARY

16208 11th Ave. N.E. Shoreline, WA. 98155
206-364-2667 beautynthebeast12@yahoo.com

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<http://www.388thbg.org>

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<http://www.388bg.org> (Database)

From the President's Desk see Page 3

Welcome New Members

Robert Amorosi son of Francis Amorosi 561st Sqd.

Christine Calderon daughter of Ray Baethke 560th Sqd.

Heather Hill granddaughter of John W Wyman 560th Sqd.

D. Michael Humphries Jones & James E Humphries Jones
grandsons of Loyd P Humphries 562nd Sqd.

Patricai Penton Smylie daughter of Gordon K Penton 560th

Thank You for Your Donations

Albert Arenowitz

Dorothy Cundiff

William Forrest

Teresa Foster

Lloyd Long

Barb McAllister

Herbert Moore

James Morrow

Foss Rodda

Neil Walker

Christine & Gerald Siess

Michael Galgano

Delphine Heimer

Donations In Memory Of.....

Hugh Miller in memory of Charles Cooke

Steven Shapiro in memory of Charles Cooke

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 much quicker, **IN COLOR**, with links to email addresses and sites that may be of interest to all members young and old.

FROM THE PRESIDENT'S DESK

A B-17 named the City of Savannah

The Mighty Eighth Air Force Museum in Pooler, Georgia acquired a B-17G in January, 2009 from the National Air and Space Museum, where it had been in storage since 1984. I visited the Museum in March, 2009 and learned of the recent acquisition. I was told that the plane had once been used in Canada for coastal surveying work. That information triggered a long-held memory of mine. I took photos of the plane, making sure I had its Army Air Forces serial number, which is 44-83814. When I returned home, I went on the internet to see what I could learn about 44-83814. That B-17 was used by the Photographic Survey Corporation, based in Toronto, Canada, for air survey operations in the Canadian arctic from May, 1957 until February, 1960. In 1959, while I was stationed at Sondrestrom Air Base (code name Bluie West 8 during WWII), an Eighth Air Force Base in Greenland, we were visited by a B-17. When I walked up to the flight line to get a good look at the plane, which was painted white, I was told that it was being used for coastal surveying and mapping in Canada. It has been fifty years between my first and most recent viewings of that B-17, but I have never forgotten it.

Mr. Henry Skipper, President and CEO of the Mighty Eighth Air Force Museum, wrote to our President, George Sundblad, in June, 2009 to inform him of the Museum's newly acquired B-17, which is to be named City of Savannah to commemorate the 5000th B-17 to pass through Hunter Army Airfield in Savannah during WWII. The markings of City of Savannah will be those of B-17G 42-97542 when it was assigned to the 563rd Squadron of the 388th Bomb Group and flown by the Ralph Kittle crew. In his letter to George Sundblad, Mr. Skipper wrote, With the direct connection between the City of Savannah and the 388th Bomb Group, and with our shared desire to pass our American heritage on to future generations, we wanted to give your Bomb Group the first opportunity to be part of this historic restoration. During our reunion in Kissimmee, the Association voted to support the restoration of the City of Savannah. The City of Savannah was lost on its 13th mission on March 5, 1945 when the 388th bombed marshalling yards at Plauen and the railway station at Chemnitz. One crewmember, tail gunner Robert Warren, was killed, and two, co-pilot V. E. Rudd and togglier Irwin Boxer, evaded briefly before being taken prisoner along with the other six crew members. Those crew members were pilot Ralph

Kittle, navigator V. E. Watkins, flight engineer Lloyd Sanford, radio operator G. V. Genco, ball turret gunner R. A. Kudla, and waist gunner R. W. Jones. Two members of the crew, Irwin Boxer and Lloyd Sanford, are still with us.

Work has begun on the restoration of the plane to replicate the appearance of the original City of Savannah when assigned to the 388th Bomb Group. Volunteers are busy cleaning the plane inside and out and the skin is being polished to its natural aluminum finish. Missing turrets, guns, and other parts will be replaced and great care is being taken to insure that the markings of the plane will exactly match those of B-17G 42-97542 when flying with the 388th. The plane is located in the Combat Gallery inside the Museum and can be viewed by visitors during the restoration period. For those of you who are members of the Eighth Air Force Historical Society, there is an article on the City of Savannah in the December, 2009 issue of the Eighth Air Force News. The restoration will be costly and donations are being solicited by the **Mighty Eighth Air Force Museum**. If you wish to contribute to the restoration of the **City of Savannah**, make your check payable to the Mighty Eighth B-17 Restoration Account and mail it to the Mighty Eighth B-17 Restoration Account, P.O. Box 1992, Savannah, GA 31402. Be sure to identify yourself as a member of the 388th Bombardment Group Association.

Jim Morrow



City of Savannah prior to restoration



On Display during restoration

The Lighter Side



The Chicken Caper

There was no mission scheduled for the 388th on February 9, 1944, and several NCOs of Lentz' crew on Return Engagement decided to celebrate the fact that they would soon complete their 25 missions. Waist gunner Erwin Rehder, radio operator William Thompson, flight engineer Ira Mooney, ball turret gunner Tony Giangreco, and tail gunner Charles Hash conspired to "liberate" some chickens from a nearby farmer's hen house and cook them in their barracks that night for supper. The barracks for both NCOs and officers in the 560th Squadron were located in the village of Hopton near the airfield and the hen house they raided was not far from their barracks. The men invited navigator Ralph Boyer, also close to finishing his 25 missions, to join them for drinks and their evening meal of chicken. Later that night, the NCOs scattered the feathers, heads, feet, and entrails from the chickens around the officers' barracks.

This story was verified by Erwin Rehder, radio operator/waist gunner, Ralph Boyer, navigator, and John Pond, bombardier, on the crew of Return Engagement.

If you are enjoying the **LIGHTER SIDE** column we would like you to submit your story.

Please submit your entertaining story to the Editor by mail or email to be published in a future issue of the 388th BG Newsletter. Looking forward to hearing from those of you that promised a story. Tom, Dick, Allan and several others have not submitted their stories **yet**.

NEED YOUR HELP!!

Due to some IRS regulation regarding the Associations non-profit status, we need your input as soon as possible. It seems that the "Association" can keep its non-profit status if enough of the Members were in the Armed Forces at any time since World War II. It doesn't matter which branch of the service or how long you served.

Please send an email or letter to the Corporate Secretary, Linda Soo so that she can start to tally this information. The information is also being requested on the New Member Application.

SECRETARY: LINDA SOO

3013 Mount Baker Circle, Oak Harbor, WA 98277

360-279-8531 linda388@fiddlybits.com

THE NEW UPGRADED 388th DATABASE

Our historian Dick Henggeler has announced a major upgrade to the 388th Database that now pinpoints each air crew member's mission participation.

Previously, each crewmember was linked to his pilot, so that if the pilot flew a given mission, the crew member was listed as having flown it as well. The upgrade now allows us to see each mission flown by each man, regardless of the pilot's involvement.

The massive project began in May 2009 with the collecting of roughly 9,000 "loading lists" – one for every sortie flown. Prior to each sortie, the pilot supplied the names of each of the participating crew members on a form known as the loading list – in other words, a passenger manifesto.

After compiling the thousands of lists, Dick input the data and revised the Database's linking system – an arduous process that was finally completed in December. The loading list information also made it possible to double-check serial numbers, name spellings and other points of fact, so that he was able to make additional clarifications and corrections to the Database on the whole.

Please take a moment to click on <http://www.388bg.org> and review this remarkable upgrade yourself. (A good example is George Kistner, who was in the gunner's pool and flew with a number of pilots before permanent assignment.)

By the way, our individual crew pages are still woefully short of photos. Any photos of individuals that you can loan to Dick will be much appreciated. Photos can be emailed to 388bg@comcast.net; or mailed for prompt scanning and return.

The 388th Database is a major tool in our ongoing efforts to document and promote the history of the 388th BG. A perpetual work in progress, it will always allow for expansion and improvement. Let's all pitch in and give Dick as much help as we can.

MISSION #11, Regensburg, August 17, 1943. SHUTTLE MISSION TO AFRICA

21 A/C of this Group plus 3 spares, took off-off between 06:45 and 07:02 hours. The formations were effected without difficulty. This Group was second in the 403rd Combat Wing Formation.

None of our planes aborted, so the three legal aborts returned to base as instructed. (2nd Lt. L. Miller, 2nd Lt. J. Roe and F.O. M.Bowen). The scheduled force of 21a/c continued on the briefed course.

Over the entire route about 30 to 50 enemy fighters were encountered. FW 190's and Me 109s. They would attack out of the sun, pressing home their attacks singly, rolling over and down to attack the low Groups. Arracks ranged from 500 to 800 yards. One crew, Lt. Bliss reports fighters closing to 50 to 100 yards. These attacks occurred between Eupen and the target.

Flak in general was meager and inaccurate. Flak was observed at Antwerpt, Worms, Nurnberg, the north end of Cieim Sea, Lake Garda. Rosenheim, Eupen Weisbaden. Degerndorph, Lorch, Koln, Munich and to the left at Regensburg. None of our planes were seriously damaged. All of our planes were over the target at 1148 hours, and all but three of the 210 500# bombs were dropped on the target. Lt Bliss had one bomb hang up and Lt Nagorka had two bombs hang up. These three were jettisoned after passing the target. With good visibility, the strike photos show the entire Messerschmidt Assembly Plant destroyed. After bombing the Target, the Group proceeded to the RP and on to Bone, Africa as briefed. On the route to Africa, Lt Parker in a/c 42-3444 "Paddlefoot", ran short of gas and had to ditch in the Mediterranean Sea at 1620 hours. The position was noted by friendly planes and the crew was rescued the next morning. Only three of our planes landed at the assigned base. The other 17 had to land at emergency fields because of the shortage of gas. Ten of our aircraft suffered flak damage, and two of our personnel were wounded. Lt. F. Tierney, navigator on Nagorka's crew lost his right hand.



Lt. Nagorka crew after return from Shuttle Mission to Africa. Regensburg Mission 8/17/43 Navigator, Frank Tierney lost right hand over target on this shuttle mission.

Bernard—David

T | 207

Chaffin
W | 905

Eccleston
U | 362

Swift
Q | 900

Dennis
P | 291

Krueger
V | 395

Mohr
G | 203

Wisehart
A | 293

Jarrendt
K | 595

Nagorka
371

Melville
F | 201

Branham
E | 195

Pfeiffer—Cox
E | 906

Bensel
J | 954

Bliss
G | 212

Rodgers
R | 230

Wick
A | 289

Parker
F | 414

Kramer
T | 222

Cunningham
X | 425

Wilken
S | 205

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

LEXINGTON KENTUCKY

Where everything is horses
(almost)

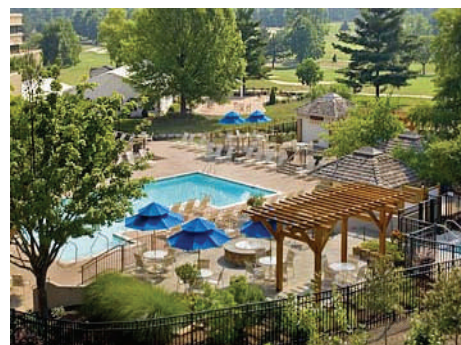


REES JONES-DESIGNED GOLF COURSE

\$20 388TH discount Sun-Thurs and
Fri/Sat after 11:00 AM



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SPA
25% DISCOUNT
FOR 388TH



VOLLEYBALL, BASKETBALL &
TENNIS ALSO AVAILABLE



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.



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.





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.

<u>Saturday, Sept 4</u>	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, 16208 11th Ave. NE, Shoreline WA 98155
(Phone 206-364-2667, 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** information will be available in Summer newsletter.



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

388th Bomb Group Association 2009 FINANCIAL REPORT

Carried Forward 1/1/09

General Fund	29,853.69	
Memorial Fund	1,380.00	
		31,233.69

Income

Donations			31,233.69
General Fund	\$4,426.39		
Memorial Fund	3,345.00		
Membership Fees			
Annual Dues	480.00		
New Members	530.00		
PX Sales	1,895.66		
Interest (checking)	84.46		
		10,761.51	

Expenses

Newsletters	-6,600.00		
Administrative Expenses	-1,050.65		
(shipping, postage, supplies, etc)			
Bank charges & checks	0.00		
England Memorial Expenses	-1,417.00		
PX Expenses	-1,896.26		
		-10,963.91	
General Income			-202.40

Kissimmee Reunion

Receipts	24,570.50
Refunds	-1,170.00
09 Expenses	-20,786.51
2008/2010 Expenses	-385.52

Reunion Income

2,228.47

Bar Receipts	926.00	
Bar Expenses	-553.91	
		372.09
Raffle Receipts	270.00	
		270.00
Memory Book Receipts	616.00	
Memory Book Expenses	-591.42	
		24.58

Other Reunion Income

666.67

CHECKING ACCOUNT BALANCE 12/31/09

33,926.43

Fund Balances

General	30,568.43
Memorial	3,358.00

Other Assets

Certificate of deposit	10,847.66
2009 interest	390.30
Savings	103.47

Other Assets

11,341.43

TOTAL ASSETS

45,267.86



SPECIAL EVENT

The Last Great Gathering of Fortresses and Legends

The 8th Air Force Historical Society is hosting veterans, family members, and their guests at the Willow Run Air Show, located just outside Detroit, August 5 thru 8, 2010. The Air Show organizers are expecting 8 to 10 B-17's to attend, 2 B-24's, 12 P-51's, the usual cadre of other WW-II aircraft, as well as a flying ME-262 and an ME-109. (NOTE: Detroit is also a Non-stop flight from several airports).

Attendees registered with the 8th AFHS and staying at our hotel within our room block will have preferential (back door) motor coach transportation to and from the event with delivery to a private tented seating and viewing area at center stage, as well as free access to several B-17's offering "walk thrus" to the general public who, will be paying \$5 to \$10 per person for access. Our admission will include lunch, transportation, center stage seating, as well as dinner Saturday, followed by a symposium Saturday night. Optional tours will be available Friday and Sunday for those who only want to attend the Air Show Saturday.

Our host hotel is the Crowne Plaza Detroit Metro Airport with complimentary airport shuttle, free parking for those driving in, and a room rate of \$89 per night + tax. A limited number of Group Gathering rooms (or Hospitality rooms, whichever you prefer) will also be available at a nominal cost to the seven largest Groups in attendance with 30 attendees or more.

There will also be a Fully Stocked 8th Air Force communal hospitality room welcoming all others who walk thru the door.

PLEASE NOTE: This is not an 8th Air Force Historical Society reunion, but rather an 8th AFHS sponsored event, and you **do not** need to be a member of the Historical Society to attend. We were requested by the Air Show organizers to host the veterans and their guests in an "organized fashion," which we are happy to oblige.

We will have a large buffet "Welcome" dinner Friday evening, followed by lunch and dinner at the Air Show Saturday, with an interesting symposium to follow Saturday evening, and concluding with a Gala Banquet Sunday evening, with a very notable speaker.

More information, instructions, and registration form can be found on our web site at www.8thafhs.org.



And the Check-list was born.....

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "**flying fortress**," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.



A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three



hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill AFB, Ogden, UT).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.



While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.

REFERENCE: <http://www.atchistory.org/History/checklst.htm>

Does Anyone Look Familiar?

These are just a few of the dozens of photos still in the Unidentified Persons section of the database, just waiting to be matched up with the with the proper personnel page. If you know any of these men, please contact our historian Dick Henggeler.



Ball Turret Gunner 003



Ball Turret Gunner 005



Co-Pilot 001



Co-Pilot 002



Engineer 002



Engineer 006



Waist Gunner 001



Waist Gunner 008



Waist Gunner 009



Waist Gunner 011



Lieutenant 001



Captain 001



Captain 003



Mail Call



Excerpts from a Letter

To the 388th Bomb Group Association

Your Winter 2009 issue contained a delightful story on page 5 by Jackie Lynch, of her Knettishall Visit. What wonderful memories that brought back. In the fall of 1979 my husband, Wren M. Frith, and I accompanied a group from the Biloxi Miss. Chamber of Commerce on a trip to London. We left the group and bravely set out to find Knettishall, where he had been stationed with the 388th. We got lost before we ever got out of London! What do you call the circle at intersections? Roundabouts?

As we neared our destination, we stopped several times to ask directions from persons we saw outside their homes. No, they didn't know where Knettishall was. I teased my husband that maybe there really wasn't such a place. Eventually we came to a sign with the name and arrow pointing the way. Joyously we stopped to take a picture of the sign, which (paraphrasing a famous Christmas article) I labeled "Yes, Virginia, there really is, a Knettishall!"

The high point for me was standing on a runway through the middle of a field. And, as in WWII movies, in my mind -and I'm sure in my husband's there was the roar of B-17 engines that brought a catch in my throat.

We went in the pub, and were greeted warmly. They had various items for sale to returning veterans, such as Wren. He bought a large linen print of the 388th, which we framed.

I am so glad I was privileged to make that trip of memories with my husband 30 years ago. Wren died, at age 83, on August 30, 2009, a day after our 62nd wedding anniversary.

He had a wonderfully interesting THICK scrapbook chronicling memories and mementos of his brief service years. I suggested that we write to your organization to enquire if there is a museum in the U.S. which keeps such memorabilia for posterity, but our older son wanted those treasures for now.

Sincerely,

Geraldee T. Frith

Geraldee T Frith (Mrs. Wren M Frith)

From: b-17irv@charter.net (Irv Boxer)

To: linda388@fiddlybits.com, bfsnead@comcast.net

So how good is your memory? How many of you can remember, with complete clarity, what you did on the day of your 21st birthday?

I remember mine, because February 3, 1945 was the date of the purported greatest all-out-effort of B-24s and B-17s over Germany in WWII, and the kindly generals of the Mighty 8th Air Force gave me a birthday present by allowing me to toggle off a bomb load on Big B (Berlin).

I cannot remember whether our load was bombs or incendiaries, but, suffice it to say I was ecstatic!. That was with Ralph Kittle's crew on "The City of Savannah." Of course, a month later on March 5, '45 (on their 13th mission and my 26th) we became POWs, but that's another story.

Somehow, as I rapidly approach my 86th birthday, that 21st birthday is easily remembered.

Irv Boxer, Togglier on Ralph Kittle's crew in the 563rd. Squadron of the 388th Bomb Group (Heavy).

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 BG thanks Jim for generously donating \$240.00 from reunion sales of this book.

Taps



Deaths:

Robert Gorman 560th Sqd. Dec. 23rd 2009

CHARLES T. "CHUCK" Cooke - Age 94

Died at home on Friday, January 29, 2010. A retired Air Force Lieutenant Colonel and decorated veteran of two wars, Lt. Col. Cooke was born on August 12, 1915, in Jackson, MI, the son of Charles Cooke and Ella Cooke (Perkins). A 1934 graduate of Jackson High School, U Col. Cooke married Lucille "Lou" Harmon of Clarendon on September 6, 1941. During World War II, he served as 1:1 8--17 Flying Fortress pilot and group leader in the Eighth Air Force, 388th 80mb Group, operating out of Knettishall, England. Lt. Col. Cooke and crew completed 30 missions in the European theatre, including two on D-Day. After the war, Lt Col. Cooke resumed service as an officer in the U.S. Air Force.

Wren M. Frith Age 83

Passed away on Sunday, August 30, 2009, in Biloxi. Originally from Lyman, Mr. Frith moved to Jackson in 1955, where he lived for 18 years. While in Jackson, he was operating division manager with Allstate Insurance Co., owner of Frith Hardware, club manager of Colonial Country Club, and operations manager for Kremser-Oliver Heating and A/C. Before moving to Jackson, he was a special agent with the FBI in the Newark, N.J. and New York City field offices for four years. Mr. Frith was a World War II veteran, flying 35 missions over Germany as a B-17 ballturret gunner with the 388th Bomb Group of the 8th Air Force, U.S. Army Air Forces, stationed in Knettishall, England. Survived by his wife of 62 years, Geraldine Tucker Frith, and their two sons.

Leslie E. "Gus" Meader

Died Dec. 23, 2009, at his home in Bayport, MN, three weeks before his 90th birthday. A waist gunner on the William Bramwell crew in the 563rd sqd., he was interned in Stalag 17 for 18 months after their plane was shot down Nov. 5, 1943 over Gelsenkirchen. He was a recipient of the Purple Heart and other medals.

Mr. Meader is survived by his devoted wife, Eileen; sons Bill, John, Gary and Mark; step-daughter Judy Klos; seven grandchildren and four great-grandchildren.

Robert Johnson Seney

The sound of taps yet again in the 388th family.

Bob was assigned to the 388th Bombardment Group in Wendover Field, Utah in the Spring of 1942. He went on to become a M-SGT and Crew Chief on the flight line of the 563rd Squadron of the 388th Bomb Group (H) in Knettishall. Later in life, Bob talked how he usually slept in the revetment with his plane and spent those dark years keeping the planes serviced. When they did not return, and many did not, he was assigned a new plane, a new crew and the work went on.

Bob was particularly proud of his participation in Operation Chowhound, getting food to Holland for the starving population abandoned by the Germans prior to the cessation of war.

He was also proud that his writing about the war for his family was used in the book, 388th Anthology, Tales of the 388th Bombardment Group (H) 1942-45.

Basil E. Smith, 87,

Died Monday, Feb. 8, 2010 at Dyersburg Regional Medical Center.

He was retired as owner of Basil Smith Realty Co., a member of First United Methodist Church for 75 years and was a staff sergeant in the Army Air Corps during World War II as a tail gunner of the Gauthier crew, 562nd Squadron.

Survivors include his wife, Eva Smith of Dyersburg; a son, Basil E. "Gene" Smith Jr. and wife, Ginger, of Dyersburg; three grandchildren, and three great-grandchildren.

Charles H. "Buck" Wallace, Jr., 87

Passed away peacefully Saturday, November 28, 2009. He is survived by his wife of 58 years, Goldie L. Wallace. Mr. Wallace was a WWII veteran. He entered the Army Air Forces on October 17, 1942 and served as a member of the Third Bombardment Group. As a B-17 Flying Fortress co-pilot, his air-unit was assigned to cripple Nazi war centers and military targets in support of the Allied ground forces. He flew 35 missions and was awarded three battle stars for Normandy, Rhineland and Northern France.

Elmer Wilson, Jr., 89

Passed away March 24 at his home in Linville, Union Parish, LA.

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.

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