



*FORTRESS FOR FREEDOM*



# **388<sup>TH</sup> BOMBARDMENT GROUP (H) ASSOCIATION INCORPORATED**

**8<sup>th</sup> Air Force, 3<sup>rd</sup> Air Division, 45<sup>th</sup> 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 66

ISSUE NO. 1

SPRING 2011



**AIRFORCE ACADEMY - COLORADO SPRINGS, COLORADO**

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

### **PRESIDENT: GREG STAPLES**

4715 W Larchwood Ct, Spokane, WA 99208  
509-466-9557 [President@388thbg.org](mailto:President@388thbg.org)

### **1st VICE PRESIDENT: HENRY CURVAT**

1624 Hammond Blvd, Jacksonville, FL 32221  
904-993-0808 [VP1@388thbg.org](mailto:VP1@388thbg.org)

### **2nd VICE PRESIDENT: BEN FORREST JR.**

P.O. BOX 633 Medina, WA 98039  
425-646-9599 [bforrest@forrestsound.com](mailto:bforrest@forrestsound.com)

### **SENIOR DIRECTOR: JAMES MORROW**

333 Wedgewood Drive, Mooresville, NC 28115-2833  
704-664-3486 [jmmj@mi-connection.com](mailto:jmmj@mi-connection.com)

### **DIRECTOR: NEIL A WALKER**

730 S 14<sup>th</sup> Ave. Yuma, AZ 85364  
928-343-0673 [walker207@yahoo.com](mailto:walker207@yahoo.com)

### **SECRETARY: LINDA SOO**

3013 Mount Baker Circle, Oak Harbor, WA 98277  
360-279-8531 [linda388@fiddlybits.com](mailto: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](mailto:bfsnead@comcast.net)

### **CORPORATE AGENT: RICKARD SUNDBLAD**

15456 Admiralty Circle #9 No. Fort Myers, FL 33917  
239-543-9855 [rickardsundblad@aol.com](mailto:rickardsundblad@aol.com)

### **HISTORIAN: DICK HENGGELER**

2708 Old St Johns Lane, Ellicott City, MD 21042  
410-750-3605 [388bg@comcast.net](mailto:388bg@comcast.net)

### **PARLIAMENTARIAN: KELLY MOORE**

33 Rockwood Dr., Ottawa, KS 66067  
785-242-5270 [k17moore@sbcglobal.net](mailto:k17moore@sbcglobal.net)

### **NEWSLETTER EDITOR: TOM DENNIS SR.**

Assisted by Tom & Barbara Dennis

5753G Santa Ana Cyn Rd #438 Anaheim Ca 92807  
Cell 714-296-7557 [Newsletter@388thbg.org](mailto:Newsletter@388thbg.org)

### **REUNION ORGANIZER: RACHELL & JOEL RARY**

2441 SW 328<sup>th</sup>, Federal Way WA 98023  
253-653-6049 [beautynthebeast12@yahoo.com](mailto:beautynthebeast12@yahoo.com)

The 388th Bombardment Group (H) Association, Inc. is a 501(c)(19) organization chartered in the State of Florida.

Copyright © 2008 by the 388th Bombardment Group (H) Association, Inc. Contents of the Fortress for Freedom newsletter may not be reproduced in any form without the express written permission of the editor.

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

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

Hosted by Bibbens Communications Internet, Inc.

## **From the President's Desk**

Hope you didn't get snowed in this winter. I only had to take one snow day while we slogged through a pretty average winter season here in the Northwest. I'm really looking forward to summer culminating with our 62nd annual reunion. It's great to see that Rachel and Joel Rary have been busy and it looks like they've organized a fun series of events for us in Colorado Springs. You will find the information and reservation form elsewhere in this newsletter. While I'm often guilty of setting things like this aside in my "round tuit" pile, I promise not to procrastinate this time. Please join me and make your reservations right now while you're thinking about it. Jan Pack Singer has been busy too. She has been supervising "Project Ultimate Sacrifice." Her article on the progress she and the stonecutters are making in East Anglia is also in this newsletter.

We have had a change in our PX as my brother, Rob, has taken over from Marvinna Snead. Thanks to Marvinna for all the work she has put into this over many years. Rob's PX announcement should be in the next newsletter.

Bit and Marvinna continue as our treasurer and their annual report is included in this newsletter. I got a preview and have a couple of observations. First, we committed to fund the memorial addition at a cost of about \$17,000 at the 61st reunion general meeting in Lexington. The treasury really couldn't afford this as we need to retain a pretty large cushion to cover prepayments for the annual reunion. So we agreed that this would be an advance against future memorial donations. Since that time, several members have stepped forward. Some with donations as high as \$500 and we've gained a total of \$2745 toward that \$17,000. But that leaves us with \$14,000 more to raise. Help us remember those who died so many years ago and find your checkbook. Include a note to Bit that the check is for the memorial. If everybody makes a small contribution, we will be able to honor this commitment. Second, we made a significant contribution from our "war chest" to the B-17 restoration effort at the Mighty Eighth Air Force Museum in Savannah, GA. It was a real stretch for us and I'd like to see us replenish our coffers for this too. Just like the National and state budgets that are so much in the news, I think we need to take a two pronged attack.

First increase income. Since so many of our members are fully paid-up life members, all we can do is ask for an increase in your voluntary contributions. Especially if you agree with our support of the B-17 restoration and the addition to our memorial. Second, decrease expenses. The only significant expense is the paper you are holding in your hand. While I don't want to diminish this connection with you in any way, I don't think an electronic version is any less valuable. So I entreat you to switch to e-mail delivery. I think most everyone nowadays has an e-mail account and by allowing us to change your subscription from paper in the US Mail to e-mail we will save a significant amount. Send me an e-mail to ([president@388thbg.org](mailto:president@388thbg.org)) with the address you would like us to use.



## 388th BG Assoc. 2010 Financial Report

### Checking Account Balance Carried Forward 1/1/10

General Fund	30,568.43	
Memorial Fund	3,358.00	
		33,926.43

### Income

Donations		
General Fund	2,180.00	
Memorial Fund	400.00	
Membership Fees		
Annual Dues	350.00	
New Members	1,270.00	
PX Sales	1,403.08	
Interest (checking)	82.13	
		5,685.21

### Expenses

Newsletters	-5,900.00	
Administrative Expenses (shipping, postage, supplies, etc)	-1,370.27	
England Memorial Expenses	-1,036.00	
PX Expenses	-234.30	
		-8,540.57

Donation to 8th Airforce Museum B-17 Project	-10,000.00	-10,000.00
-------------------------------------------------	------------	------------

### 2010 General & Memorial Fund Income

-12,855.36

Lexington Receipts	18,923.00	
Lexington Refunds	-692.00	
2010 Lexington Expenses	-18,609.14	
2010 <b>Colorado Springs</b> Expenses	-173.80	

### 2010 Reunion Income

-551.94

Bar Receipts	816.26	
Bar Expenses	-478.26	

338.00

Raffle Receipts	335.00	
-----------------	--------	--

335.00

### 2010 Other Reunion Income

673.00

### CHECKING ACCOUNT BALANCE ON HAND 12/31/10

21,192.13

Fund Balances		
General	18,490.13	
Memorial	2,702.00	

### Other Assets

Certificate of deposit		11,237.96
2010 interest		231.62
Savings		104.00

### Other Assets

11,573.58

### TOTAL ASSETS AS OF 12/31/10

32,765.71

### Project Ultimate Sacrifice

Project Ultimate Sacrifice Expenses		-17,200.00
Project Ultimate Sacrifice Donations		2,445.00

### Project Ultimate Sacrifice Total

-14,755.00

## Tax Status of the Association.

I am very pleased to announce that the association has received a positive result from the work Henry Curvat, Bit Snead and our accountant have done with the IRS. The IRS accepted our request to consolidate the separate EIN numbers which had been issued to the association as a result of the name change and incorporation of the Association in 1994. There was an additional request by the IRS to file for the 2009 - 2010 fiscal year and Bit provided the information necessary to complete the form 990-N which was filed and accepted by the IRS on Feb. 22, 2011. At this time it appears that the Association has successfully maintained (or regained) its non-profit status, is now in good standing with the IRS, and is current with all reporting requirements. The official name recognized by the Florida Corporation Commission and the IRS is, "The 388th Bomb Group Association, Inc.". This was the name adopted by and decided upon by the original members when the decision was made to incorporate in 1994.

## The Lighter Side



The accompanying picture is a piece of **flak** that came through the side of the plane and struck me on the ankle. Not hard, but it got my attention. Bare handed I picked it up and acquired severe burns. During the critique I asked Dr. High if I rated a purple heart. His response: "How about a medal for stupidity". Doc and I were good friends before and after this incident. Who wouldn't know the temperature of fresh flak?



From 1944

## New Members:

David Castleberry grandson David Stewart 561<sup>st</sup> Sqd  
 Max Cederberg nephew Donald Staples 560<sup>th</sup> Sqd  
**Douglas B Morrison 561st Squadron Navigator**

## Thank you for your donations

### General Fund

Mildred Amos widow of William R Amos  
 Teresa Foster  
 Chuck Lawsen  
 Douglas B Morrison  
 Marjorie Ammon **IMO Al Bibbens**  
 Lloyd Long  
 Barbara McCallister  
 Neal Musolff  
 Maxine Smith  
 Harold Spingler **IMO Al Bibbens**  
 Edward Stachyra  
 Julie Vest  
 Ken Walker

### Memorial Fund

Robert Dempsey **IMO Al Bibbins**  
 Richard Keil **IMO David Price**  
 Bill Robinson **IMO Bill Turley**  
 Alfred Soo

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.

I hope you are enjoying **The Lighter Side** column, we would like you to submit your story. All submissions accepted with enthusiasm. We wish to thank all of you, who have contributed to this column. Please send **your** story to the Editor by mail or email, to be published in a future issue of the 388<sup>th</sup> BG Newsletter. Looking forward to hearing from those of you that promised a story... and have yet submitted one.

In a "senior moment" I seemed to have accidentally erased or just misplaced a couple of items sent in. If you have not seen your submission yet, please send it again. I also hope that Linda is having some luck with her father and one of his 5 stories.



## HISTORICALLY SPEAKING...

By Dick Henggeler, Historian

### Research

We are collecting and cataloging as much information about the 388<sup>th</sup> as we can for our own library. However there are two major research locations that contain primary records (actual historical records) and information about the 388<sup>th</sup> Bomb Group.

The **National Archives** located in College Park, Maryland (near Washington D. C.) has a variety of 388<sup>th</sup> information.

- The textual archives section holds the mission folders for the 388<sup>th</sup>. These folders contain the paper work required to plan, execute and report on each combat mission.
- The textual archives also has records on Escape and Evasion of downed air men and German records on POWs
- The still photo section contains thousands of mostly black & white photos taken by the 388<sup>th</sup> photographers. These are not very well cataloged which makes it challenging to find 388<sup>th</sup> related photos.
- The micro fiche section contains copies of the Missing Air Crew Reports that were created when an airman / crew was reported missing.
- The movie film section has 16mm movie film taken by 8<sup>th</sup> Air Force photographers. Again the cataloging leaves much to be desired and makes it challenging to find 388<sup>th</sup> related material.

The **Air Force Historical Research Agency** at Maxwell Air Force Base in Montgomery, AL holds the 388<sup>th</sup> office records. These hold a variety of official records issued by the 388<sup>th</sup> which include:

- Daily Bulletins which provided a variety of base information including movie listings for the base theater, special reminders, warnings, news, special notices etc.
- Special Orders which were issued every day to officially record promotions, demotions, temporary duty, change of duty, change of station, commendations etc.
- Monthly Reports of the various departments on the base which include Ordinance, Chaplin, Red Cross, Medical, Finance, Weather etc.
- Public Relations releases that provide stories, anecdotes of the war that were released to the press for publication.

These records are available in micro fiche format but the quality is very poor. We are in the process of photographing all of these records.

**The Mighty Eighth Air Force Museum** in Savannah, GA is also another source of 388<sup>th</sup> information. In addition to the museum, there is a research area that houses personal donations of many 388<sup>th</sup> veterans. Access to these is available on request if you visit.

We will be holding our 63<sup>rd</sup> annual 388<sup>th</sup> reunion in Savannah, GA Sept. of 2012. Please keep this in mind as you plan and budget for future trips and vacations.

# Mail Call



## Dave Sarson, curator of the 388<sup>th</sup> Collection

at Hillside Farm has a new address and phone number. Dave recently moved from the cottage to the main house on his property. His new contact information is:

Dave Sarson  
Hillside Farm  
Bury Road, Market Weston  
Diss, Norfolk IP22 2PB  
United Kingdom  
PH: 011-44-0359-221-257

### Excerpt from letter forwarded to Newsletter editor

Hi everybody - thought you would like to see the picture below. Dad and I were at the Carolina Wolf Pack Baseball game yesterday. As usual Dad was wearing his B-17 cap. A photographer came over to him and asked him to come with him for a few minutes and the enclosed picture is the result. The young Army lady (beautiful blonde) found our seats and asked for a hug from him and I got one too. She also gave both of us Army hats. Tom Miller the photographer alerted dad to a one day flight to D.C. on the Honor Flights for vets all over the US. They take them free to museums etc. in Washington. There is usually a crowd to welcome them. Dad is going to try for the May 4<sup>th</sup> flights as we will be in Germany for the two in April. Will let you know -



Love Mom

Hello All,

Greetings from Vancouver! I'd like to bring a 388th history-related item to your attention. I was perusing the shelves at a local Borders bookstore today and ran across a book released last month, written by Robert J. Mrazek, titled "To Kingdom Come: An Epic Saga of Survival in the Air War Over Germany."

This book is about the Stuttgart mission of September 6, 1943, and follows six airmen from different bomb groups through the battle. Of the six, two are 388th BG members, Demetrios Karnezis and

Theodore Wilken.

The book looks like it will cover the battle and experiences of the Airmen well. I read the author's 2008 book "A Dawn like Thunder: The True Story of Torpedo Squadron Eight," and thought he did a great job. Chances are this new book is a quality written history as well.

Sincerely,  
Terry Popravak

Hi Tom!

This is the only photo of nine crewmen in which Mrs. Budish recognizes her husband. And it is the only group photo of the man who is also in an individual photo fondling the ball turret guns, who I presume to be Ball Turret Gunner Grady.

Mrs. Budish says the man on the top right looks like Navigator Tiller, who she met fifty years later at reunions in the late 1990s. I have some photos my father brought back from those reunions, and I agree with her.



Frank Cunliffe found this picture among his father's possessions. Bottom Row: Copilot Myron Miller?, Pilot Robert Cunliffe, Ball Turret Gunner John Grady?, Bombardier Sam Grady, other, other, Top Row: other, other, Navigator Carl Tiller; The others are Radio Hoyt 'Red' Ray, Engineer Leonard 'Pip' Piepgras, Waist Gunner William Liggett and Tail Gunner Cecil Reinert.

If anyone can confirm the identities of those in the above picture I would appreciate your emailing me which name goes with which person.

Thank you for accepting this for publication at the last minute. I think it will cheer Mr. Budish when it is published.

Frank Cunliffe

[fhc2@hotmail.com](mailto:fhc2@hotmail.com)

# Project Ultimate Sacrifice Names M-Z

Walter Malaniak	Donald Modarelli	John Pointer	Constantine Scourbys	Frederick Thielke
Wallace Mallette	Edward Moerbe	Frank Pollard, Jr.	Phillip Scriffignano	Joseph Thomas
Terrence Maloy	John Minassian	David Price	Francis Seibel	Norris Thomas
Charles Manchester, Jr.	Sidney Mink	Joseph Prokop	Dick Seitzinger	Albert Thomas
Thomas Mangan	Jefferson Mitchell	Leonard Pure	Ernest Senter	Morris Thompson
Winfred Manship	Louis Mizera	Wilbur Quinn	Joseph Shaffer	Selmer Thompson
Charles Marderhorn	Roy Mohr, Jr.	Leo Ramos	George Shantz Jr.	A. E. Thompson
Charles Maring, Jr.	Joseph Molinari	Edwin Rechlin	Edward Shaw	Charles Valente
John Markert	Steve Molnar	Joseph Ranauro	William Shawley	Garland Vaughan
William Marko	Ira Mooney	Roger Randles	Sidney Sher	John Vlymen, Jr.
James Marshall, Jr.	Marcus Moore	Thomas Ransel	Ernest Shero	Donald Walker
William Marshall, Jr.	Robert Morgan	Richard Ray, Jr.	Steward Shiffer	Charles Walkovich
Rudolph Marsilio	Roger Morgan	Clifford Raymond	James Shortell	Thomas Walsh
George Martin	William Morris	Joseph Reedmond	Herbert Shute	Adolph Waluck
James Martin	Alvin Morrison	Walter Reed	Rupert Smith	Paul Warren
Joseph Masgula	William Morse	Johnnie Reina	Matt Silk	William Warren, Jr.
Arthur Mathieu	Francis Motschman	Leo Reinartz	Norman Simula	Richard Washburne
Robert Maupin	Robert Mount	Curtis Reynolds	Anton Simer	Harold Wasserstrom
Richard May	Robert Murphy	William Richardson	Edgar Slentz	Hector Watson
William Mayne	Ranold Musolf	Howard Riley	Beryl Smith	Prentice Weathers
John Mayo	Peter Musulin	James Riley	Wilbert Smith	William Weaver, Jr.
John McAleenan	William Nadler	William Riley, Jr.	Ashpy Smith	George Webster, Jr.
William McAllister	Thomas Neill	Harvey Ringer	Floyd Smith	James Westbrook
Delmar McBeth	Edward Nelson	William Ritchie	Thomas Smith	Howard Weeks
Philip McCaffrey	Norman Nichols, Jr.	Ira Robinson	Michael Soldato	Manuel Weintraub
John McCleary	Clarence Nietzsche	Donald Rohloff	Harry Solomon	Clove Wells
Warren McClure	Walter Nolan	Jesse Bob Rorie, Jr.	Robert Sonnenberg	Donald Wetherbee
John McCluskey	Max Novick	Guido Rosa	James Spear, Jr.	Robert Wettersten
Stewart McConnell	Walter Nowicki	John Rose	Pasquale Spina	Robert Wetzel
William McCown	John O'Grady	Richard Rosebasky	William Stamp	Hugh Wetzel
John McCullough, Jr.	Victor Olson	David Rosenthal	William Stantial	John White
Hugh McDermott	William Olson	Thomas Roskowick	George Stefko	James Whitehead
Alexander McDonell, Jr.	Paul Orsulak	Burton Rubens	John Stevens	Claude Whitehead
Patrick McFadden	Wyman Osness	Albert Rubin	Clyde Stewart	Byron Wiberg, Jr.
Willard McGee	Wilbur Osterkamp	Frederick Rumford, Jr.	Edwin Stewart	David Wiesner
Joseph McGonagle	Larry O'Sullivan	Robert Rupe	Arthur Stiles	Raymond Wilbur
Vincent McHugh	Joseph Pappalardo	Chester Rush	Robert Stoaks	Ray Wilken
Malcolm McInnis	Charles Parizo	William Ryan	Andrew Strable	James Wilkie
Douglas McKee	Gilbert Parker	Richard Rynone	Otis Strobel	John Williams
Warren McLaughlin	John Parsons	Patsy Sacco	James Strong	Frank Williams, Jr.
John McMenamain, Jr.	Anelo Pasque	Joseph Sala, Jr.	Jennings Stutler	Thomas Willis
Frederick McRee	Lester Paup	Billy Salyer	August Suhay, Jr.	James Willis
Earl Melville	Jerry Payne	Victor Sandes	Joseph Sullivan	Donald Wilson
Jack Merkley	Joseph Payne	Guadalupe Sandoval	James Sullivan	Robert Wilson
Lyle Merrill	Paul Pelletier	Harlie Sands	Vincent Sundstrom	William Wilson
Robert Mesang	James Pennal	Jack Sarten	Leon Sutton, Jr.	Lloyd Wilson
Roland Metivier	Kenneth Perlitch	Eldridge Sautter	Clarence Swanson	Chester Winn
Walter Metz	Hobart Perry	Thomas Scanlon	Harold Swanson	Murry Winnick
Frank Metzler	Earl Persyn	Sidney Schneider	Robert Sweeney	Errol Wolf
Walter Midget	Leroy Peterson	Peter Schou	Earl Switzer	Don Wollard
George Millar, Jr.	Frank Pfrimmer	Elmer Schulz	William Tallant	Harry Woods
Michael Miller	William Pierson	Herbert Schuman	Martin Targonsky	James Young
Donald Miller	Frank Pilato	Ray Schwabenbauer	Robert Taylor	Robert Young
Lewis Miller	Robert Piner	George Schwarzkopf	Donald Taylor	Walter Yurkutat
Dale Miller	Chester Pluta	Benjamin Scoggan, Jr.	George Taylor	Peter Zaskiewicz
Robert Miller	Irving Podolsky	Charles Scott	Ira Teachey, Jr.	Adolph Zuelly
Winston Mills				

## TWO TRIPS TO KNETTISHALL COMPARED By Augusto Bolino

When our youngest son Gregory, was given a two-year assignment in London last fall, my wife, Thora and I decided we should visit him and the grandchildren. While there we would go to Knettishall to see the 388<sup>th</sup> Museum again. When I started to investigate air fares, Thora said, "I have never sailed across the ocean," so I changed our plans to include a sailing on the Queen Mary 2 and a flight home.



We began our three-week journey by flying to La Guardia airport expecting to board the Queen Mary 2 in Brooklyn, but upon arrival we were told that we would embark from Pier 50 in Manhattan. This was a fortuitous change, because we got to see the magnificent skyline of New York City, as well as the Statue of Liberty and Ellis Island, where both of my parents were processed when they migrated from Italy.

The trip across the Atlantic was very calm, with waves from 1.5-4 feet. The Queen Mary is an elegant way to reach England. We have been on several cruises, but this was very different from a cruise ship. We had high tea each day at 3:30 p.m. with cucumber sandwiches, scones, clotted cream and blackberry tarts. The orchestra was dressed in formal attire and we danced to mostly American ballads. There were no cha cha's, tangos or sambas.

We landed at Southampton, took a motor coach to Victoria where we were met Gregory, who took us to his home in Maisda Valley, which is called Little Venice because canal and houseboats nearby. We spent two weeks with his wife and two grandchildren.

As I thought about this ocean crossing I could not keep from contrasting it with my previous sailing on the Mauretania 2 in February 1944. This ocean liner was completed in 1939 and made its maiden voyage to New York in June of the same year. When World War II began, it was converted to a troop carrier.



When I was in navigation school, I spent several days planning to navigate a flying fortress across the pond, but my training was cut short because of the high rate of losses and the need for replacement crews. Our crew gathered at Pyote Bomber base in Texas, trained

in Dyersburg, Tennessee and we were ordered to Fort Dix, New Jersey and on to the Mauretania that was docked in New York City. When we went to our stateroom, we were amazed to find five steel bunk beds and the aisle space between beds was less than we were wide. We were in what looked to be a lounge in front of the bedroom. We were told that these two rooms in peacetime accommodated four persons!

Because the Mauretania was faster than any convoy, we traveled alone. Each day we were at sea, the captain would announce, "Submarine sighted," so we would take evasive action. At about the halfway point of our journey, we encountered a Noreaster. The waves were about 60 to 70 feet high, and most of the 14,000 soldiers on board spent the last few days throwing up. As far as I know, none of the 100 flyers were sick. For us, I think it was due to two factors, one that the Flying Fortress bounces a lot in flight. Secondly, and probably more importantly, before we left the states, we were told that there was no bourbon available in England, only scotch. So we each put two fifths of bourbon in our B-4 bags. The waves never troubled us! We landed at Liverpool on Good Friday (A good omen?)



Back to our recent trip to England. On Saturday June 5, 2010, we headed for Knettishall, where we met Tony Goss and the Sarsons. It was a perfect, bright sunny day. Deborah Sarson brightened our morning with coffee, cookies, etc - a welcome break after the two hour drive. We also met Clive and Suzanne Stevens. Clive drove up in a 1941 Chrysler staff car, complete with siren and a general's star in front!

As we perused the entire area, we noted that the grounds were beautifully kept. We toured the Museum area, including a truck of which our son commenced to take many, many pictures. I talked



to David Sarson about the 388<sup>th</sup> Museum, and he told me there is not enough money to keep it well maintained, so I did make a donation to cover painting the ceiling. I urge all of the members of the

Association to continue to make donations to keep our museum going. After this visit, Thora and I were escorted into the staff car, followed by a large truck



and other cars, as we all drove in a parade to Val and Tony's home. It is beautifully landscaped and the interior is, as my wife said, exquisite. They graciously served a delicious lunch, complete with smoked salmon, quiche, shrimp, salads, cheeses, breads and a choice of several desserts.

After our great lunch, we drove to Thorpe Abbott, the 100<sup>th</sup> Bomb Group tower, in the staff car. It is a magnificent museum, because as one of the guides told me, it has an annual maintenance fund that is donated by a local group. We had a long visit, and I was peppered with all kinds of questions about my combat missions. I just happened to have a few stories to tell. In looking at the guest book I got the impression that not too many vets visited there.



Our long day came to a beautiful end, because there was a "Grand Opening" of the White Swan Pub that had been closed for several months for renovations. We arrived at 5:00p.m. and found a crowd waiting for the opening. We all enjoyed a Guinness to celebrate the occasion.

the opening. We all enjoyed a Guinness to celebrate the occasion.

Our daughter-in-law left in mid afternoon to reach home with the children for a school function, but Greg stayed with us for all the day's activities. We took the train home, and Deborah Sarson was kind enough to drive us to the train depot. It had been 14 hours since we left London at 8:00a.m. It was an unforgettable day and it was made more memorable because our son could become part of the 388<sup>th</sup> experience. As he told Dave and Deborah, "We'll be back." I mildly suggested that he should join the our Association,

August Bolino  
Navigator Dan Houghton's Crew  
Past President 2001 and 2008



## Project Ultimate Sacrifice

Project Ultimate Sacrifice funds have now reached \$3,445, thanks to recent contributions by Charles Deutsch, Joseph Rosenbaum and Christine and Gerald Siess. But there's still a long way to go if we are to reach our total goal of \$16,500.



In England, the progress has been rapid. At H.L. Perfitts Ltd. Stonemasons, the two wing stones have been cut and shaped, and the names of the 624 388th BG men who lost their lives have been entered into templates for engraving. Proofs of the templates are now under review and will be approved shortly.

Barring unforeseen circumstance, the finished stones will be ready for installation within the next two months.

Members are reminded that donations to the monument project must be earmarked "Project Ultimate Sacrifice"; otherwise, they will be put into the Association's General Fund. Please send your donation to:

Bit Snead, Treasurer.  
2449 SW 328th St.  
Federal Way, WA 98023-2565

## The First 388th Loss

# A Routine Mission Goes Tragically Awry

*In the first week of May 1943, tragedy struck the 388th for the first time. With personnel departing Wendover Field, Utah for Sioux City, Iowa, leaving only flight and ground crews behind, what should have been a routine training mission went terribly wrong. On the morning of May 6, word quickly circulated that the Melvin Williams crew had crashed near a small town outside Pocatello, Idaho, killing all but three men. Here is the story:*

At about 6:30 p.m. on May 5, Second Lt. Melvin Williams and two other 561st Sqd. pilots were assigned a routine mission – to Pocatello Army Air Field, Idaho where they were to take on additional fueling (each plane had 750 gallons, with an estimated five hours' flying time, in their tanks.) Williams filed a flight clearance while his crew (Co-pilot Audley Pratt, Navigator Donald Arnold, Bombardier Dixie Reese, Engineer Richard Atkinson, Asst. Engineer Floyd Journeay, Radio Operator Adolf Zuelly, Asst. Radio Operator Thomas Smith, and Gunners Elmer Barsig and George Clausius Jr.) boarded a/c #42-29562.

As Maj. Robert Satterwhite was approving the pilots' clearances, he cautioned about the weather. There was a high overcast at 18,000 feet, with broken clouds at 9,000 feet. Scattered showers had been reported in the mountains. While visibility was eight miles in cloudless areas, it was only three miles in precipitation areas. Freezing level was 12,000 feet, and winds at 11,000 feet were 30 mph. "Use your heads," Satterwhite told the pilots. "If you run into any squalls or dangerous weather, turn around and come back to Wendover."

As they awaited take-off, the tower radioed a change of plans. Before proceeding to Pocatello, they were now to fly to Pilots Peak, on the Utah-Idaho border roughly 235 miles north northwest, to search for a downed aircraft.

The three planes left Wendover at 7:30 p.m. and climbed to 11,000 feet. Reaching Pilots Peak, they circled the area for some time. It was now nearly dark and, finding no trace of the downed plane, the other two pilots continued on to Pocatello. Williams, however, radioed for and received permission to continue the search.

At 9:25 p.m. the pilot turned a/c #42-29562 southeast toward Lucin, Utah, crossing the Army's radio beam between Pocatello, Idaho and Ogden. It wasn't long before he entered a cloud bank ... the first sign that the weather was turning. At this point, he would later report, there was little if any turbulence, and radio reception was good.

But weather conditions intensified as Williams turned the bomber at Lucin, just 43 miles north of Wendover Field, and headed east to intercept the Pocatello-Ogden radio beam. Within 15 minutes, radio reception became partly blocked by static (later determined to be snow static); a short time later, all radio contact was lost. Williams continued toward Pocatello, planning to set the plane down there.

Now more than an hour away from their home base, flying through snow and rain clouds with no radio, a/c #42-29562 was lost. Convinced he had passed Pocatello, Williams made a 180-degree turn and reduced the plane's altitude, looking for signs of the city. Low fuel warning lights began to flash, and the pilot ordered his crew to put on their parachutes.



Approximate flight path of the Melvin Williams aircraft.

The men soon began reporting that they couldn't adjust the parachute harness leg straps properly; they had been altered to fit men wearing winter flying equipment.

With time running out, the crew's luck took a change for the better. Within minutes they spotted, through an opening in the clouds, the lights of a small town. Though they didn't know it, they were passing over Soda Springs, an agricultural community nestled in a mountainous area some 45 miles southeast of Pocatello.

The weather ceiling had closed to 500 feet, and Williams, flying under it, took the plane repeatedly up and down Soda Springs' Main Street as his crew peered out the windows, trying to read the road signs. It was now about 10:35 p.m.

Virtually every household in Soda Springs could hear, if not see, the four-engine aircraft as it passed back and forth. At about 11 p.m. Sheriff Charles McCracken phoned Pocatello Air Base and reported a plane lost and in trouble. "I spoke to a Major who said he would try to contact the plane by radio," McCracken later said. "I asked what we could do to help; he couldn't think of anything. I then asked if we could light up a field to help; he said it might help and suggested we try some oil flares."

It was now raining heavily; visibility, even on the ground, was poor. Several men volunteered to help McCracken form a makeshift runway, and a caravan of automobiles was soon heading out on the highway. A mile and a half south of town, they stopped at an open field. Forming two parallel lines, they drove onto the field, spacing their cars so that the headlights illuminated a landing strip nearly a half-mile long. McCracken also tried to set some flares, but as quickly as he could light them, the wind snuffed them out again.

Williams and his crew had seen the caravan and recognized what the drivers were trying to do. To a man, the crew declared they did not want to jump; they would rather take their chances on a crash landing.

Williams brought the plane westward over the landing strip to determine whether he had enough room to land, wheels up, without danger of skidding into the parked cars. All fuel tanks showed red lights. He did not know how low he was flying; as it

(CONTINUED ON PAGE 11)



## Mission Awry (CONTINUED FROM PAGE 10)

turned out, it was much lower than he imagined.

As the pilot banked to the left, preparing to go around and start his landing run, the no. 2 engine cut out. The co-pilot was reaching forward to feather the propeller when the aircraft's left wing dipped sharply and scraped the ground, sending its right wing into the Utah Power & Light Co. high tension lines.

On the ground, McCracken and the others had been standing by as the plane moved away from them and started its turn. Suddenly there was a flash, and the sheriff could no longer hear the sound of engines. He looked at his watch; it was 11:33 p.m.

From her porch, a mile or so to the west of the field, Alice Wilson and her three daughters had been watching as the bomber circled, dropping lower and lower on each pass. Mrs. Wilson knew that her husband Elmer was one of those in the caravan whose headlights she could plainly see. The B-17 disappeared briefly behind a knoll; then suddenly reappeared, turning sharply, and heading directly toward her house. She saw a flash as the plane, one wing seeming to touch the ground, struck the power lines. The plane flipped over, glided for a time, and finally came to a stop. Mrs. Wilson rushed to the phone and called the operator, asking her to send help as soon as possible.

Back at the landing strip, McCracken and his volunteers,

realizing what had happened, returned to the road and hurried in the direction of the flash. Within five minutes they spotted a small fire, about a mile distant.

Arriving on the scene, they found the bomber broken in two at the fuselage, the forward section lying on its back, with one engine burning. McCracken quickly helped a dazed and bleeding Melvin Williams into his car and headed to the Soda Springs hospital. Three others were also rushed to the hospital – Co-pilot Pratt, Bombardier Reese, and an unidentified flier (possibly Navigator Arnold), who died after arrival.

Returning to the crash site, McCracken learned that his volunteers had located the bodies of five men, and had left them in the plane where they had been found. (A sixth body would be located the following morning.) McCracken again went into town to phone Pocatello Air Base, only to learn they had already been notified. Now there was nothing to do but post a volunteer guard around the plane and wait for the Army officials.

On May 22, an aircraft accident committee found that pilot error was 100% responsible for the crash, citing Williams' decision to continue flying after weather conditions had changed, also for allowing his men to decide for themselves whether or not to stay in the plane.

The committee further recommended that, in the future, all pilots be required to order bailout of crews prior to hazardous landings.

## Eyewitness Account

The day after the crash of a/c #42-29562, Joy Wilson, 15, made this statement to the Soda Spring Police Department:

*"At approximately 11:15 p.m. in evening of May 5, 1943 I saw what I believed to be a bomber out on a night flight. It had red and green lights on. At the time it was a great thrill, because I had never before seen a plane or any other object in the air look so beautiful.*

*"When we (my friend and I) were almost to my home, we stopped, leaving our lights on. This plane seemed to have seen us and came toward our direction, from the North-east. We turned out our lights and watched it circle the town. After we had watched it for a while (about 15 minutes), we then drove to my home. Another person and myself watched this plane and made many remarks about how we'd love to be the persons in it. We also remarked about it being so low.*

*"I went into the house and watched from every window that was close. My father, Elmer Wilson, called Sheriff McCracken but learned he had already gone. After that, I was watching the plane all of the time. My father took a gasoline lantern and drove away to the*

*direction of the other cars. I ran to one end of the porch and watched it circle our buildings; it may have gone as far as our high school building in making the turn. I was still so thrilled I yelled for my mother and sisters to come watch.*

*The plane flew over our home a number of times, always going in the same direction. Then it changed its course and went the opposite way once, but returning in the way it had the time it went over, after Daddy had gone.*

*It then made a very low dip, I thought it had landed, but it hadn't. It came up very fast like it was frightened and coming straight at us, blinking its colored lights. We were all frightened and screamed, but it turned and flew, sort of, on its side with the left wing, I believe, very close to the barn. It wasn't at all loud for a four motor bomber and I told Mother it must not have all its motors on. It then hit a wire which sounded like when you pull something very hard, tight and fast*

*between both hands. It made a little flare which looked like it had dropped a flare – but it stayed in the air. It then hit something and went down, not directly down, but it glided and made a large glow.*

*My mother ran to the telephone and told the operator, "The plane has crashed on the road to Eight Mile." I stood in the doorway and told the operator to send an ambulance to the plane wreck. She said, "Well, Sheriff McCracken has charge." I then replied, "To hell with the Sheriff, get Whitman to go." She told me to hold on. I then told her everything I had seen, since it had crashed. I watched and kept in contact with her most of the time.*

*The plane never exploded but it glowed for quite a while, then it made a large fire. The ambulance had gone out and its sirens were on but very low. I watched it burn and I saw the people moving about. I waited for my father to come home and then I learned about the men they had found.*

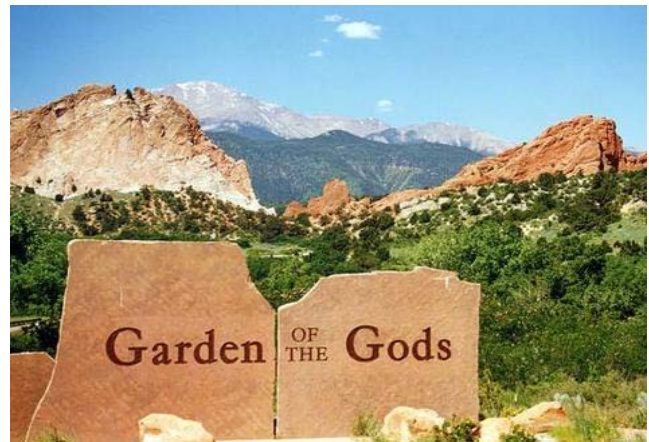


## Old Fashioned Barbeque Original Western Music Show

The Flying W Ranch, located in Colorado Springs, is a working mountain cattle ranch that has specialized in western food and entertainment since 1953. Guests experience picturesque natural surroundings, an authentic Western Village and mighty tasty Chuckwagon Suppers. When the Flying W Wranglers top the evening off with their outstanding Western Stage Show we truly have an offering unsurpassed in Colorado.

# COLORADO AWAITS!

Geologists say The Garden of the Gods is at least 350 million years old --- the time it took subterranean forces to create the Ancestral Rockies, for erosion to wear them away, for an inland sea to flood the remains, and for new tectonic collisions to build the present-day Rockies. The combined result of mountain-building, erosion and sedimentation created the fairy-castle red sandstone pillars now strewn throughout this 1,370-acre park.

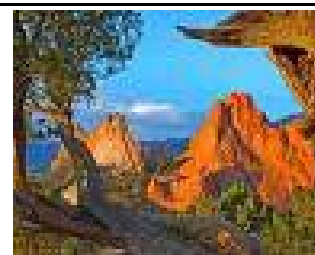






388th BOMB GROUP ASSOCIATION

62nd Annual Reunion
Colorado Springs, Colorado
August 31 - September 3, 2011



PIKES PEAK COUNTRY

CUT-OFF DATE FOR REGISTRATION IS August 15

To cancel and receive a full refund, contact Rachell & Joel Rary before the cut-off date of August 15.
Cancellations received after August 15 will forfeit tour payments and registration fee.

NO refunds will be made for cancellations received after August 27.

Thursday, Sept 1 9:00 am - 4:00 pm A guided tour of the Air Force Academy. Lunch at the Garden of the Gods historic Trading Post with time to visit the art gallery and gift shop. And a guided tour of the beautiful Garden of the Gods Park.

Friday, Sept 2 5:00 - 9:30 pm A visit to the Flying W Ranch, a working mountain cattle ranch that specializes in western food and entertainment. You will experience picturesque natural surroundings, an authentic Western Village and a tasty Chuckwagon Supper. The Flying W Wranglers will top off the evening with an outstanding (your planners agree) Western Stage Show.

Saturday, Sept 3 8:00-10:00 am Continental Breakfast 10:00 am-12:00 pm Business Meeting
6:00-10:00 pm No-Host Bar and Banquet

Reservation Form for 388th Bomb Group Association Reunion, Aug 31 - Sept 3, 2011

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 SEPARATE PIECE OF PAPER)

REGISTRATION FEE (Registration fee required for all attendees)

Received before June 30 \$30.00 X \_\_\_ = \$ \_\_\_\_\_

Received after June 30 \$40.00 X \_\_\_ = \$ \_\_\_\_\_

Thursday Air Force Academy & Garden of the Gods tour with lunch \$42.00 X \_\_\_ = \$ \_\_\_\_\_

Friday visit to the Flying W Ranch with dinner & stage show \$35.00 X \_\_\_ = \$ \_\_\_\_\_

TOURS SCHEDULED AFTER AUGUST 15 ARE SPACE AVAILABLE ONLY

Saturday Banquet (Includes 9.4% tax & 21% service charge)

Grilled Flat Iron Steak \$38.00 X \_\_\_ = \$ \_\_\_\_\_

Pan-Seared Rainbow Trout \$36.00 X \_\_\_ = \$ \_\_\_\_\_

DONATION \$ \_\_\_\_\_

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 beautyinthebeast12@yahoo.com)



**388th BOMB GROUP ASSOCIATION**  
**62nd Annual Reunion**  
 August 31 - September 3, 2011

**Crowne Plaza Colorado Springs**  
**2886 South Circle Drive**  
**Colorado Springs CO 80906**

**HOTEL INFORMATION**

388th Bomb Group rate is **\$99.00** + 9.4% tax. Call **1-800-981-4012** for reservations. Be sure to ask for the 388<sup>th</sup> Bomb Group Reunion rate. This special rate is available for 3 days before and 3 days after the reunion.

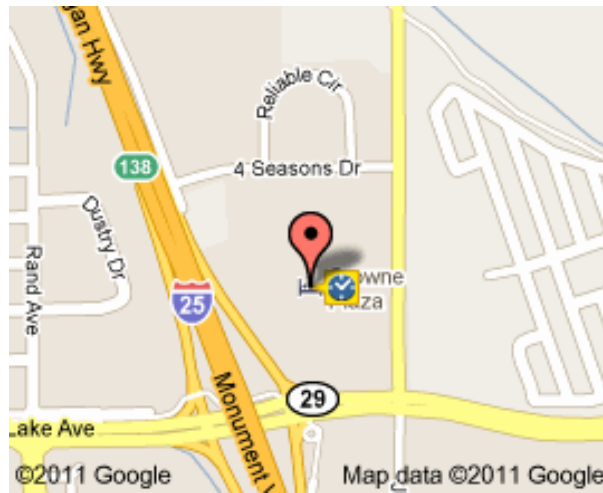
Reservations must be accompanied by a first night deposit or guaranteed with a major credit card.

**Cut-off date for reservations is August 2, 2011.** Hotel will continue to accept reservations from Group's attendees after that date at the prevailing room rate, subject to availability.

**Complimentary Parking** on premises.

**Complimentary Airport Transportation** to/from Colorado Springs airport.

**Complimentary shuttle service within 3 miles of the hotel.**



**WAIVER FORM**

I agree to hold harmless the 388<sup>th</sup> 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 388<sup>th</sup> BG Assoc. 2011 Annual Reunion.

Signed \_\_\_\_\_

Dated \_\_\_\_\_

Signed \_\_\_\_\_

Dated \_\_\_\_\_

Signed \_\_\_\_\_

Dated \_\_\_\_\_

Signed \_\_\_\_\_

Dated \_\_\_\_\_

A SIGNATURE IS REQUIRED FOR EACH PERSON REGISTERED (USE SEPARATE PAPER IF NEEDED)

# Taps



## HAROLD BARON

Harold Baron died October 31, 2010 in West Palm Beach, FL at age 88.

A lieutenant in the 560th Sqd., he was navigator on the Ray Peeples crew, flying in the B-17 *Midge*. After being forced down in Belgium due to heavy flak hits on their third mission (Leipzig, Feb. 6, 1945) the crew went on to complete 35 missions, including four to Berlin, two Chowhounds, and one return of liberated prisoners to Holland. Medals included the European Theatre Ribbon with 3 Battle Stars; Air Medal with 4 Oak Leaf Clusters; and the Presidential Citation.



Baron

After the war, Mr. Baron graduated from New York University. He became an educator and was a school principal in New York City for most of his career. He was Commander of the Jewish War Veterans in New York's Sullivan and Orange Counties for a number of years.

Mr. Baron is survived by Esther, his wife of 61 years; daughter Judy, son Steven, five grandchildren and seven great-grandchildren.

## ROBERT BRADLEY

Robert Emmett Bradley, 88, of Wellington, OH died January 1 at the Elms Retirement Home in Wellington.

A member of the 388th BG's original flying echelon, Mr. Bradley served as ball turret gunner on the crews commanded by Charles Bliss, Vernon Duncan and Pat Lewis. He participated in the Group's first mission (Amsterdam, July 17, 1943); his final flight was to a Crossbow target on Jan. 14, 1944.



Bradley

Born in Rhode Island, Mr. Bradley moved to Chicago in the 1950s and then to Ohio in 2002. A graduate of Brown University, he was an accountant for Kemper Insurance Company in Long Grove, IL until his retirement in 1987. He was a member of Saint Patrick Catholic Church and the VFW, both in Wellington.

Survivors include daughters Susan Martin and Karen Weidner; and six grandchildren. He was preceded in death by his wife Mary in 2006; they had been married 48 years.

Burial with military rites was held at Greenwood Cemetery, Wellington.

## JACK FANTA

Jack F. Fanta, 91, passed away in McKinney, TX on December 27, 2010. He was Robert Olin's bombardier in the 560th Sqd., flying 31 missions between Oct. 1943 and Feb. 1944.

Born in Ohio, Mr. Fanta had been a Dallas area resident since 1946. He graduated from Southern Methodist University with a business degree in 1948 and went on to a long career with General Motors Acceptance Corp.

Survivors include daughter Jeannine, son John, two grandchildren and four great-grandchildren. Burial with military honors was held at Restland Cemetery.

## EDWIN HORNE

Edwin C. Horne, 91, died Sept. 30, 2009 in Dallas, TX. A 563rd navigator on the Daniel Orlitzki and Scott Smith crews, he flew 16 missions between March and May 1945. Mr. Horne is survived by his wife Martha and stepson Robert Cohen.

## RALPH SCHAAL

Ralph E. Schaal passed away August 30, 2010 at St. Joseph Regional Medical Center, Plymouth, IN. The lifetime resident of Plymouth was 87.

Tailgunner on the Hal Bigelow crew in the 560th Sqd., he flew 30 missions from Aug. 24 (Brux) to Dec. 15, 1944 (Hanover).

Mr. Schaal retired in 1983 after 32 years as a fuel control calibrator with the Bendix Corporation. He attended the Pretty Lake Trinity United Methodist Church. Mr. Schaal is survived by June, his wife of 65 years; daughters Rose Calvert, Karen Holdred, Diane Schaal and Mary Ann High; five grandchildren and five great-grandchildren. Burial was held at New Oakhill Cemetery in Plymouth.



Schaal

## WILLIS SKIFF

Willis N. Skiff passed away on January 26. Known to friends and family as "Bud," the Golden Valley, MN resident was 89.

A 560th Sqd. navigator, Mr. Skiff flew 31 missions with the William Brenner crew and another 14 missions with various other pilots. His first mission was on Nov. 26, 1943; his last was a Chowhound mission on May 6, 1945.

Following the war he continued to serve in the Air Force Reserve, where he achieved the rank of Lt. Colonel. An electrical engineer by profession, he was retired from NSP after 32 years.

Mr. Skiff is survived by his wife Jean, daughter Mary, and two grandchildren. Interment was held at Lakeview Cemetery in Golden Valley.



Skiff

## WILLARD SPANGLER

Word has been received of the passing of Willard G. Spangler on Sept. 28, 2001 in Palmyra, VA. He was 85. Mr. Spangler, co-pilot on the Donald Balboni crew in the 563rd Sqd., was a prisoner of war after his plane was shot down on the Aug. 2, 1944 Mery-Sur-Oise mission.

## DONALD WILEY

Maj. Donald B. Wiley, U.S. Air Force Reserves (Ret) passed away Oct. 20, 2008 in Atlanta, GA at age 92.

Bombardier on the Joseph Coyner crew in the 562nd Sqd., he became a POW after the crew was shot down on their third mission (Berlin, April 29, 1944). Following the war Maj. Wiley graduated from law school and became an attorney. He joined the Air Force Reserves and was recalled to active duty during the Korean Conflict.

Maj. Wiley is survived by his wife Nancy and son Dan.

388TH BOMBARDMENT GROUP (H) ASSN., INC.  
3013 MOUNT BAKER CIRCLE  
OAK HARBOR, WA 98277  
“ADDRESS SERVICE REQUESTED”

Non Profit Organization  
U.S. Postage  
**PAID**  
Los Angeles, CA  
Permit No. 199

**388TH BOMBARDMENT GROUP (H) ASSOCIATION, INC.**  
**MEMBERSHIP APPLICATION / MEMBERSHIP RENEWAL**

DATE \_\_\_\_\_ NAME \_\_\_\_\_  
WIFE/HUSBAND \_\_\_\_\_ PHONE \_\_\_\_\_  
STREET \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_  
ZIP CODE \_\_\_\_\_ EMAIL ADDRESS \_\_\_\_\_  
SQUADRON \_\_\_\_\_ POSITION \_\_\_\_\_ AIRCRAFT NAME \_\_\_\_\_  
PILOT \_\_\_\_\_ NO MISSIONS \_\_\_\_\_ POW (DATE) \_\_\_\_\_ STALAG LUFT \_\_\_\_\_  
ANNUAL DUES (\$10.00) \_\_\_\_\_ LIFE MEMBERSHIP (\$50.00) \_\_\_\_\_ DONATION \_\_\_\_\_  
ASSOCIATE ANNUAL DUES (\$10.00) \_\_\_\_\_ ASSOCIATE LIFE MEMBERSHIP (\$50.00) \_\_\_\_\_

Please make Checks payable to: 388<sup>th</sup> BG Assn.

**IF APPLYING FOR ASSOCIATE MEMBERSHIP:**

NAME OF RELATION WHO IS/WAS IN THE 388TH \_\_\_\_\_

RELATIONSHIP TO YOU \_\_\_\_\_

(Please fill in known information above, SQUADRON through POW information, for relative.)  box if You have Prior Military Service

MAIL TO: LINDA SOO, SECRETARY 388TH BOMB GROUP ASSN. 3013 MOUNT BAKER CIRCLE OAK HARBOR, WA 98277  
EMAIL: [linda388@fiddlvbits.com](mailto:linda388@fiddlvbits.com)