

FORTRESS FOR FREEDOM

388th Bombardment Group (H) Association



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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SPRING 2015

After 6 year restoration Mighty Eighth Museum dedicates its B-17



The Dedication of the B-17 "City of Savannah" was held at 1:00 pm on January 28, 2015 at the National Museum of the Mighty Eighth Air Force in Pooler, Georgia. The date was significant because it was the anniversary of the founding of the Eighth Air Force in Savannah on January 28, 1942. Over 450 persons were in attendance, including Major General Scott Vander Hamm, Eighth Air Force Commander, Barksdale Air Force Base. In his address to the assembled audience in the Rotunda of the Museum, General Vander Hamm noted the high-bar H insignia of the 388th Bomb Group on the vertical stabilizer of the "City of Savannah." As people entered the Museum on January 28,

(Continued on Page 4)

THE 388TH BOMB GROUP ASSOCIATION, INC.

PRESIDENT: TERRY WOODFORD-THOMAS

104 Arundel Place, St Louis, MO 63105
tthomas@danforthcenter.org

1ST VICE PRESIDENT: SCOTT LONG

1050 Lake Carolyn Parkway #2316, Irving, TX 75039
305-773-1268, longf16@reagan.com

2ND VICE PRESIDENT: DAVID MILLER

3906 Oak Dale Drive, Pearland TX 77581
281-482-4421, dlmillertx@att.net

SENIOR DIRECTOR: RICK THOMPSON

2995 Senior Road, Morrow, OH 45152
513-505-4234, rickthompson388@gmail.com

DIRECTOR: JAMES ZOGRAPHOS

293 Turnpike Road, #801, Westborough, MA 01581
508-366-7871, jchris766@hotmail.com

SECRETARY: CAROL ANNE LINZEE CHAN

1266 Dawnridge Drive, El Cajon, CA 92021
619-368-6777, Cadrastal@gmail.com

TREASURER: TOM DENNIS JR

5753G Santa Ana Cyn Rd, #438, Anaheim, CA 92807
714-296-7557, Treasurer@388thbg.org

CORPORATE AGENT: RICKARD SUNDBLAD

15456 Admiralty Circle, #9, N. Fort Myers, FL 33917
239-543-9855, Agent@388thbg.org

HISTORIAN; DICK HENGGELER

2708 Old St. Johns Lane, Ellicot City, MD 21042
410-750-3605, Historian@388thbg.org

PARLIAMENTARIAN: KELLY K MOORE

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

NEWSLETTER EDITOR: STEVEN BUTNER

P.O. Box 270147, Flower Mound, TX 75027
972-591-1726, Newsletter@388thbg.org

REUNION ORGANIZER: HENRY CURVAT

1717 Lindsey Rd, Suite B, Jacksonville, FL 32221
904-781-4146, henry@twin-c.com

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

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From the President's Desk

These are exciting times for the 388th. Join me as I highlight some of the efforts.

On January 28th, 2015, after six years of restoration, the B-17G Flying Fortress "City of Savannah" was dedicated in a well-attended ceremony at the National Museum of the Mighty Eighth Air Force in Pooler, GA. You can read more about this and see some photographs of the event in this newsletter. We extend our deepest gratitude to Jim Morrow who has been our Association's long time liaison to the museum for this project. Next time you see him, please thank and congratulate him. The high bar H is proudly on the aircraft! We also thank our Association members who made the trip to Pooler to be there for this grand occasion.

On other fronts, after many months of work from this year's top-notch reunion organization committee, lead by Betty and Henry Curvat, and including Tom and Barbara Dennis, and Mike and Prescilla Peller, the 2015 388th reunion in Arlington, VA/Washington DC is in fine shape and I can promise you all that September 2nd -4th, 2015 will be a special time to remember! Please register and make plans to be with us. As always, we want a large group to honor our veteran-heroes. We are very pleased that Deborah Sarson will be with us at the reunion to represent the Association's Trustees of the 388th Memorial and Museum in England.

Our 388th BG Association's very first college scholarship program is evolving nicely. The scholarship committee for the patriotic and historical essays written by high school students of member families is anxiously awaiting the close of the application submission deadline of April 30, 2015, to review and select our first \$1,000 scholarship recipient. The competition is still open, so please encourage any high school students you know who are eligible, to contact me. We are very proud of our youth for being part of our efforts to continuously honor our WWII veterans.

Work continues to archive on video our original members' stories of service, valor and reflections, as well to develop a new archive of the thoughts and reflections of their own family mem-



bers. We anticipate that some of this material will be shared publically with visitors to the 388th BG kiosk at the Hill Aerospace Museum at Hill AFB, home of the current 388th Fighter Wing of the Air Combat Command.

I want to end this letter by sharing with you a visit I recently made to Pearl Harbor in Honolulu, Hawaii. This was my first time to Pearl Harbor, and what an honor it was! My visit was very informative, and very emotionally and spiritually moving. I wore my blue 388th B-17G City of Savannah polo shirt that day for obvious reasons. Several people struck up conversations with me because of this at all the many sites I visited. I paid my respects to the fallen at the USS Arizona and walked across the deck of the USS Missouri to stand where the Japanese surrendered to the Allied Forces to end WWII. Then I made my way to the famous Pacific Aviation Museum on Ford Island in Pearl Harbor, and specifically to Hangar 79. Bullet holes from enemy fire could still be seen on the blue glass windowpanes high on the hangar walls. It was quiet as I walked among the planes and helicopters in their impressive collection. But, I was looking for the warbird I had really come to see, the B-17E "Swamp Ghost", serial #41-2446 that I learned had just been pulled into the hangar. There I met Mr. Randy Gratz, one of the aircraft restorers, and a terrific fellow whose enthusiasm revealed how much he loved his work. Randy allowed me to slip under the guardrail and walk all around, and under the plane. I was told that the Swamp Ghost is the seconded oldest B-17 in the world. My jaw dropped and I gently ran my hand along her fuselage, and placed my fingers on her gaping flak holes, and counted bullet holes along her until I had to stop. This plane was not, and likely will not be restored to its original splendor as other B-17s have across the country, and world. It won't fly again like the Aluminum Overcast, the Sally B or Sentimental Journey. This plane with all its scars and open wounds, told the history outright of what she and her crew had been through. I cannot describe exactly how it felt in words, but it was hard to tear myself away because the plane kept speaking to me. As I put my head into the plane and looked from her nose to her tail, I have never felt so close to being able to imagine what it MIGHT have felt like to be in a Flying Fortress under enemy attack. Light streamed through all the holes to the inside of the plane. My family is of Celtic descent, and in the Celtic world, for me, this was like being in what is called the "Thin Place", the place where the boundaries between Earth and Heaven are the



NEW MEMBERS

Dori M. Dixon

560th Squadron

James Walter Wyman

son of John Walter Wyman

Scott Wyman

grandson of John Walter Wyman

561st Squadron

Laura Lum

daughter in law of Bruce Riehart

562nd Squadron

Blake C. Schroeder

son of Loren F. Schroeder

563rd Squadron

Richard (Dick) Read

son of 2nd LT Arthur M. Read

Blake C. Schroeder

son of Loren F. Schroeder

GENERAL FUND

George Nicolau

Blake Schroeder

William Dykty

Brig. General R F A Urschler

In Memory Of

Stacy "Stub" Warden and Robert

Simmon

MEMORIAL FUND

Jan Pack

Dick Singer

Carol Walker

SCHOLARSHIP FUND

Terry Woodford Thomas

388th PX UPDATE

I'm looking for more items, if you have any ideas please call me!!!

Christy Wammack 928-581-1010.

Thank you!

Have a great Spring and Summer.

Hope to see you in D.C.



"City of Savannah"
Polo Shirts
\$31

"B-17 Flying Fortress"
WWII Hats
\$25

388th Rhinestone Pins
\$12.75

B-17 Pins
\$12.75

Koozies
\$3.75

388th Lanyards
(not pictured)
\$2.75

Bumper Stickers
\$1.75

All
merchandise
INCLUDES
postage!



COIN \$8.00 each
KEYCHAIN \$10.00 each
VELVET BOX \$4.00 each
Shipping \$3.00/up to 5 coins
\$8.00 for 6 coins or up to two gift boxes.

Make checks out to: 388th Bomb Group Assn

Mail to:

Greg Staples

4715 W. Larchwood Court, Spokane, WA 99208

All profits go to our Memorial in Knettishall.

most thin, and sometimes, might even seem to disappear; the place where you might be able to see and touch those, for just a fleeting moment, who have gone before. I will remember this experience for the rest of my life.

As keepers of our heroes' experiences and stories, [we, the ones who are privileged enough to receive what they choose to, and can, share with us], I hope we all continue to realize and deeply respect what an amazing gift this is, and what a strong responsibility we have to archive and share these moments with generations to come, when our courageous veterans, time and time again, answered their call of duty. We must keep their legacy alive.

Have a great spring! See you in September, if not sooner!

Terry A. Woodfal-Thomas

B17 Dedication

(continuation from Page 1) they could not miss the banner of the 388th Bomb Group which was prominently displayed just inside the entrance. This banner was arranged by courtesy of Dick Henggeler, our Association Historian.



There were five members of our Association in attendance at the dedication ceremony, Henry and Betty Curvat, George and Gail Staley, and myself. I wish more had been there to witness the culmination of the six years-long period of restoration of

the "City of Savannah." George Staley was a tail gunner on the Meyer crew in the 560th Bomb Squadron. George had his photograph taken with General Vander Hamm by Betty and Henry Curvat. The Curvats took a number of



photographs, including one of the 388th Bomb Group banner at the entrance to the Museum, one of the "City of Savannah" featuring the high-bar H on its vertical stabilizer, and one of me with Henry Skipper, President and CEO of the National Museum of the Mighty Eighth Air Force.

Jim Morrow
388th BG
liaison to the Museum



There's still plenty of time for our Association's young people to apply for a \$1,000 college scholarship to be used at the 2-or 4-year college or technical training school of their choice.

Applications for our 2015 388th Bomb Group Scholarship Program are still being accepted.

If you are 16-18 years old, a relative of a 388th BG Veteran and/or Association member, and in the college selection process, you are eligible. We support and encourage you to embrace your future, wherever it takes you.

The awardee selection is based upon an essay you submit on:

"The 388th: Past and Present - Answering OurNation's Call."

Essays will be reviewed and judged by a selection committee that includes WWII 388th veterans, 388th association members, active and retired military personnel and history teachers.

The deadline to submit applications and essays is April 30th.

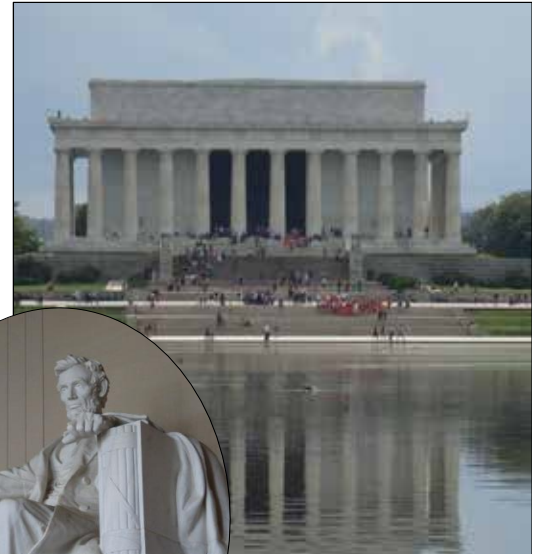
Contact Terry Woodford-Thomas for information and your application today!
tthomas@danforthcenter.org 314-587-1436.



WASHINGTON D.C.



SEE THE SIGHTS...



...SHARE THE HISTORY

SEE YOU THERE...SEPT 2-5, 2015



Registration Time for the GRAND Event

We can't wait to see you in Washington DC! Here are some hi-lights and general information to help entice you into coming to share in one of the most memorable reunions ever. It is all planned to pay tribute to our brave men that served our country.

Knettishall will be represented this year. Deborah Sarson, one of the Trustees of the Memorial and Museum in England, will be with us this year. She is planning a special presentation regarding Knettishall, which brought all our Original Veterans together during the war.

Thursday is going to be one for the Memory Books. We'll begin with a visit to the Udvar-Hazy Aerospace Museum. The visit includes lunch, guided tours if you like, and more to see than time will allow. On the return trip to the hotel we'll be making a stop along the way. **General Mark Welsh, the U.S. Air Force Chief of Staff and his wife**, have accepted an invitation to a **VERY** special ceremony held at the W.W. II Memorial to honor all those who served and defended our freedom. He will make a special presentation to those Original Members in attendance. It will be a lifetime memory so we encourage not only all the Original Members but their families as well to be in attendance. **You won't want to miss it!**

Friday you can plan the day to see sites of personal interest to you. We have arranged for a 25% discount on the **ADULT/48/ALL LOOP** Tour offered by **Big Bus Tours of Washington DC**. They are **On-Off** buses that run regular routes among all the sites. You will receive coupons in your Registration packets good for the discount. Simply present the coupon to the driver when purchasing your tickets and receive the discount. Your 48 hour pass does not start until you board the bus for the 1st time so can be used anytime during your visit. Also included in the ticket is entry to Madame Tussauds Wax Museum, the Crime & Punishment Museum, and the 45 minute River Cruise along the Potomac River.

The Double Tree Hotel is pulling out all the stops as they plan to host the 388th Bomb Group Associations 66th Annual Reunion. It's a beautiful hotel with great views of the city and conveniently located for any of the sites you may want to see and transportation to get there. Not only is your morning breakfast included in your room rate but they are also offering a 10% discount on all Lunch & Dinner restaurant outlets in the hotel. Be sure to wear your 388th name badges to identify yourself for the discount. For the **Double Tree Hotel FREE** airport shuttle to & from Ronald Reagan Airport, here is their Hotel **SHUTTLE SCHEDULE**.

Airport (Daily)

5 AM – 12 AM Departs every 30 minutes, on the hour and half hour.

Pick-up locations:

- Terminal A – under "Hotel Shuttle" sign
- Terminals B & C – Outside of carousels 5 & 9, look for "Hotel Shuttle" sign
- NOTE: If someone needs to use the ADA shuttle use the following guide: if you're going to the hotel, please call the main number (703-416-4100) to arrange a pick-up.

Super Shuttle For those flying into either Baltimore International, (KBWI), or Dulles International, (KIAD), Super Shuttle is offering us a 10% discount to the Double Tree hotel. For reservations go to: <http://www.supershuttle.com/> or **1-800-258-3826**. When making reservations use the 388th Bomb Group code: **Q2TNR**

If you need any assistance or have any questions, just call or e-mail any of the Reunion Planners. We'll do anything we can to help. **Start planning now, it's never too early. We've already made our hotel reservations, so should you!**

388th BG 66th Reunion

Doubletree by Hilton

Washington DC - Crystal City

You can book your stay by going to the Doubletree website set up for our Group:

<https://aws.passkey.com/event/12106441/owner/1519/home>

Or call direct at: (703) 416 4100 *Be sure to mention you are with 388th Bomb Group to receive the discounted rate.



Special Rate of \$119 per Room Includes:

- * **Free** Shuttle from Ronald Regan Int. Airport (DCA)
- * **Free** Breakfast every morning
- * **Free** shuttle to Metro Station, gateway to all the sites DC has to offer.
- * Special discounted Parking Rate of \$10 per night

Important Note:

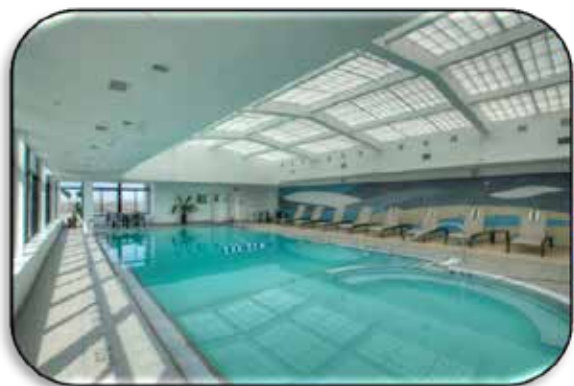
Room Rate is good for Aug 29th thru Sept 8th (Reunion is Sept 2-5th) on a **SPACE AVAILABLE** basis **ONLY** for those wanting to spend more time in the DC area. Reserve your rooms early to insure availability (you can cancel for free up to 48 hours prior to arrival if your plans change)



Your driver awaits!



You'll LOVE the view!



Don't forget you suit!



388th BOMB GROUP ASSOCIATION

66th Annual Reunion

Washington DC

Sept. 2 - 5, 2015

Registration Form

CUT-OFF DATE FOR REGISTRATION IS AUGUST 19th

ATTENDEE #1 FULL NAME: _____ MEMBER: LIFE / ASSOC. / NOT*

Phone: (____) _____ E-Mail Address: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

YOUR B-17 CREW MEMBER NAME: _____ WHAT IS YOUR RELATION TO HIM: _____

ATTENDEE #2 FULLNAME: _____ MEMBER: LIFE / ASSOC. / NOT*

ATTENDEE #3 FULL NAME: _____ MEMBER: LIFE / ASSOC. / NOT*

ATTENDEE #4 FULL NAME: _____ MEMBER: LIFE / ASSOC. / NOT*

Registration Fee	Required for all attendees	\$45.00	X _____	= _____
Thursday (3 September) 9:00am – 5:00pm	Udvar-Hazy Museum with Private tour plus WWII Memorial Ceremony <i>Lunch will be included.</i>	\$37.00	X _____	= _____
Friday (4 September) Free Day	See Washington DC At your own pace Big Bus Tours On-Off of Washington DC <i>25% Discount Coupon provided during Registration Check in</i>	Members will pay Big Bus Tours Direct, when buying bus pass with 25% Discount Coupon for 48 hour All Loop Tour		
Saturday (5 September) 5:00pm – 10:00pm	Banquet Doubletree	Roasted Tilapia with Dill Sauce	\$47.00	X _____ = _____
		Grilled Chicken Piccata with Lemon Caper Sauce	\$47.00	X _____ = _____
		Chicken Tenders w/ Mac n Cheese <i>Children 12yrs and under only</i>	\$30.00	X _____ = _____
		Tax Deductible Donation		_____

Write check payable to - 388th Bomb Group Association, Inc

Mail check **and** Registration form to:

T A Dennis, 5753 E Santa Ana Canyon Rd G438, Anaheim CA 92807-3296

TOTAL _____

To cancel, contact: Betty Curvat Betty@Twin-C.com
Cancellations received after **August 19th** will forfeit all payments.

*If you would like to become a 388th BG member please fill out the Membership Application /Renewal on the back of the newsletter, and follow those instructions.

If you're already a life member, Please consider making a \$10 donation to help with printing costs of the NEWSLETTER.

For a Free Memory Book by email Please fill out information on the back of this form, and return it with the registration.





Memory Book

A *Free* Printable Memory book of the 2015 Reunion will be provided by Email so please make sure we have an updated Name and Email Address.

Name: _____

Email: _____

Future Reunions

There will be a suggestion box in the Hospitality Room for your preference for our Western States Reunion in 2017. The top three locations will be submitted to the members for a vote at our Saturday morning meeting.



Are you or a member of your family interested in helping with the 388th Bomb Group Association's reunions? Time, talent or treasure are all welcome and needed!

Name: _____

Phone: (_____) _____ E-Mail Address: _____

Please specify if necessary (i.e., a certain city, a certain year, a certain job, any contacts that may be helpful, etc:

AND THERE I WAS

**388 Bomber Group
563rd Squadron, Plane 4th Term
MISSION #174, Mery-Sur-Oise, August 2, 1944.**

Twenty-five thousand feet below spread the great city of Paris. A city of light where the world's finest artists had left a heritage on memorable culture, but on this day, Aug. 2, 1944, Paris was a city of darkness. Paris was crushed under the military boots of Hitler, one of the world's most vicious, tyrannical dictators.

As the beautiful, nostalgic old song reminds us, "The Last Time I Saw Paris" was also my favorite view of the winding Seine river, the Arc de Triomphe at the west end of the Champs Elysees, and the towering Eiffel Tower. My point of vantage was quite unique. I was descending a one-way nylon canopy ladder after baling out of Fourth Term an 817 bomber named in honor of our great President Franklin D. Roosevelt.

Our group had flown an afternoon mission from our 8th Air Force base in Knettishall, England. I was the crew navigator flying with the 563rd squadron of the 388th bomb group. The target was a bridge across the Seine just north of Paris. The bridge was under heavy German traffic. Paradoxically, reinforcements were being rushed to northern France and at the same time battered German units were retreating.

Twenty eight Fortresses took off from our group. Pre-flight briefing had warned us that flak over the target would be light but quite accurate. This proved to be too true for our plane and crew. We had a successful "bombs away" at 1700.

Immediately after this drop our plane suffered direct hits by three 88 millimeter shells.

One shell exploded directly in front of the bomber's nose. The Plexiglas was shattered and I was knocked unconscious. My flak suit was riddled as were my life preserver and my oxy-

gen mask. If I had been wearing a chest pack type of parachute, I'm sure that my journey to the soil of France would have been much quicker! I have often wondered how our bombardier escaped unscathed. His position was directly behind the shattered Plexiglas nose. Apparently he was crouched over the Norden bomb sight and the blast force passed over him.

Fate had smiled on me several times on that fateful day. Just prior to the mission (#13), for some reason, I decided to go to the parachute rigger dept. and have my chute straps adjusted. The chute rigger glanced at my bulk (250 Lbs.) and decided to fit me with a much larger chute. Very fortunately, the largest chute in the supply room was a new backpack. This was fitted expertly and three hours later had the unwanted opportunity of successfully proving the fruits of his labor. Needless to say, my heartfelt thanks go to this skilled technician and his wise and fateful decision.

Our bomber, the Fourth Term, also received a direct hit on the number 3 engine which burst into flame. Another 88 millimeter shell exploded near the radio room severely wounding our engineer, a young Brooklyn man named Ernie Furfars. Eight of us jumped from the badly damaged plane. I learned later that circumstances forced our copilot, Willard Spangler, to crash land the burning plane. A remarkable fate of piloting for which he was to be decorated many years later.

I pulled the rip cord soon after exiting the front escape hatch.

This early activating of the chute was prompted by some rather foggy logic. Knowing how badly my equipment and clothing had been damaged in the plane explosion, I felt that I might somehow assist the chute's release if it failed to function properly. I hadn't the slightest idea what I could have possibly done if it had been damaged. A sharp jolt as I was jerked to a perpendicular position was most reassuring.



Although still feeling quite groggy, a great feeling of relief swept over me. Apparently we had all gotten out of the bomber before the fire had caused a much feared explosion, and I could not detect any injury. The only action I could detect below was a farmer loading hay onto a wagon pulled by two oxen.

He seemed oblivious to the sights and sounds of war as he worked on the east edge of the city. Some of the famous Paris landmarks became visible below the light cloud cover. I thought how ironic it would be to land on the Eiffel Tower or the famous boulevard, Champs Elysees. Those possibilities were, of course, very remote, but a splash in the Seine seemed a probability.

My day dreaming ended and I was jolted rudely back something had hit my parachute canopy. Glancing apprehension, I saw three six inch holes directly above my head.

This happened nearly fifty years ago, yet I still marvel today just how those machine gun shells could have gotten past my very large swinging frame to make holes directly above my head. This ground fire did result in tragedy to a crew member. Our pilot, Donald Balbone, was fatally wounded and died a few days later in a Paris hospital.

The three bullet holes in the canopy did not seem to accelerate my speed of decent. I had drifted far to the east. Very close in fact, to the hay making farmer. Any thought I cherished for hiding in France and escaping capture were dashed when I spotted perhaps a dozen armed German soldiers on motor bikes circling my approximate landing spot. Following my very unskilled landing, I was immediately surrounded by German soldiers screaming for my "pistol lever!"

I told them that since I didn't have my sidearm with me; it must be still up, as I pointed to the sky. My attempt at humor was not applauded!

They gathered my parachute and handed it to me to carry about a mile to a civic building that

had taken as an office building for their purposes. A number of elderly French men and women lined the roadside for our impromptu parade. There were a few waves and furtive V's for victory directed towards me, but for the most part the spectators were very grim after years of occupation.

AS I entered the Government building where a part of our bomber crew was assembled, I saw a German army troop carrier truck leave with seven American Airmen in the back. Just a few hours later, I was to see the same truck about ten kilometers north of Paris. It was burning in a ditch, apparently from allied fighter plane strafing. There were no signs of friends or foe, consequently we took the optimistic view that the POW s had been transferred and were safe.

Our first night of captivity was spent in an unbelievably ancient French dungeon about 50 kilometers north of Paris. This old prison was typical of torture chambers and dungeons portrayed in chilling French novels and horror movies. We saw no other Allied POW s, but hundreds of civilian inmates. Most appeared quite old and many were insane. Some had beards to their waists ... dirty, ragged and barefoot. Sympathy was all we had to extend.

Our excitement for the day was not over. Just before midnight, two flights of medium bombers hit a bridge about 100 yards from our cells. It was impossible to judge just how close some of the stray bombs landed. However, judging from the noise, vibrations, smoke and dust, we could only believe that we were part of the target. These bombings and strafing's were to be repeated by friendly aircraft a number of times during the ensuing year of captivity.

After the war, in reply to inane comments, that we "probably got used to it," my reply and I am sure all other 'Krieges' responses were an enthusiastic "Never!"

**By: 2ndLt. ARTHUR M READ
N1789 HARVEY ROAD
ARLINGTON, WI 53911
MAY 12, 1991**



MISSION #174
Mery-Sur-Oise
August 2, 1944

The 388th furnished two 12 a/c Groups which flew lead and low of the 45th B Combat Wing, plus 3 a/c to fly with the 452nd BG in the 45th A Combat Wing.

12 a/c plus 1 PFF a/c of the A Group and 13 a/c of the B Group took-off by 1307 hours. The 3 a/c flying with the 452nd took-off at 1310 hours. 2 a/c from each of our Groups aborted.

Formations were effected and the briefed route to the target was followed. Favorable weather conditions prevailed over the target and it was attacked visually. Bombs were away at 1705 hours from 22,900 feet. Strike photos show excellent results for the B Group with the MPI being covered by a tight pattern.

The only flak encountered was at the target, which was very accurate and intense. No enemy fighters were seen. Six crew members were wounded by this flak.

One a/c was shot down with the others returning to base by 2008 hours.

Lt. Balboni in a/c 42-97171, was lost due to flak. The nose of his a/c was blown off and the bail-out alarm was given. Everyone got out except the co-pilot who crash-landed the plane southeast of Pontoise and it was 70% destroyed. The crew was being shot at during descent, and the pilot was severely wounded. He later died in a German Hospital near Paris. The engineer, T/Sgt. Furfaro, was also wounded and was in the same hospital. He was still in the hospital when the Germans fled and Sgt. Furfaro was taken to a French home until turned over to the American forces. The rest of the crew were POW's.

When captured, the first stop for the enlisted men was Beauvais, France, then to Brussels, Belgium, Oberslau, Germany, Wetzlar, Germany, St. Wendell, Germany and finally to Stalag IV. They were marched out of Stalag IV on February 6, 1945 and marched through 92 villages until liberated on April 26th at Bitterfield, Germany by the 104th Infantry.

From The 388th At War by Ed Huntzinger

TAPS



DAVID J. COONEY

David J. Cooney of Gilbertville, PA died February 26, 2014 at age 93. Mr. Cooney enlisted in the Army Air Corps in 1941 at age 21 and, during his stay at Knettishall, served as an aircraft and engine mechanic with the 29th Station Complement.

Mr. Cooney retired in 1985 from the engineering firm Gilbert Associates. He was active in community service as a trustee of the Gilbertsville Fire Company, chairman of the Douglass Township Zoning Board, and member of the board of directors of St. Luke Knoll. He also held memberships in the Boyertown American Legion and St. Gabriel's Lodge, and was active in St. Luke Lutheran Church.

Mr. Cooney is survived by Hilda, his wife of 26 years; daughters Cynthia Riegel and Claudia Loesch, stepson Keith; five grandchildren and 11 great-grandchildren. He was predeceased by his first wife, Florence.

A private burial followed services held at St. Luke Lutheran Church in Gilbertsville.

JOHN L. DUGAN

John L. Dugan died July 16, 2014 in Hernando, MS at age 95.

Born and raised in Shuqualak, MS, Mr. Dugan was employed at the Dept. of the Navy in Washington, DC when he received his draft notice. He opted instead for the Army Air Corps and was assigned to the 388th BG, 560 Sqd. After flying his first four missions as radio operator on the George Branham crew, he was transferred to the Henry Nagorka crew and was flying his sixth mission, as a waist gunner, when the crew was



Dugan



shot down in the aircraft Iza Angel II during the October 9, 1943 mission to Gydnia, Poland. Mr. Dugan spent the remaining 18 months of the war as a POW in Stalag 17-B.

Following the war Mr. Dugan returned to Shuqualak, where he worked for the Post Office for 30 years. He and his wife moved to Hernando in 2005.

Survivors include Earline, his wife of 64 years; daughter Pat McLeod, sons John Jr. and Robert, three grandchildren, two step-grandchildren and two great-grandchildren. Graveside services were held at Shuqualak Cemetery.

ARTHUR R. FIXEL

Arthur Reuben Fixel, 90, of Quincy, FL died April 15, 2014. A lead radar bombardier-navigator (mickey operator) on Dong Ong's crew in the 562nd Sqd., he flew 23 missions between February 6, 1945 and the conclusion of World



Fixel

War II. He described his experiences in one of the chapters of the 388th Anthology Vol. II. Mr. Fixel remained lifelong friends with Swede Ong, Vic Nations and other former crewmates. Awards included the DFC and Air Medal with Oak Leaf clusters.

Born and raised in Detroit, Mr. Fixel was attending Northwestern University when he enlisted in the Army Air Corps. Shortly before going overseas, he married his wife, Carolyn, to whom he was devoted for nearly 70 years. Mr. Fixel completed his degree upon returning from World War II, settling in Quincy, his wife's hometown, where he had a lengthy career as a shade tobacco grower and packer. When the tobacco industry concluded in North Florida, he returned to school completing a Ph.D. in education which led to a second career at the Florida Dept. of Education until he retired in 1990. He was active in his community, including leadership roles in a number of charitable organizations and his church.

Mr. Fixel is survived by his wife, Carolyn; daughter Jeanne, sons Joe and

Arthur, six grandchildren and five great grandchildren.

Burial with military honors was held at Hillcrest Cemetery in Quincy.

NORMAN C. HEYWOOD

Norman Cecil Heywood, Lt. Col. USAF (ret), passed away January 22 at his home in Atascadero, CA at age 93.



Heywood

The former 561st Sqd. bombardier flew 31 missions with the Ramon R. Melton crew between August 1944 and April 1945, earning the DFC.

Raised in Kansas, California and New Mexico, Lt. Col. Heywood and his wife Lydia returned to Albuquerque after the war to start both their family and his college education. In 1952, during the Korean Conflict, he was recalled to active duty, became a navigator, and remained in the Air Force until his retirement in 1970. During his career, he was posted in multiple states and in England and Thailand, serving on flight crews and in administrative roles during both the Cold War and Vietnam War.

After his retirement from the Air Force, Lt. Col. Heywood completed his college studies with an MA in Public Administration at Golden Gate University, San Francisco. His new career as Junior ROTC instructor brought the family to Atascadero, where he taught high school for several years before a second retirement in 1983.

Lt. Col. Heywood is survived by daughter Jo Anne Heywood Miller, son John E. Heywood, five grandchildren and eight great-grandchildren. He was predeceased in 2011 by Lydia, his wife of 68 years. Private services will be held in the Bay Area in March.

WILLIAM H. MENDER

William H. "Bill" Menger, 93, passed away on January 9 at Fort Gordon, GA. A member of the 562nd Sqd., he flew 49 missions as bombardier on the Barry and Majeska crews. His missions included six to Berlin and the historic shuttle

mission to Poltava, Russia. He was awarded the Air Medal with Oak Leaf Clusters and the DFC, among other medals.

Mr. Menger, a retired Air Force officer, was a member of Sherwood Baptist Church in Atlanta.



Menger

Survivors include longtime companion Peggy Harris and brother Ed Menger. Graveside services were held at Westview Cemetery in Augusta.

W. DEANE POST

William Deane Post, longtime resident of Massapequa Park, New York, died April 4, 2014 at age 92. Between June and December 1944, he flew 33 missions with the Richards and Salles crews in the 562nd Sqd.

A memorial service was held at the Massapequa Park Funeral Home.

PAUL E. WILLIAMS

Paul Edwin Williams, Col. USAF (Ret.) of Silver Spring, MD, passed away January 26 at age 93.

A 562nd Sqd. pilot, he participated in the July 17, 1943 mission to Amsterdam—the 388th BG's first effort. After his aircraft



Williams

Little Lass was forced to ditch in the North Sea during the October 10, 1943 Munster mission, he and his crew were picked up by a German boat. Then-Lt. Williams was sent to Stalag Luft III, the POW camp later made famous by the movie *The Great Escape*. In the months prior to the actual escape, he helped scatter displaced tunnel dirt throughout the complex. In January 1945 Lt. Williams was among the 10,000 prisoners evacuated to Stalag Luft 7A at Moosburg. The camp was liberated in late April 1945 by Gen. Patton's troops.

In 1948–49 Col. Williams flew 108 missions during the Berlin Air Lift. Beginning in 1950, he flew 367 combat hours as a transport pilot during the Korean Conflict. During the Choisin Reservoir Evacuation, he helped transport

3,000 orphans to Che Je Do Island in the face of advancing Chinese forces. In 1966–67 he served at the Joint Chiefs of Staff in Washington, DC; later, after completing a combat tour in Vietnam, he served as director of the 7th AF, headquartered in Saigon. He retired from System Command at Andrews AFB in February 1970.

Numerous awards and commendations included the Air Medal with 2 Oak Leaf Clusters, National Defense Service Medal with 1 Battle Star, Purple Heart, and POW medal.

Col. Williams is survived by children Paulette Fields, Kathy Lukasewicz, Janet Delvy, Gail Williams and James Williams; seven grandchildren, five great-grandchildren and one great-great-grandchild. He was predeceased by Linda, his wife of 64 years, in 2009.

Burial with full military honors will be held at Arlington National Cemetery.

EUGENE WOHL

Eugene Wohl passed away January 16. A life-long resident of Bridgeport, CT, he was 94.

A navigator in the 563rd Sqd., Mr. Wohl flew 37 missions with the Roy Mousty crew between September 1944 and April 1945. Awards included the DFC and Air Medal with 5 Oak Leaf Clusters.



Wohl

Prior to his enlistment in the Army Air Corps, Mr. Wohl worked at Chance Voight Aircraft, manufacturer of the Corsair fighter. Following the war, he returned to school, graduating from the University of Bridgeport. He worked first at Sikorsky Aircraft as a technical writer, then for 37 years at Avco, supervising engineering reports and authoring flight manuals. He retired in 1983.

Mr. Wohl was a member of the America-St. John's Masonic Lodge, Black Rock Community Council, Greater Bridgeport Historical Society and Fairfield Seniors Golf League. Survivors include Evelyn, his wife of 69 years; daughter Patti, son David, and three grandchildren.



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