



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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Our honored World War II hero's at the 60th Annual Reunion of the 388th Bomb Group Association September 2009

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FROM THE PRESIDENT'S DESK

To the Members of the 388th

Bombardment Group Association

I consider it a privilege and an honor to serve as President of the 388th Bombardment Group Association. When I joined the Association in 1997 and attended my first reunion in Savannah, I had no thought of ever holding office. I joined primarily to learn all I could about my first cousin, William (Bill) Lentz, a pilot in the 560th Squadron. He was killed on March 8, 1944 on a mission to bomb Berlin.

I want to recognize all those who were so helpful in my quest for information about Bill. First of all, Robert Simmon, Newsletter Editor, responded to my request for information about the Association, my cousin Bill, and the upcoming reunion in Savannah. He invited me to join as an associate member and to attend the reunion. When I wrote to thank him for his assistance, he published my letter in the Newsletter and asked anyone who knew Bill to contact me. He also printed the information about Bill's last mission from Ed Huntzinger's book, *The 388th at War*, and provided the telephone numbers of two surviving members of Bill's crew. Those men are John Pond and Charles Deutsch. Before I could call John and Charles, I received a telephone call from Erwin Rehder, who said he had flown with Bill. I then called John and Charles and had the first of many conversations with them and with Erwin about the 388th and Bill. At the reunion in Savannah, I met John Pond in person and Ralph Boyer, another of Bill's fellow crewmen. Through these four men, I came to know Al Marcus, Tony Giangreco, and Bob Simons. These men could not have been more gracious and generous in sharing their memories of Bill and the 388th with me.

Before writing this column, I read through the Presidents' columns in the Newsletters from 1997 to the present to get ideas for my first column. In 1997 associate members were not eligible to vote or hold office. All members of the Board of Directors were original 388th Bomb Group members and I was impressed by their vitality and competence. The years were passing, however, and President August Bolino, in his column in the Fall/Winter 2000 issue of the Newsletter, asked members, *If you have any ideas about where our group should be heading, please write.* President Jim Cotton, in his column in the Winter 2001 issue of the Newsletter, pointed out, *We all know that we are getting up in years and it will be more difficult, if not impossible, to provide Board members in the not too distant future.* In the Spring and Summer 2002 issues of the Newsletter, Jim urged members to vote at the upcoming Boise reunion for changes in the Bylaws which would allow associate members to vote and hold office in the Association.

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President Dick Timberlake, in the Winter 2002 issue of the Newsletter, announced the passage of the changes in the Bylaws at the Boise reunion and the election of the first associate members to office. David Miller was elected Director and Jan Pack Singer was elected Newsletter Editor. Although the eligibility and election of associate members to office extended the potential longevity of the Association, President Timberlake pointed out that the declining numbers of original members attending reunions was leading some members to consider "calling it quits." In the Fall 2003 issue of the Newsletter, Dick outlined four possible options for the future of the Association. Option (1) was to allow the Association to just fade away as the original members faded away. Option (2) was to allow the associate members to carry on if they wanted to do so. Option (3) was to decide upon a termination date with a systematic plan for shutting down. Option (4) was to consolidate the 388th with other Bomb Group Associations or the Eighth Air Force Historical Society and thus delay the need to make a decision until a later date. We appear to be following his second option, which relies on associate members to carry on as original members decline to serve as officers.

David Miller, the first associate member to become president, noted in the Spring 2006 Newsletter that we were making a transition to an Association of associate members. At that time, five of the ten members of the Board of Directors were associate members. Currently, eight of the ten members of the Board are associate members. During our business meeting at the reunion in Kissimmee, Al Lewis requested that an original member always serve on the Board of Directors as long as there is even one alive and able to serve. Al's request will be on the agenda for the Board meeting during our reunion in Lexington, Kentucky.

President Timberlake's options (1) and (3) have not been considered to my knowledge, but his option (4) has. Our Bylaws state that individuals who have served with any 388th successor units are eligible for membership in our Association. Successor units include the 388th Fighter Bomber Wing, 388th Tactical Fighter Wing, and 388th Fighter Wing. Individuals from these successor units have attended some of our reunions and we were hosted by the 388th Fighter Wing at our 2008 reunion in Ogden, Utah. Wayne Daniels serves as our liaison with the 388th Fighter Wing and is working to encourage attendance by individuals from the successor units at our 2011 reunion in Colorado Springs. Another possibility for us to consider is the Eighth Air Force Historical Society. This group holds annual reunions and members of all 8th Air Force units are welcomed. Some bomb and fighter groups hold their reunions concurrently with the Historical Society reunions.

Our Bylaws state that the objective of our Association is, *to preserve for all time the history, friendships, memories, and incidents of the members of the 388th Bombardment Group (H) during World War II, by publishing a quarterly newsletter and endeavoring to hold periodic reunions of our fellow members.* How well are we achieving our objective? Well, we are publishing an outstanding quarterly newsletter and have held 60 great reunions. I can say this without being accused of boasting because I have not been involved with the Newsletters or the reunions so far. We have had outstanding Newsletter Editors and Reunion Planners who deserve all the credit. In England we have an impressive memorial to the 388th Bombardment Group at the site of our airfield, Station 136, Knettishall, and a fine museum known as the 388th Collection at Hillside Farm. We provide annual financial support for the memorial and the museum and have recently had the memorial refurbished to pristine condition. I have visited the memorial and the museum and encourage all who have not been there to do so if you can possibly arrange to make the trip. You will be impressed! Jan Pack Singer is our liaison with our English friends who maintain the memorial and museum.

We have a 388th Bombardment Group Display Case at Hill Aerospace Museum at Hill Air Force Base, Utah. Many of us were present at its dedication during our 2008 reunion in Ogden, Utah. We also have a display at the Mighty Eighth Air Force Museum at Pooler, Georgia and there is a B-17G on display there, which is being restored as the *City of Savannah*. The *City of Savannah* was assigned to the 563rd Squadron of the 388th Bombardment Group and was flown by the Ralph Kittle crew. The *City of Savannah* will forever be the focal point of the static display at the Mighty Eighth Air Force Museum. Our Association has made a financial contribution for the restoration of the *City of Savannah* and I have been named liaison to the Museum to represent us during the restoration.

Each of the reunions I have attended has been impressive. I commend Henry and Betty Curvat for the fine job in planning our last two reunions in Ogden, Utah and Kissimmee, Florida. Bit and Marvinna Snead are due a big vote of thanks for the reunions they planned prior to the Curvats. Only recently have I become aware of the effort and dedication it takes to plan our reunions and I want Bit and Marvinna and Henry and Betty to know that I appreciate all they have done for us. One aspect of our reunions that I had not considered is their economic impact. Gail Bartashy, Destination Services Representative for the Kissimmee Convention and Visitors Bureau has calculated the economic impact of our 2009 reunion on the local economy at \$185,890.32! Now we have new reunion planners, Rachell and Joel Rary. They have big shoes to fill in following the Sneads and Curvats and I look forward to the reunion they are planning for us in Lexington, Kentucky.


Jim Morrow

The Lighter Side



A Three Day Pass

During our stay in England, we got passes to go to London several times. These 3 day passes were mostly a drinking bash. We paid 5 pounds (about \$20) for a bottle of whiskey. I remember on one trip, Steve Mitrick (navigator assigned to our crew when I moved to radar operator) and I drank so much one night that the next day every time I took a drink of water, I got drunk again.

The Germans were sending **V-1s** and **V-2s** (**buzz bombs**) to London. Anybody with sense went to a bomb shelter when these raids were in progress, but we would be on or near the top floor of the hotel with our heads stuck out the window trying to see the **buzz bombs**.

I remember London for having a hell of a good time dancing with a girl. I sort of just kept time with the music and caught her hand whenever she got in range and threw her out in another direction. I guess we were jitterbugging at a USO event in London.

Written by Roy H. Uhlinger Jr. - navigator and radar man in 560th squadron - 1944

I transcribed this from a journal my father wrote when he was in his 70s. He passed away in 1991, but I still enjoy reading his stories. Hope someone else likes this one too.

For the **Lighter Side**.

Thanks...Barb McAllister

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!**

New Members:

Gail Stonefield: Daughter of William Rowling 560th Squadron

Tom Stonefield: Son-in-law of William Rowling 560th Squadron

Kendra Stonefield: Great-granddaughter of Wm Rowling 560th Sqd

Susan Fribush Thaler: Daughter of Mervin Fribush 561st Squadron

Joann Vann: Daughter-in-law of Jack Vann 562nd Squadron

Theresa Baethke, daughter-in-law of Raymond Baethke 560th Sqd

Thank you for your donations.

General Fund:

Susie Adams	Steve Butner
Frank Dykty	Greg Kasarcik
Barbara McAllister	Herbert W. Moore, Jr.
Mrs Charley Robertson	Harold Rosenn
Dellis Schroeder	Elizabeth Turley
Basin Vann	

Memorial Fund:

Correction to the Fall Issue, memorial donations
Albert Millin and Gill Goodmans' names were printed incorrectly.

Arthur Bishop	Arthur Fixel
Ted Hense	Peter Inglima
Greg Kasarcik	Paul Kelly
W.R. Mackey	Robert McWhite
Bob One	William Perryman
John Ross	Calvin Samson
Fulton Sandler	Rolland Sears
Noah Thompson	R.F.A. Urschler
Seymore Van	Robert Werthmuller
Susie Adams	

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.

Knettishall Visit

It is hard to believe that nearly a year has passed since my visit to the 388th. My connection with the 388th comes from my dad, Ted Poage. He was stationed in Knettishall in 1944 as part of the Robert Gill crew. He was 21 or 22 years old and a waist gunner on a B-17, the She Devil. He was shot down on a mission over Nantes France on July 8, 1944. He was captured and held in Stalag Luft IV until the Hanover March in February of 1945. He was liberated on April 16, 1945 from Stalag Luft X1B.



Last December I was lucky enough to make a trip to England. The first thing I wanted to do was visit the 388th. I made contact with Tony Goff and he and the others who keep the 388th alive were so helpful in making my dream happen.

Tony sent me all the info for transportation and then offered to pick me up at the train station. It was happening, my third day in England and I was on my way to the base.

At the museum I was greeted by Dave Sarson who was there to open the museum for me. It was SO cold that day. There was even a light dusting of snow. The museum is in a Quonset hut.

feeling for my dad museum is is so much in disbelief at took many,



not like a formal museum. All the items are real, day to day things from the men who were stationed there. There were simple things that mean so much when you see them in person. Then, in my wandering, there it was. I found a picture of my dad with his crew. Here I am, about 6,500 miles from home, on a different continent, looking at a picture of my dad who passed away in 1982. He looks so young. I saw squadron emblems, plane parts, and saw the list where my father is listed as not returning.

I was then invited to sign the guestbook which was such an honor for me. I was then given a rock from the runway. It is truly one of my treasures that sits proudly in my living room.

Shortly after my arrival, another surprise awaited me. A gentleman arrived at the museum. I was introduced to Mr. Percy Prentice. Mr. Prentice had been the base mascot when my dad had been there. Mr. Prentice spent the rest of the day with me, telling me stories and history of the base. His stories are wonderful and things you will never know from a history book. His stories brought the base to life for me and gave me insight into my dad's life at the 388th. He is a wonderfully kind and generous man. I could not believe I was standing in England at the 388th next to someone who had been there with my dad. Surprisingly, he seemed as happy to have me there, as I was to be there.

More amazing things were still ahead of me. It was approaching lunch time. Tony had mentioned there was a pub, *The Swan Inn*, nearby that had been there during



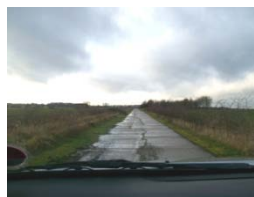
the war. As we drove, they told me that the service men travelled down this same road on their way to the pub. All the service men used to frequent the pub. It has not changed much since that time and they still serve some of the same food. So, in 2008, I sat in the same building, ate the same food, and drank the same beer as my dad did in 1944. I was over-whelmed. There was a stained glass window with the 388th emblem. There were photos taken during the time my dad had been there. It was warm, quaint, and utterly delightful. The owner talked with us and thanked ME for coming.

My afternoon was wonderful as well. I was taken to see the 388th memorial. I had seen the memorial online, but to actually be there, touch it, and learn about the design was very moving. I heard more stories, each one a treasure.



Jackie Lynch at Memorial

After the memorial, I was off to the runways. The runways are still there! I was patiently driven down each one. I kept thinking how my dad had been on these very runways, and now here I was. I heard the stories of how the runways



were disguised and saw where Glen Miller had entertained. I saw some original buildings. I saw where Princess Diana later went to school. I saw the original entrance to the base. I spoke little as I took it all in.

I asked to go back to the memorial and spend a few minutes. Tony graciously accommodated me and with Percy I spent some time at the memorial, and took many pictures.

My visit to the 388th was an amazing day for me. I knew little of my dad's service. I was just beginning to know how his service time had shaped his and our lives. Twenty-six years after his death, I was walking the same paths he had, being in the same places he had been. My hosts were so gracious to me and thanked me for coming. They were also interested in my dad, who he was and what he had done after his time in the service.

It is hard to explain how wonderful my day was. I was where my dad had been 64 years earlier. Everyone there was so kind and welcoming to me. They all gave up their entire day for me. I was very grateful for all their efforts for me, but most of all for their daily efforts in keeping the memory of the 388th alive. Many of the men of the 388th are gone now, but thanks to the efforts of these good people, they are not forgotten.

I look forward to my next visit!

Happy Holidays to all.

Jackie Lynch

Minutes of the 388th Bombardment Group (H) Association, Inc. 60th Meeting of the General Membership

September 5, 2009 Kissimmee, Florida

The 60th meeting of the 388th Bombardment Group Association general membership was called to order at 10:04 a.m.

Following the flag salute led by President George Sundblad, the invocation was given by David Miller.

Minutes

Since all attendees received a copy of the 2008 minutes at the meeting, a motion to waive an oral reading was seconded and carried by a majority vote.

Treasurer's Report

Treasurer Bit Snead gave the current amount in the Association Treasury as \$37,000. There is also an \$11,000 CD. Our money is in an account with the Boeing Credit Union. A full report is published annually in the Spring issue of the newsletter.

Board Business

The Parliamentarian position has been filled by associate member, Kelly Moore. Kelly brings 10+ years of experience in leadership roles with two business organizations in Kansas that make her well-suited to be our Parliamentarian. After a motion and a second, Kelly was elected by a majority vote.

President Sundblad spoke of the many requests from various groups for contributions to help support them. The Board agreed upon the following policy when considering a request:

1. It is a one-time only contribution
2. It supports 388th BG Assn. objectives
3. It requires a majority vote by the members

The Board recommends having the following liaisons:

"City of Savannah" B-17 restoration - Jim Morrow will work with the Mighty Eighth Air Force Museum in Pooler, GA on our behalf and report on the restoration progress of this B-17 that was assigned to the 388th Bomb Group. The Museum requested monetary support and upon fulfilling the requirements of the new policy, the Board recommends that the Association contribute \$500. A motion and a second was followed by a majority vote of the meeting's members.

Knettishall - Jan Pack-Singer will maintain our ongoing ties with England, report on issues such as the Memorial refurbishment, and encourage articles be submitted for the newsletter. A refurbishment progress report of the 388th BG Memorial in Coney Weston will appear in the fall issue of the newsletter.
388th Fighter Wing, Tactical Fighter Wing, Fighter Bomber Wing - Wayne Daniels will maintain contact with the 388th successor groups and promote camaraderie between members.

Newsletter Co-Editor, Tom Dennis Jr., is offering an electronic version of the newsletters to members. This version can be sent out one week earlier, have color photographs, and result in printing and postage savings to the Association. The process of changing to an electronic newsletter will be explained in the (printed) issue of the Fall newsletter!

With the resignation of Alan Reese, the position of Corporate Agent was open to nominations. After a brief review of the Corporate Agent's responsibilities, George Sundblad and Henry Curvat were nominated. Written votes were tallied and Henry will assume the position of Corporate Agent.

President Sundblad proposed amending the By-Laws, Article IV, to read that the terms of the Historian and Parliamentarian positions be "indefinite - serving until a successor is required, selected, and installed". A term of office for one year entails a continuous nomination/election process. Following a motion and second, members voted agreement to the amendment.

Coordinator Marvinna Snead spoke about CafePress, our online PX. The company offers good products, fast delivery, uses the Association's graphic designs and logos, involves no inventory storage, no extra costs, and is set to give a 10% profit.

Member Al Lewis proposed "as long as one was able" that there be an original 388th BG Association member serving on the Board. There was full agreement among the attendees and if needed, the By-Laws will be amended to reflect the proposal.

New Officers

The responsibilities of the three incoming Board positions were read before nominations were opened. In accordance with the By-Laws, written votes were counted and the positions were filled in order of the number of votes each received. The tallied results are:

1st Vice President: Greg Staples
(Rotates to President and then to Senior Director)

2nd Vice President: Larry Rome

Director: Jeff Baethke

Nominee Frances Ammons graciously conceded to the tallied votes.

Reunions 2010 and 2011

Rachell and Joel Rary, 2010 Reunion Planners, shared information about the Lexington, KY reunion. It was announced that the Western U.S. site selected for the 2011 reunion is Colorado Springs, CO.

From the Floor

Attendee Doug Reed gave warm regards to the Association from the Mighty Eighth Air Force Museum.

Reunion Planners Betty and Henry Curvat shared that 137 attendees (members, family, and friends) took part in the Kissimmee Reunion's activities and an additional 15 or so would be at the evening's Banquet. Member Charles Meyer, 90 years young, announced that he and wife, Marion, attended the first four 388th BG Association reunions.

New members, Joann Vann and Tom Stonefield, were recognized at the meeting. Gail Stonefield and 9-year-old Kendra also became members at the this Reunion.

Concern was expressed and the question was asked about how we invite and recruit members to join the Association.

Business was concluded and the motion to adjourn was seconded and carried by a majority vote. The meeting was adjourned at 11:42 a.m.

Respectfully submitted,

Linda D. Soo, Secretary

ASSOCIATION BOARD OF DIRECTORS



Jim Morrow, President

My first cousin, Bill Lentz, was a pilot in the 560th Squadron. He and four of his crew were killed on March 8, 1944 on a mission to bomb Berlin. I joined the 388th Bomb Group Association in 1997 to learn all I could about my cousin's service with the 388th Bomb Group. I served in the U.S. Air Force and the North Carolina Air National Guard for a total of eight years. I am a retired Professor of Counselor Education at Western Carolina University in Cullowhee, North Carolina.



Greg Staples, First Vice-President

I am the son of Lt Col (then LT) Donald E. Staples, navigator, 560sq, crew Jarrendt, plane Gremlin Gus II. I joined the USAF in 1974 and completed pilot training in 1977. I flew the KC-135 and became a command instructor pilot and attained the rank of Major. After retiring in 1994, I became a computer consultant for Microsoft accounting and network software. I have owned my own business since 1997. I am a board member and past Treasurer for the Armed Forces and Aerospace Museum in Spokane, WA. My family is my wife of 35 years, Carol, and our daughter Chris and her son John. I look forward to being an active board member this year and next year's President of the 388th.



Larry Rome, Second Vice-President

Hello, everyone. My father and mother are Ray & Lavern Rome. My father flew in the 562nd squadron. My wife is Kathy and my son's name is Andrew. We enjoyed seeing everyone in Kissimmee and had a wonderful time. I would like to thank Kendra for drawing our name for a free night stay. I would like to thank all the 388th Bomb Group members for everything they have done so that we all can enjoy flying "OLD GLORY" with pride. For those of you I have not met, I hope to see you in Kentucky.



George Sundblad, Senior Director

I was interested in the fate of one of the B-17Gs that was converted to passenger configuration, and I flew passengers for Swedish Air Lines for a number of years. A former USAAF B-17G 4231163, now named "TOM", crashed on approach to the Stockholm, Bromma Airport on December 5, 1945. My research into why "TOM" crashed led me to the 388th Bomb Group Association. I joined the Association in 1999. I am very proud to have been accepted into this superb group of Veterans, and equally proud to have been elected to serve on the Board of Directors and as President. It has added a totally new dimension to my life



Jeff Baethke, Director

I am the eldest son of original 388th member Raymond Baethke, bombardier, Noah Thompson crew, 562nd (Lead) Squadron. My interests (far beyond my income) are the restoration and operation of WWII aircraft; and the general history of WWII and the personal history of veterans of that conflict. The WWII Willys jeep is a favorite vehicle of mine. My wife, Theresa is a current 388th associate member sharing in my interests, and my sister, Christine Calderon, is also an associate member. I feel the 388th veterans are an inspirational legacy for us all.



Linda Soo, Secretary

I am now serving my second year as the Association's Secretary. I appreciate the support I have received from members! My father, Al Soo, 563rd Squadron, served as the navigator on Wayne Daniels' B-17 crew. My mom and dad began attending reunions in the mid-1970s, just when I was starting my career as an elementary school teacher in Livermore, CA. I became an associate life member five years ago and at least one of my siblings attends a reunion with my dad and me. My husband and I live on beautiful Whidbey Island in Washington.



Bit Snead, Treasurer

I flew 25 missions as navigator for the 560th and have been a member of Association since 1989. I've attended reunions every year since 1989. With my wife, Marvinna, as partner I served as Reunion Planner 1999-2007 (excluding 2000), Secretary 2000-2008, and Treasurer 2006 to present.



Henry T. Curvat, Corporate Agent

It is an honor to serve such a distinguished group of men and women. Wayne Daniels, 563rd Squadron, a lifelong family friend, sponsored me as he recognized our interest in the BG history and veterans who served in defense of our country. It is a true distinction to be part of a group, which began in 1942 and still exists today, now as the 388th Fighter Wing. Preservation of the 388th history through our association is my number one goal.



Dick Henggeler, Historian/Archivist

I am the son of Hank Henggeler, the original 563rd Squadron Commander. I have been doing research in the National Archives on the 388th BG since 2003. In 2005, I became the historian. Since that time I have continued to collect data on the 388th and develop a website for this data. I have also visited the 8th Air Force Museum in Savannah and the Air Force Research Library in Montgomery, AL collecting more 388th data. I am collecting the material for what will be a 388th Research Library of newsletters, videos, photos, personal memoirs, books etc. Presently I am working on a comprehensive database of crew members for all missions.



Kelly Moore, Parliamentarian

I have been an associate member of the Association for nearly 15 years. Charles Powell Moore, my father, was a pilot in the 388th Bomb Group in the 560th Squadron. I have actively served the board of directors and numerous committees of nonprofit international trade organizations in the Greater Kansas City area. I look forward to contributing my expertise and diligently working on the Governing Board to advance the goals of the Association.



Tom Dennis Newsletter Editor

I wasn't aware of the organization for the first several years. After my wife Pat and I attended our first reunion, we never missed one until Pat's health caught up with her. When family members began to show up and enjoy what they saw, we are now on our way. I was a pilot with the 561st and have been a past President and member of the association since the early 60's. In order to get a feel for **this** position, I have been reading the "The 388th at War" and the "388th Bomb Group". My son Tom Jr. handles the hi-tech parts with help from Jan.

Follow-up to "Little Willie Returns"

As a member of the 388th Bomb Group (H) Association, I take great delight in reading the publications of our organization and commend you for the fine work which you continue to do over the course of many years on our behalf.

I am compelled to respond to the very moving article in the fall 2008 issue, entitled "**Little Willie Returns**," written so well by Edward Jablonski. I was with the Bomb Group the entire two-year period from approximately June 1943 to June 1945 as a **Squadron Intelligence Officer** and happened to be in London staying at the Officers' Red Cross Club on the night before the first raid on Berlin which, as you know, was led by our Group.

I had a code with my superior, Maj. Walter Harrison, which was "Rosie Come Home," and I received this by telephone from him at 9:30 p.m. the night before that raid. I quickly packed my bag, got to the railroad station arriving at Thetford at approximately 3 a.m. where a Jeep was awaiting me and took me not to my barracks but immediately to the S-2 offices to prepare for the briefing.

As we all know only too well, our group was selected to lead the first raid on Berlin, and General Doolittle who had returned from the Orient flew with our group with the lead crew on that raid. Needless to say, it was a memorable experience in the eyes of everyone involved, and I well remember the briefing that morning.

Needless to say, **Hitler had promised the German people that no plane would ever bomb Berlin**, and not withstanding his assurances, every plane that could possibly be assembled by the United States Army Air Corps was in the air that day, bombing all parts of Berlin with no particular target in mind. The fighter defense was furious, and the flak very accurate, both to and from Berlin, particularly on the outskirts and from the city itself.

At the interrogation following the return of our planes, all crews reported their own belief that Dopko's plane had been shot down coming off its target in the City of Berlin and with no chutes being observed. Consequently, the entire base was in shock as *Little Willie* came hobbling in very low off the ground. I spotted the plane and immediately rode my bike to the briefing room and quickly began to interrogate Dopko's crew. I was delighted to observe that the plane had made it back with no one injured aboard.

My first question to Dopko was, "Dopko, where have you been?" Dopko's response to me was, "Rosenn, you s.o.b., you should have been with us." We all had a good laugh, and from there on he and his crew gave their report in vivid detail, which was so well described in the most recent issue of your publication.

It was one of the wonderful experiences I had as an Intelligence Officer with the 388th Bomb Group, clearly the most memorable of my entire military career, and perhaps one of the most memorable of a lifetime.

I also wish to add that some years ago a renowned American artist did a painting of *Little Willie* coming off the target with the two engines on the right-hand side no longer functioning. I had that artwork in my law office for many years until a few years ago when I gave it to a well-known local person who, as a young man just out of high school, flew that same mission (but not with our particular group). He was thrilled to have it, and I in turn have replaced it with a beautiful hand painted B-17 done recently by my dear friend, Fred Baser of West Caldwell, NJ, who was the Engineering Officer in the 561st Sqd. Baser has become quite an

artist of recent years and painted a beautiful picture of a B-17. He made three originals – one for himself, one for his son, and one for me. My copy hangs in a very prominent place in my office. I'm very proud to have it there, responding to many inquiries from clients who readily become aware of that magnificent painting.

In conclusion, I also wish to add that when I finished Air Force Officer Candidate School in Florida, they attempted to assign me to the Judge Advocate General's School since I had just recently graduated from the University Of Michigan Law School. I protested strongly, and fortunately ran into one of the superior officers at the assignment desk who was an upper classman of mine at the University of Michigan. He reassigned me to the outfit which I requested, namely, Air Force Intelligence School; from which I graduated and subsequently was assigned to the 388th Bomb Group just as we left for England.

I was always most grateful for that experience of two years with the entire history of the 388th in England which has been very vivid in my mind and very meaningful to me for the rest of my life.

Harold Rosenn

Little Willie and Strato Express Connection

As the 388th historian, one of the most difficult things to resolve is the serial numbers of named planes. Official records rarely identify an aircraft by its name. Veterans who know aircraft names do not usually know serial numbers. Even aircraft photos generally show either only the tail number or the nose art. So there is considerable confusion in this area.

With the help of several articles from past 388th Newsletters, I was able to resolve two name puzzles. There have been questions in the past about *Little Willie* being identified as 42-37839. Also the serial number of *Strato Express* was unknown. The following puzzle pieces led me to the answer.

James Warner in his article "In the Beginning Little Willie" (April 2000) states that the Obenschain crew named their aircraft *Little Willie* and flew it on 24 missions. The official records from National Archives indicate that the Obenschain crew flew aircraft 42-3548 for 16 of their 25 missions.

Ed Morris in his letter "Strato Express or Little Willie" (Summer 2001) states that his Dad's crew flew *Strato Express*. The official records show the Island crew flying 42-37839 on 23 missions.

Edward Jablonsky in his "Flying Fortress" tells the story of the Dopko crew making an heroic return from a Berlin mission in *Little Willie*. According to mission records, the Dopko crew flew to Berlin in 42-3548 on March 6, 1944. Three days later they were shot down on another Berlin mission in aircraft 42-37839. All of this agrees with the facts of the Morris letter.

So now I feel confident that the puzzle has been solved. The Dopko crew flew *Little Willie* (42-3548) on the March 6 Berlin mission and on March 9, the Dopko crew was shot down flying *Strato Express* (42-37839).

A red herring in all of this was the fact that William Warring crash landed a B-17, serial number 42-30839, on September 1, 1943 in Strathaven, Scotland. Neither the aircraft nor Warring are associated with the 388th but references to aircraft #839 caused some confusion.

Dick Henggeler

Brunswick Trip 'Unforgettable' for Bailey Crew

By Albert Soriano

I was on the Robert M. Bailey crew, 561st Sqd. We were:

1st Lt. Robert M. Bailey, Pilot
1st Lt. Robert M. McKeel, Co-Pilot
1st Lt. Sidney K. Goldberg, Navigator
1st Lt. Harry G. Ward, Bombardier
T/Sgt. Jose J. Stankevich,
Engineer/Top Turret
T/Sgt. William J. Watson, Radio
T/Sgt. Albert Soriano, Ball Turret
T/Sgt. James G. Baldock, Left Waist
T/Sgt. James E. Ballard, Right Waist
T/Sgt. Alan R. Smith, Tail

Our tour of duty started on Nov. 26, 1943 and ended March 16, 1944. We arrived in England aboard the SS George Washington, an American ship with a British crew. We got two meals a day, one about noon and the other about 7 p.m. The first meal I got was

liver and onions ... which I did not eat. There was a PX on board so I bought crackers and candy bars. After two days out we learned the ship was carrying "K" and "C" rations in the hole. We borrowed a few cases and ate that the rest of the way.

England has bad weather most of the year, but in the winter time, forget it. It rains most of the time, or a heavy fog sets in. I had 14 blankets on my bed and it was still cold. We had two coke heaters in our hut and if you sat on one you might get warm. We got little coke to burn in the heaters. Our bath water was warm some of the time. I found the officers' bath always had hot water, so that was where I took my showers. After all, who can tell the rank of a naked guy?

We named our B-17 *Boomerang Barbara*. "Boomerang" because it always comes back; "Barbara" for our pilot's wife.

Three of our 25 missions could be called milk runs (easy missions). At first we did not have P-51 fighters that could go with us all the way to the target and back.

We took a hell of a licking. On one mission we lost 59 heavies; on another we lost 60. That's 590 men on one and 600 men on the other. Our crew was lucky – no one was ever hurt from German fire.

In writing this I selected our 19th mission as the one never to forget. It was Thursday, Feb. 10, 1944, and the target was Brunswick.

It was about three in the morning when the orderly came through our hut, making all the racket he could. We got up; took care of our business. It would be a long time before we would see a toilet again. All six of us enlisted men took off for the mess hall.

Now, I have read how some gunners would just have a piece



The *Boomerang Barbara* crew, standing, l-r: Jose J. Stankevich, William J. Watson, Albert Soriano, James G. Baldock, James E. Ballard, Alan R. Smith; kneeling, l-r: Robert M. Bailey, Robert M. McKeel, Harry G. Ward, Sidney K. Goldberg.

of toast and coffee. Not this boy – I ate all I could and drank plenty of coffee. I didn't know when I would get my next meal.

After chow, we went to our meeting place to be briefed for the mission. When I saw that it was to be Brunswick, Germany, I knew we were in for a hot fight.

For two and a half hours – from the time the Forts roared across the enemy coast for the 450-mile penetration to Brunswick until they reached the Channel again on the way back – the bombers and their escorts blazed away continuously at swarms of German fighters.

Our ship took many hits from both enemy fighters and from the 88s on the ground. We had hits from three 20mm explosive shells in the tail. One 20mm armor piercing shell went through the right inboard engine. We had so many flak holes, we stopped counting at 47.

We took so many hits that we lost power; our right inboard engine was just windmilling. We wound up with one good engine and one pulling just 1,700 rpms.

We had fighter attacks all the way from the coast and back. We could not keep up, so we had to drop down and try to make it on our own. By the time we reached the coast, we were down to 500 feet. So Lt. Bailey gave the order to throw everything overboard that we could. Twice the pilot told us to prepare to bail out, to abandon ship; but of course this was not possible as by this time we were only 275 feet high. As we were about to lose hope, we saw England.

Lt. Bailey made the most beautiful landing ... on one and a half engines.



I am pleased to advise that the refurbishment of the Memorial at Knettishall is now complete. The work involved thorough cleaning and removal of all traces of old paint, followed by a new application of enamel paint. This work was carried out by Perfitts of Diss - the original stonemasons - and thanks to their kind offer to carry out this work at cost we came in well within budget.

Upon a more detailed inspection by Perfitts, their suggestion to add color and gold leaf to the '8th Army Air Force' and 'Hap Arnold Wings' emblems proved impractical to achieve (see note below) without either substantially re-working the engravings in their workshop, or by adding thin granite overlays with new engravings.

We concur with the Board's view that this would substantially alter the pleasing aesthetics of the stone, and so they have been repainted in the original white, with lettering and highlighting of the B17, chains and runway layout in silver - again as per the original.

So, the Memorial is once again in good shape to serve as a fitting monument to all those who made the journey to Suffolk and beyond, back in the '40s. With flower beds maintained and regularly re-stocked by Percy Prentice it is much admired locally, and often invokes the occasional passer-by to stop a while and think about what happened here all those years ago.

The transformation achieved by this refurbishment is difficult to capture in photographs - best to come over and see it for yourself!

Note: The areas of the emblems which should be gold are actually polished granite, and for durability would need to be engraved to take gold leaf - the original emblem design does not allow this to be readily achieved without very intricate re-working. Alternatives would be to cut out the original emblems and engrave new recessed emblems (very costly), or adding thin granite overlays with new engravings (altering the stone's appearance).

Tony Goff

Mail Call



Thank you for entering my letter re. tree prints of Knettishall Air Base in the autumn newsletter. I have received lots of mail from different states all across America, from young and aged alike. Many make me feel humble and also proud to be associated with such fine members of the 388th Bomb Group Association and their families. Their letters were such a nice read; I had a feeling of wanting to visit them all in person! During my spell working on the base I must have seen and spoken to many of their loved ones.

My life changed completely on seeing the first Flying Fortress to land at the airfield in 1943. It was named Bee G-One, and to this day evidently little has been known about it. Enquiries have drawn a blank over the years; some have said that the name could have been changed overnight ... as many were. Another query also cropped up over a B-29 landing and parking near control tower in 1944, would you believe.

I got lots of enjoyment compiling prints and I know my American associates will enjoy them and keep them safe for future generations. I still have plenty of prints left to send out.

I would also like to take this opportunity to thank the president, directors and other committee members of the Association for keeping the newsletter coming through my letter box. Having once been on a small committee, I realize what it must be like on a large one such as yours.

Everyone at the Museum - and myself - wishes you success, in every department, in the future.

John H.G. Barrett

3 Fernlands Close

Chertsey, Surrey KT16 9PU

United Kingdom

I'm trying to find out what happened to the other members of my crew. We flew with the 562nd Squadron. We were shot down on July 31, 1944 on a raid to Munich, Germany. I have lost track of the men on this mission. My name is Edward Levy, radio operator and gunner. The men I am interested in are as follows. Lt. Crider, pilot; Fred Gordon, co-pilot; Charles Ray Young, engineer; Eugene Johnson, tail gunner; John Kreitzman, waist gunner; Albert South, ball turret gunner; William Stewart, bombardier. We were taken prisoner and I was sent to Stalag Luft 4 and the officers were sent to Stalag Luft 1.

Edward Levy

8050 Palmetto Palm Circle

Tamarac, FL 33321

Phone 954 721-1537

Mail Call



Subject: History of B17 "Old 66"42-30778.

Date: 11/26/2008 4:17:07 AM Pacific Standard Time

From: peterb17@tiscali.co.uk

My name is Peter Brown, and I am the Chief Engineer of *Sally B*, the only flying B-17 outside the U.S.

I am a big supporter of the Museum at Hillside Market Weston and great friends of both David Sarson and Percy Prentice.

I am of the age that I well remember the arrival and departure of the 388th at Knettishall 1943 -1945, during that time my sister worked with the American Red Cross.

The reason for this e-mail is that I am researching the history of the plane "OLD 66" and if I can gather enough information then I plan to write a book. Has there been such a book already in place?


The reason I have picked that plane is, out of all the planes that were based at Knettishall, that is the one I remember most seeing, standing there at the end of such a great outstanding performance and service.

What do you think? I would very much like some feedback from the flight and ground engineers that were involved with that wonderful air craft. Photos would be appreciated or any information regarding that plane.

Wishing you all, a great holiday and all the best for the New Year.

Regards

Peter Brown,




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**Questions? Call or email
Marvinna or Bit Sneed.
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(Note: shirts are 99% cotton and run large.)



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In order to encourage the reduction of the 388th PX inventory, purchases of items listed below will be shipped free of charge. Call (253-719-8314) or email (bfsnead@comcast.net) Marvinna Sneed. The full amount of your purchase will support the 388th treasury.

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Tote bag (2)	388th insignia both sides	\$15.00	Men's polo-navy, lg (2)	Grey patch w/ 388th insignia	\$33.00
Mug (1)	White w/ 388th insignia	\$13.00	Men's polo-navy, med (1)	Grey patch w/ blue 388th letter graphic	\$30.00
Stein (2)	White w/ 388th insignia	\$18.00	Men's polo-navy, med (1)	Grey patch w/ 388th insignia	\$33.00
Coaster tile (5)	388th insignia	\$5.00	Men's sleeveless T-lg (1)	B-17 graphic pocket area	\$18.00
Greeting cards (1)	388th insignia, blank inside	\$18.00	Denim shirt-med (1)	388th insignia pocket area	\$34.00
Note cards (3)	White w/ 388th insignia	\$12.00	Sweatshirt-med (1)	Ash grey, B-17 graphic front	\$34.00
Ornament-oval (4)	White w/ 388th insignia	\$7.00	Sweatshirt-navy, med (2)	388th insignia pocket area	\$36.00
Ornament-round (2)	White w/ B-17	\$7.00	T Shirt-ash grey, lg (1)	Unisex, 388th insignia front/B-17 back	\$17.00
Magnet (2)	Round, B-17 graphic	\$5.00	T Shirt-ash grey, lg (1)	Unisex, 388th insignia pkt area	\$20.00
Cap-khaki (4)	388th insignia	\$16.00	T Shirt-white, lg (1)	Unisex-388th ltr graphic frnt pkt&back	\$20.00
Military cap-olive (2)	White patch-blue 388th letter graphic	\$10.00	T Shirt-white, med (2)	Unisex, 388th letter graphic front	\$18.00
Military cap-olive (3)	Grey patch w/ B-17	\$23.00	Women's cap sleeve T-lg (1)	White w/ black, B-17 pocket area	\$19.00
Stonewashed cap-blue (2)	Grey patch w/ 388th insignia	\$19.00	Women's cap sleeve T-xlg (1)	White w/ black, B-17 pocket area	\$19.00
Stonewashed cap-blue (2)	Grey patch-blue 388th letter graphic	\$15.00	Women's polo-black, lg (1)	Grey patch w/ blue 388th ltr graphic	\$32.00
Stonewashed cap-ivy (1)	Grey patch w/ 388th insignia	\$19.00	Women's polo-navy, lg (1)	White patch w/ 388th insignia	\$34.00
Truckers hat (1)	Black & white, B-17 graphic	\$15.00	Women's T-blue, lg (1)	388th insignia pocket area	\$18.00
Kids T-ash grey, med (1)	B-17 graphic front	\$16.00	Women's T-yellow, lg (1)	388th insignia pocket area	\$18.00
Golf shirt-lg (2)	White, 388th insignia pkt area	\$20.00	Women's tank top-lg (1)	White, 388th insignia front	\$18.00



TABLE 10

TABLE 15

TABLE 1

TABLE 3

TABLE 12

TABLE 11

TABLE 13



TABLE 14

TABLE 2



TABLE 6

TABLE 4



TABLE 9



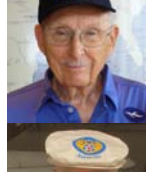
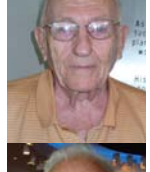
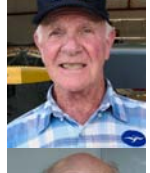
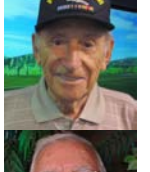
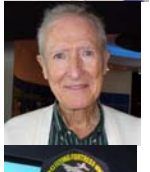
TABLE 5



TABLE 8



TABLE 7



Taps



Deaths:

W. Russell Moss (August 26, 2008) Member 388th
(Note sent by his wife, Gloria, on Oct. 15, 2009)

Omer O. Wildman (January 21, 2009), 561st Squadron
(Note sent by his wife, Eleanor on Oct. 13, 2009)

(Returned Newsletters Noting "Deceased")
Robert E. Doherty Member 388th

I am writing to you to report the death of one of our heroes. My father, Elbert P. Moyer, serial number 13092833, unit #561 passed away on Thursday, September 24, 2009 at the age of 86. My father, a waist gunner, was a POW and was on missions with P. Brown at the time he was shot down. He received a Purple Heart for his injuries and we are very proud of his service to his country. He is to be buried with Military honors. At this time we are grieving his loss but we are committed to passing along his legacy to our children, grandchildren and great-grandchildren so they may know of his sacrifice for their freedom. We are looking through his personal effects and hope to furnish your website with some photos of him and possibly his unit buddies. Thank you for the opportunity to keep their stories alive as we should never forget what they have done for us.

Bonnie Musser
Daughter of Elbert P. Moyer

Deceased is Neil McIntyre, passed away on Nov. 29, about 1400 hrs. His wife Bobby Jean, of 71 ½ yrs, and he were together having lunch after church in their hometown of Fitzgerald, Ga. Neil joined the BG Assoc. in Dec. of 1978, he was in the 560th, on the Tobias crew, position was Radio Operator, and he became a POW in Stalag Luft IV in March of 1944.

Neil & Bobby enjoyed the reunions and planned to be with us in Kissimmee, but was unable to attend due to a hospital stay. He had recovered nicely and was enjoying his remaining days with his lovely wife Bobby at home. They are and will always be loved by all whose lives they touched through their infection smiles and lust for life. Neil was a quiet, unassuming man who found it hard to convey his memories and experience during the war. Though he did finally try to share some of those memories by dictating to his beautiful wife, to preserve and share the history and tragedy of the war.



In Memory Of.....

John Denton by Susie Adams

George Stefko by Greg Kasaricik

Reid & Marie Perryman by William Perryman

Charles Iffland by Rolland Sears

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