

Edna

306th Echoes



306th Bombardment Group Association

Borges Named To 8th Society Directorship

Warren Borges, Ipswich, MA, is the new 306th representative to the board of directors of the 8th Air Force Historical Society, beginning a four-year term.

Bill Collins has just completed a four-year term on the board.

Both Collins and Borges head a rare list, those who have attended the five reunions of the 306th: Ralph Bordner, John Corcoran, Roy Holbert, Al LaChasse, Howard Roth, Earl Schwab, and Mrs. Joseph (Catherine) Brennan.

Many thanks also go to Loy Peterson and Maurice Young for their handling of Phoenix arrangements, including a gratis hospitality room at the Del Webb Townhouse.

Our bank balance now stands at \$498.63 for the continued operation of ECHOES, and looking ahead to the 1980 reunion at Orlando, FL. The 8th has also identified St. Paul, MN, as the site of the 1981 reunion.

If you are interested in the 1980 8th AFHS tour to England, planned for September, get your deposit of \$50 in immediately to reserve a place. Places are limited by the ability to handle the ground portion of the tour.

Warren Wilson is also working on some tentative plans for a 1980 mini-reunion at Seattle, featuring Boeing plant tours. Keep that in mind, too.



B/Gen Wm. S. Raper



Col. John L. Ryan



Russell A. Strong

Write Before Thurleigh Visit

Many of you from time to time are going to be in Jolly Old England, and of course will want to take your wife to Thurleigh.

No problem on your way to the gate! But that is when things begin to happen.

To avoid unnecessary delay, and perhaps refusal to gain admittance at all to this RAF secret research center, please write several weeks ahead of time to Keith Paull, 2 The Lodge, High St., Clapham, Beds., MK41 6AJ.

Keith is employed on the base and can make the necessary arrangements for you to get a tour. He does need some advance notice, however, but is most accommodating and can be of real help to you.

More than 200 at Reunions

As in each of the four previous reunion years, the men of the 306th came from the far corners of the United States, except that this year there were two gatherings, a week apart, and in Colorado Springs and Phoenix.

The Phoenix bash was the larger, coinciding with the 5th annual 8th Air Force Reunion. As in each of the previous four years, the 306th pre-registering the largest attendance of any of the units on hand.

Its become a matter of pride that the 306th, "First Over Germany," continues to be a leader 35 years later.

More than 60 306ers showed up at Colorado Springs for the first gathering, spending Oct. 19 and 20 in serious reminiscing around the lobby of the motel and on buses touring the U. S. Air Force Academy and the Garden of the Gods.

Some 95 persons sat down for a Saturday night dinner at which Col. John L. Ryan, former 367th commander (for one day) and evadee, presided.

On both occasions the speaker was Russell A. Strong, 367th navigator, editor of ECHOES, and currently authoring a history of the 306th. He outlined reasons for undertaking such an effort as writing a history of the group, discussed where he is and when he hopes to have the history completed.

For those who have not talked with him, he was motivated by the lack of attention paid to the oldest 8th Air Force unit in continuous combat operation, and began researching the group's history five years ago.

He has interviewed more than 400 former members, from Col. George L. Robinson and Col. James S. Sutton, former group commanders, to mechanics, cooks, clerks, and a host of other men who played integral parts in the group's combat operations. He has spent many hours in the National Archives at Suitland, MD; the Library of Congress, and the Simpson Historical Research Center of the Air University Library at Maxwell AFB, AL.

Currently writing in the early 1943 phase, he expects publication of the book sometime in 1980.

Besides wives, others seated at the head table were B/Gen. William S. Rader, LTC Joseph Marciano and Andy Vangalis. The latter two men were responsible for the planning of the event and took care of many of the arrangements.

There were about 90 306'ers who showed up for the next week's festivities in Phoenix, headquartered at Del Webb's Townhouse. Again there was a tremendous mixture of people ranging from Al LaChasse, the group's first POW and an attendee at each of the five reunions, to "Johnny-come-latelies" of the 1945 period.

The distinctive nametags of the 306th group quickly showed all in attendance the strength of the organization. Tours were staged for husbands and wives, and at the Friday evening buffet about 225 attended dinner in a room reserved for the 306th.

Again, Strong was the speaker, telling much the same story he had the previous week--in a shortened version.

About 10 persons attended both reunions, although Bill Fahrenhold, 423rd, tried and did not quite make it, entering a Phoenix hospital on Thursday with a heart attack. He has returned home now.

Where next year? The 8th will have its reunion in Orlando, FL, again late in October. But the concern of the 306th is to perhaps do something slightly different--a reunion at the same time in a different hotel, a reunion elsewhere of just 306th, a reunion at a different time of year.

Combat Brings Quick Change in Name

In mid-March they had a milk run, and one of their planes, "Impatient Virgin" took a shellacking from German flak. That night some 367th airmen recaptured the plane, "Satisfied Whore."
Dick O'Hara, 423rd and 367th, recalls the time in early '43 when the 94th began its operational tour from Thurleigh, where they were stationed for a couple of weeks.

At Colorado Springs

367TH - Russell A. Strong, Hugh Phelan, Robert F. Cox, A.L. Visconti, Clay Ganes, Michael J. Stepenaskie, William F. Griffin, John A. Stone, Church Vondrachek, Jerome Kostal, John R. Kalb, Dinwiddie Fuhrmeister, Mack L. Madison, Keith Jackson, Joseph Broussard, Art Titus, Bill Futchik, Ed Gregory, Frank Bolf, C.A. Amundsen, John L. Ryan, Walter H. Coons.

368TH - James Haywood, Joe Gabrish, Joe Hardesty, P.D. Vaught, Bennie Jefferies, Henry E. Warren, Andy Vangalis, August Krajcik, Robert F. Proctor, William Cavaness, Ralph Bordner, Joe Hoffman, Ed Montoya, John Smith, William S. Raper.

369TH - William W. Flanagan, Howard Sharkey, Joseph Marciano, Reynold R. Smith, Y.B. Newsom, W.T. Peckham, Joe Bowles, Edgar R. Smith, Walter J. Gribb.

423RD - Robert D. Folk, William Fahrenhold, Richard R. Bale, Jerroll Sanders, Melvin Clark, William Perry.

At Phoenix

367th - John Corcoran, Larry Emeigh, Clifford Evans, Ed Gregory, Francis Hess, William Hicks, George Klucick, Jerry Kostal, Al LaChasse, James Lenaghan, Donald MacDonald, John McKee, Robert Paine, Harold Prescott, Robert Schultz, Robert Starzynski, Russell Strong, Leslie Turner, John Walkenhorst.

368TH - Ralph Bordner, William Carrasco, J. Ray Coleman, Walter Correll, Joe Gabrish, Leo Gallegos, Paul Greer, Richard Hackworth, James Haywood, Bennie Jefferies, William Jones, Alex Kramer, Karl Madsen, Louis Rodriguez, Donald Ross, Robert Seelos, Robert Stevens, Lee Teelon, Henry Warren, Warren Wilson, Gene Woods.

369TH - William Collins, Wayne Commons, Robert Crane, Robert Daniels, F.L. Henry, Roy Holbert, John Jones, Charles Mullins, Loy Peterson, David Ramsey, Charles Schoofield, Ed Schwab, Don Sebastian, Dennis Sharkey, Howard Sharkey, Howard Snyder, James Wirth.

423RD - Hollis Baker, Warren Borges, Harold Brown, Bill Fahrenhold (in hospital), Charles Gibson, William Guilfoyle, Charles Hayen, Harold Hutchinson, George Johnson, Henderson Knight, Wendell Larson, John Murphy, Aram Nahabedian, Fred Olsen, William Perry, Daryl Phillips, Paul Reioux, Art Resser, Howard Roth, Charles Schwoch, Frank Serafin, Charles Steiger, Ray Stymacks, Clay Wilson, Paul Milak, John Prescott, Realph Moulis, Frank Yaussi.

GROUP HDQS - Thurman Shuller, Donald Upchurch.

449TH SUBDEPOT - Ernest Michel.

1628TH ORDNANCE - Bruno Roskoski.

UNIT UNKNOWN - L. Olivier, William Feeser, Clarence Fisher.

876TH CHEMICAL CO - Francis White.

Paul Describes Typical Visit At Thurleigh

Once again I am writing to you from my office on the north side of the old Station 111 whilst misty rain trickles down the window, and the wind-sleeve hangs limp and dejected from its pole the other side of the perimeter track. In short, it is Autumn, the way you used to know it here in the ETO. We can't really complain about the weather, though, as we have just been through a beautiful, fine period lasting about six weeks, brought to us, I shouldn't wonder, by the kindness of all the 306ers who have been over to see us this summer. Yes, with only one exception, all the many returning 306ers have enjoyed clear skies, warm breezes and pleasant sunshine for their tours of the base this year.

Now that so many make the nostalgic pilgrimage I thought it might be a good idea to tell you all what happens so that perhaps even more of you will give us the pleasure of your company next year. Of course, many of our visitors are members of the 306 Association and have read the drill in the "Echoes" and written to me beforehand so that I can sort out the security clearance, etc. But many of our visitors first come to my notice when one of the security police phones my office to tell me he has found another "Yank" gazing through the fence with a wistful look in his eyes. From then on the Paul Plan swings into action. Whilst I make a couple of calls to the security officer and the police chief, the constable escorts the bemused American to our main gate, issues him a pass and takes temporary custody of his camera as this is a non-photographic area, then, complete with wife if she is with him, our guest is handed over to me.

We usually spend a couple of hours looking round the field and the old living quarters, in fact many an ex "Clay Pigeon" has located his bunkspace, as the foundations of the 367 Sqn huts are still in position. These can be photographed as the old living sites are outside our secure area and the cameras are returned before we visit them. Of course, memories flood back and for the first time in over 30 years husbands can show wives just what it is they have been talking about all this time.

When every inch of the field has been explored and drained of memories we drive off to my home where June has organized lunch for everyone and the ladies enjoy getting each other confused by trying to sort out the differences between American and English cooking terminology. Boy, if you thought you had a hard time with British English, wait until you hear the wives discussing Scones, Cookies, Biscuits, Marrows, Zuchinis, cucumbers, teaspoons and cups! I really must include here a word of thanks to June for the way she manages to organize a meal for us even when the first warning she sometimes gets is when my car turns into the drive followed by another obviously full to the brim with Americans!

After lunch we settle our guests down on the seetee and give them the pile of nine or ten photograph albums we have assembled of Thurleigh base as it was then. Looking through these pictures seems to give so much pleasure to our guests, and enables many sets of buddies to remember and get back in touch with each other, that June and I have made the assembly of them a major project in our efforts to be of service to the 306th. We wouldn't dream of asking for original pictures but we ask our guests if they would loan us any they have and we rephotograph them on the spot and put the copies in the albums. We have also received reels of negatives of copies taken in the States which we have printed and added, so maybe by the time you read this there will be twelve or fifteen albums! Anyway, this takes us through the afternoon and after a cup of tea we bid our new friends "Au Revoir", and life returns to normal until the next 306er appears at Thurleigh gate.

I guess you will be reading this not too far from Christmas, and as Yuletide is the time for ghost stories I thought you might enjoy a little tale I have heard several times here on the field, and it might be particularly interesting to any of you who used to spend hours of darkness on the 423rd aircraft hardstandings. Not far beyond the 423rd pans, towards the intersection of the main and North/South runways, there used to stand a farmhouse called "Tidbury", and this house had a strong reputation in Risely Village for being haunted.

It is said that even now the line of the footpath that used to lead from the farm to Risely Village has an evil atmosphere and that police guard dogs bristle and whine when they cross the line of the old pathway. More than one villager swears that on dark, winter nights they have seen a misty white form floating along this path to the site of the farm and one, braver than the rest, tried to hit it with a stick but his blow met nothing and the shape drifted on unperturbed. So, if YOU were on guard duty or working late on a 423rd ship and something just caught the corner of your eye, well, that path went right through the 423rd hardstandings!

I'll tell you some of the other ghost stories about Thurleigh some other time, but, if any of you ever came across anything odd on the field I would very much like to hear about it as I am seriously researching many of these happenings.

A merry Christmas and a Happy New Year to you all,
Keith Paull. Thurleigh Field.

Thurleigh, being one of five mechanics left at Thurleigh to service planes brought back from the Casey Jones photo mapping project.

But, came the day they were also moved to Geibelstaat, Germany, and Weisen was the last one to get in the plane.

Others with him that day were Olin H. Davis, Jr., Meyer Satinsky, Harry Moore and Edward C. Kern.

Thus ended three years of 306th occupation of Thurleigh, from those early days of September 1942 when the first of nine to ten thousand men arrived.

You Can Add To Permanent 306th Archive

The editor has just come into the possession of the complete set of pictures from Art Bove which were used in the 1946 edition of "First Over Germany."

In addition, he has many records which you have provided as well as copies of mission reports, etc., from National Archives and the Simpson Historical Research Center of the Air University.

Strong's picture collection of the 306th now probably numbers about 2000 prints.

He would like to urge you to consider what may happen to items of memorabilia--orders, other records and pictures--upon your demise. If members of your immediate family are unlikely to want to keep 201 files, Form 5's, etc., please place a note in them to have them mailed to him.

Strong will continue to maintain 306th records until such time as he is unable, and arrangements have been made then to transfer his complete files to the Library of the Air Force Academy at Colorado Springs. The Librarian has indicated that the records would be maintained as a unit, and would thus provide primary source material for generations of cadets.

Mills Joins B-17 Ground Crew

John P. Mills of Bedford, one of the enthusiastic British members of the 306th Bomb Group Historical Association of England, has been named to the ground crew of the last remaining operational B-17 in the British Isles.

The ship is now at Duxford, and Mills says he recently realized a 35-year dream when he had a ride in it.

"Sally B" will soon be in the hangar for her annual checkup, an expensive overhaul as all four Cyclones will have to be replaced or rebuilt.



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Each issue is prepared and printed at Kalamazoo, MI, and editorial contributions are welcomed and should be sent to the editor. Mailing is from Poland, OH, and new addresses, changes and deletions should be sent to the contact man.

Weisen Claims Last to Leave Thurleigh

Richard J. Weisen, Jr., 4th Station Complement Squadron, says he was the last 306th man to leave

New Names and Addresses

Since the last issue of Echoes we have added, or corrected addresses, on the names listed below:

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MacGhee's Korean War Exploits Good Reading

Sometime when you tell your wife you'll meet her at the library--and find time hanging heavy on your hands--have the librarian find you the January 22 and February 5, 1954, copies of Collier's Magazine.

Col. David F. MacGhee is the author of two articles telling of his experiences as a prisoner of war of the Communist Chinese.

Dave was the 369th squadron navigator from 18 May 43 to 13 Aug 43, first joining the 306th 15 January 1943 as the navigator for Carroll Briscoe's crew. Dave was the 34th officer of the 306th to complete a combat tour.

To whet your appetite, we'd like to quote a few paragraphs from the second installment:

"Ding had told me that career as a soldier and a Communist depended on getting confessions from all the ring leaders. I realized that while he would not deliberately execute me, he might very well kill me in a fit of temper. So I confessed, along with five other officers.

"That 140-page confession was a beaut and I'm still proud of it. I knew it was meant to be read aloud to a meeting of POW's, so I made it a textbook of everything I had learned about thwarting the Communists. I admitted to all kinds of anti-Communist 'crimes'--and carefully explained, for the benefit of new POW's, how I'd committed them. Beating interrogation? Sound sincere, smile continually, take plenty of time, switch the conversation to Communism, write in large letters to fill up paper and use big words the interrogators will have to look up in the dictionary. I had committed all these acts, and I was sorry. So I said.

"I don't know why the Chinese let me read this two-hour document, since I was frequently interrupted by guffaws from the audience, which brought shouts of 'Silence, silence!' from the monitors. Frankly, I enjoyed every minute of it. I was tickled that I was putting one over (although probably for the last time) before 300 appreciative witnesses.

"For committing these crimes I was sentenced to three months in solitary. So were three other confessing officers, while two more got six months apiece.

"During my term in solitary, the men held Crazy Week--an exhibition of pure American-brand insanity intended to harass the Chinese. Three hundred of them went to the latrine en masse at 2:00 a.m. They played bridge without cards, basketball without a ball, and chess without pieces. They cut off one side of their mustaches and one man shaved all his hair except an Indian scalp lock. (He claimed he was the Last of the Mohicans, and the Chinese sternly told him to stop mocking oppressed minorities.)

"The star of Crazy Week was a helicopter pilot who put miniature rotor blades on his Korean hat. He pretended he was riding a motor scooter and traveled all over the camp in a half squat, racing an imaginary engine, fixing flats, claiming the Chinese stole his tool kit--until finally he was summoned

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The 306th's Original 315 C

68 Completed Tours, While Two-thirds Became Casualties

"What ever became of our old co-pilot, old wat-zis-name?"

This might well be the reunion battlecry each year as the 306th veterans gather "to do battle" once again.

Of the 315 men who left Westover Field, Massachusetts, for England in September 1942, all but five have been traces as to their fate in combat. In fact, nearly 100 of them appear on the current mailing list for the group.

There were 35 nine-men crews in the air, 34 of them reaching England, along with 33 airplanes. The 369th took eight crews, while the other squadrons took nine each.

Some of these men expressed feelings that they would never return from combat, and two-thirds of them did become casualties.

The 306th was the longest serving group in the Eighth, beginning its combat 9 October 42, with a mission to Lille, France, to bomb the Compagnie des Fives Lille. In accomplishing its mission it lost Capt. John Olsen and his 367th crew over the target, and lost another plane in a crash landing at Manston.

Six men of Olsen's crew were killed that day, the navigator and engineer evaded capture, and Al LaChasse, bombardier, became the first 306th prisoner of war. In addition, Arthur Chapman, tailgunner for Lt. Robert W. Seelos, took a 20 mm through the chest after losing a hand, became the 306th's 2nd European Theatre's first air evacuee, and died several days later.

The 306th suffered severely from non-combat losses, as 13 men died when Lt. John Leahy, 423rd, went down off the coast of Greenland en route, and Lt. William Ely, 367th, went into a fatal dive on a training mission in late October 1942.

Sixty-eight, or 22 percent, completed combat tours, some in early to mid-1943 and other stretching into 1944. Sgt. Michael Roskovich, 423rd, was the first enlisted man in the 8th AF to finish a tour, and Lt. Eugene Pollock, 423rd, was the second officer in the 8th to finish.

The two-thirds who were combat casualties include killed, killed in action, died of wounds, wounded, (ending their combat), prisoners of war, and nine of whom evaded capture after being shot down.

There were others who were transferred to other organizations, those sent back to the States, and some who never flew any combat but were given ground jobs.

Nearly every raid claimed planes, until by 17 April 43 when the 306th lost 10 planes over Bremen, the original crews gave almost a last gasp. A few continued to fly, with two or three men going down on second Schweinfurt, 14 October 43.

The pilots have been the easiest

to keep track of and locate. Of the original 35, 12 died in combat, two died in accidents, seven became POWs, three were evadees, three were evadees, three were transferred and eight completed combat tours.

Of these original 35 pilots, two became 306th squadron commanders and later were bomb groups commanders themselves; Henry W. Terry, 369th, and later the

91st bomb group, and William S. Raper, 367th, and later the 303rd bomb group.

Among the officers, it is interesting to note that eight each of the pilots, copilots, navigators and bombardiers completed tours. Twenty-four pilots and navigators were casualties, while 25 of the copilots and bombardiers fell into this category.

Actually, the 306th losses among original personnel were heavier than indicated by this survey. In particular, there were extra pilots who went to combat as staff officers rather than as crew leaders, and became casualties on missions that they made.

Replacement crews also felt the heavy hand of fate as well, and they began suffering losses as early as

Original Combat Crewmen (Classified by crew position and squadron)

	Pilots				Copilots				Nav.				Bomb.				Eng.				RO				Gunners				
	7	8	9	3	7	8	9	3	7	8	9	3	7	8	9	3	7	8	9	3	7	8	9	3	7	8	9	3	
25 Missions	1	4	1	2	1	1	2	4	1	3	1	3	2	1	1	4	1	1	1	2	0	4	2	3	3	6	7	6	= 68 - 22%
KIA	2	2	4	4	4	0	2	3	2	4	1	2	2	4	3	1	2	3	4	1	2	1	3	2	7	8	10	7	= 90 - 29%
DOW					1							1													1				= 3 - 1%
Killed	1			1				1	1			1	1			1				1				1				3	= 13 - 4%
Wounded								1				1	1			1									1	1	2		= 10 - 3%
POW	2	2	2	1	3	6	2	1	3	2	4		3	2	3	1	2	3	1	3	5	4	3	1	10	10	3	6	= 88 - 28%
Evadee	2		1		1				1			1				1	1											1	= 9 - 3%
Casualties	7	4	7	6	8	8	4	5	7	6	6	6	7	6	7	5	6	6	5	5	7	5	6	4	18	20	15	17	= 213 - 68%
Transferred	1	1		1				2		1				1			1			1					3	1		1	= 15 - 5%
Non-flying														1			1	2	1	1	1				2	3		2	= 14 - 4%
Unknown									1											1							2	1	= 5 - 2%

Crew Personnel From Westover To Thurl

367th Squadron

John L. Ryan, P, evadee+
Gerald L. Simmons, CP, KIA+
Robert B. Hermann, N, POW+
Sherwood W. Olds, B, wounded
Robert T. Schaming, E, transferred
Charles E. Perry, RO, POW+
William E. Kellum, G, transferred
Arthur T. Beaudoin, G, transferred
William H. Forrester, POW+

John R. McKee, P, evadee+
William W. Dickey, Jr., CP, KIA-
Joseph A. Creed, Jr., N, KIA-
George L. Mathews, B, POW+
Stanley C. Garner, E, POW+
Francis J. Hess, RO, POW+
Helmuth V. Roeder, G, POW+
Walter L. Wynn, G, POW+
Richard J. Taylor, G, non-flying

James M. Stewart, P, KIA+
John B. Elliott, CP, POW-
Joseph E. Consolmagno, N, POW-
John A. Creamer, Jr., B, KIA+
Charles J. Meriwether, E, KIA+
Raymond C. Schmoyer, G, KIA+
Thomas E. McMillan, RO, KIA+
Jack M. Wheeler, G, POW+
Stanley J. Milik, G, KIA-

John W. Olson, P, KIA+
Joseph N. Gates, CP, KIA+
William J. Gise, N, evadee+
Albert W. LaChasse, B, POW+
Erwin D. Wissenback, E, evadee+
Thomas W. Dynan, Jr., RO, KIA+
Luck H. Talbot, G, non-flying
Truman C. Wilder, Jr., G, KIA+
Bert E. Kaylor, G, KIA+

William W. Ely, P, K+
Leonard E. Hamaker, CP, POW-
William H. Kuhlman, N, K+
Robert P. Cameron, Jr., B, K+
Dudley E. Fuller, E, K+
Robert G. Mumaw, RO, POW-
James E. Fairchild, G, non-flying
Bruce C. Nicholson, G, wounded
Raymond E. McAskill, G, wounded

George R. Buckley, P, tour
Robert L. Brandon, CP, KIA-
Lemuel E. Smith, N, KIA-
Walter H. Coons, B, tour
George B. Klucick, E, tour
Barry M. Brown, RO, transferred
William G. Hicks, G, tour
Jerrold Hopkins, G, KIA-
William J. Standish, G, tour

Ralph J. Gaston, P, POW+
Don H. Eldredge, CP, POW+
Frank B. Leasman, N, POW-
Kenneth H. Jones, B, KIA+
Lester D. Quandt, E, POW+
John B. Jones, RO, POW+
Rudolph C. Garcia, G, POW+
Albert J. Conte, G, POW+
Percy C. Bollinger, G, POW+

Henry W. Terry, P, transferred
William J. McKearn, CP, tour
John H. Dexter, N, tour
Hugh J. Toland, B, tour
Roy D. Ploeger, E, non-flying
Russell Ilg, RO, non-flying
Chester T. Wendoloski, G, tour
William J. Baumgartner, G, transferred
Walter R. Kuczynski, G, POW-

Earl C. Tunnell, P, POW+
Robert E. Biggs, CP, evadee+
William L. Eubank, N, transferred
Andrew J. Friedrich, B, POW+
Charles K. Kirby, Jr., E, KIA+
Robert A. Siavage, RO, POW+
George A. Tracy, G, KIA+
Donald Tunstall, G, POW+
Charles D. Hill, Jr., G, POW+

368th Squadron

William C. Melton, Jr., P, transferred
Alexander Kramarinko, CP, POW-
Charles L. Grimes, Jr., N, KIA-
Robert T. Levy, B, KIA-
William L. Cherry, E, KIA-
Mahlon E. Snover, RO, KIA-
Leland J. Kessler, G, POW-
Gilbert G. Shoemaker, G, KIA-
Ernest P. Garland, G, KIA-

Walter N. Smiley, P, KIA+
Robert G. Miller, CP, POW-
Martin M. Strauss, N, KIA+
Wilbur W. Breunig, B, KIA+
Raymond G. Clifton, E, KIA-
Joseph M. Spiro, RO, POW-
Earl L. Kerbow, G, KIA-
Roderick C. Clark, G, KIA+
William R. Payne, KIA+

Robert W. Smith, P, tour
Fred D. Gillogly, Jr., CP, POW-
Carl G. Jones, N, POW-
Charles N. Ketchie, Jr., B, grounded
Lyle V. Edwards, E, POW-
Raymond R. Banks, RO, tour
William Allan, G, POW-
James W. Haywood, G, tour
Henry E. Warren, G, POW-

Combat Crewman

In the accompanying "original crew" pictures, identifications have been found for mostly officers. The editor would appreciate receiving any other crew identifications that you may have.



Some of the best art to come out of the 306th was that done by Sgt. Don Bevan before he went off to Stalag 17. Above is Lt. William Warner's crew. Across the top: Sgt. William Williams, Eddie Espitalier and Claiborne Wilson. In the middle: Sgt. Hubert Houston, Sgt. Kenneth Aulenbach and Lt. Warner. At the bottom: Sgt. Colin Neeley, and Lts. Frank Yaussi, Robert Salitnik and Warren George.



Lt. Harold Gaslin, Lt. Pervis Youree, Lt. Gerald Hopkins and Lt. George Homer.



Lt. Raymond Check, Lt. Prue Blanchette, Lt. Ralph W. Jones, and Lt. Emmett Ford.

igh

James M. Ferguson, P, POW+
Robert F. Dresp, CP, DOW-
Donald R. Greene, N, KIA+
George W. Frederick, B, KIA+
Charles A. Edinger, E, POW+
Richard G. Hackworth, RO, POW+
James B. Stelzer, G, KIA
James V. Loving, G, POW+
Eulis D. Smith, G, POW+

Otto A. Buddenbaum, P, KIA+
Maxwell Judas, Jr., CP, POW-
George W. Owens, N, KIA-
Joseph C. Wilkins, B, POW+
Robert Guthrie, E, POW+
Sylvester L. Horstmann, RO, POW+
Robert E. Liscavage, G, POW+
Mark B. Arrieta, G, tour
Edmund Becker, G, wounded

Clay E. Isbell, P, KIA+
Edward J. Hennessy, Jr., CP, tour
Frank J. Jacknik, N, POW-
Abraham L. Burden, B, POW+
Ervin Grenke, E, KIA+
Robert S. Krijak, RO, KIA+
George B. Houx, G, KIA+
Edward Kostecki, G, KIA+
Ernest Higham, G, tour

John M. Howard, P, POW+
Gustave S. Holmstrom, CP, POW-
Frederick I. Anderson, N
Conrad J. Farr, B, KIA+
Benjamin J. Gordon, E, tour
Harold F. Lightbown, RO, tour
Harvey L. Cox, G, tour
Cecil B. Smith, G, tour
Peter W. Pappas, G, tour

William S. Raper, P, tour
Robert R. Fryer, CP, tour
Frank E. Ross, Jr., N, POW-
Foster G. Daniels, B, KIA-
Alva E. Dye, E, non-flying
Robert F. Nelson, RO, tour
Jesse R. Downard, G, KIA-
James R. Curry, Jr., G, POW-
Robert J. McKeage, G, POW-

Marian E. Reber, P, tour
Glenn J. Lally, CP, POW-
Luther Bergen, N, tour
William W. Saunders, B, POW-
Clyde A. Christian, E, tour
Waverly C. Ormond, RO, tour
Clifford C. Kenberling, G, tour
Richard L. Bohland, G, tour
John R. Geimer, G, POW-

Richard D. Adams, P, evadee
Carl W. Cook, CP, POW+
John A. Latchford, Jr., N, POW+
Julius C. Landrum, B, POW+
Peter Greyno, E, KIA+
Jim T. McCloy, RO, KIA+
Anthony S. Lacek, G, KIA+
John S. Saunders, G, KIA+
Ford L. Winchell, G, KIA+

William J. Casey, P, POW+
Oliver E. Tilli, CP, transferred
Walter C. Leeker, N, wounded
A. G. Smith, B, wounded
Wilson E. Elliott, E, POW+
Walter Hagemier, RO, POW-
Donald C. Lively, G, POW-
Reginald G. Harris, G, POW-
Parley D. Small, G, tour

Robert W. Seelos, P, POW+
John R. King, CP, wounded
John J. Hogan, N, tour
VanDycke, McKelvey, B, transferred
Stanley P. Stemkoski, E, KIA+
William H. Kesky, RO, POW+
William H. Baker, G, POW+
Roland Magee, G, KIA+
Arthur E. Chapman, G, DOW+

369th Squadron

James A. Johnston, P, KIA-
Charles A. Flannagan, CP, tour
George J. Spelman, N, tour
Shedrick E. Jones, B, POW+
Wyndom S. Haynes, E, non-flying
Robert L. Stevenson, RO, POW+
Charles E. Tipton, G, KIA+
Frederick H. Hommick, G
Thomas D. McMahon, G, POW+

Charles W. Cranmer, P, KIA+
Albert Brunsting, CP, KIA+
Paul E. Byer, N, KIA+
John G. Reed, B, KIA+
Arizona T. Harris, E, KIA+
Kermit J. Constantine, RO, KIA+
Charles M. Taylor, G
Charles S. Wall, Jr., G, KIA+
Harry N. Meyers, G, wounded

423rd Squadron

Mack McKay, P, transferred
L. P. Johnson, CP, tour
Eugene J. Pollock, N, tour
George S. Horner, B, tour
Gerald J. Kruszynski, RO,
non-flying
Harry G. Alleman, E, non-flying
Raymond J. Henn, G, KIA-
Roy H. Gibson, G, tour
Conrad A. Pascual, G, non-flying

John M. Regan, P, tour
Theodore A. Jankowski, CP, POW-
Wallace D. Boring, N, tour
Joseph E. Kosakowski, B, tour
Bert O. Puckett, E, non-flying
Wilbur F. Hoffman, RO, tour
Carl L. Pugh, G, tour
Roy E. Knudsen, G, non-flying
August J. Krajcik, G, tour

Robert P. Riordan, P, tour
Basil E. Johnson, CP, injured
Peter Fryer, N, POW-
Gerald D. Rotter, B, tour
Herman Albert, E
Orville B. Schultz, RO, tour
John E. Owens, G, tour
John T. DeJohn, G, wounded
Raleigh W. Holloway, G, tour

Jack A. Spaulding, P, KIA
James O. Jones, Jr., CP, KIA-
Wallace B. Kirkpatrick, N, POW+
Gordon F. Grant, B, KIA+
Thomas H. Gilliland, E, KIA+
Edward A. Nork, RO, POW+
Louis R. Morgan, G, KIA+
Dale A. Davis, G, KIA+
Leon Williams, G, KIA+

John R. Barnett, P, POW+
Lowell E. Kinney, CP, KIA+
Thomas D. Hall, N, KIA+
Norman R. Nelson, B, KIA+
Frederick Mannello, E, POW+
David Goldberg, RO, non-flying
Bernard P. Papieka, G, KIA+
Walter Crawford, G, POW+
Walter C. Morgan, G, POW-

'Flying Combat Aircraft' for WW II Veterans

December of 1942.

One original copilot was injured in a ground accident before flying combat and was transferred home, along with a gunner who tried to take his own life.

The evadees pose an interesting group. Note that more pilots than any other single group evaded. This may be accounted for by the fact that very often they were the last to leave the plane, and landed well separated from the remainder of the crew. Seven of the nine evadees were officers. An engineer from the first crew, and a fanner who went down in February 1943 were the only enlisted evaders.

The 367th squadron found its Clay Pigeon name well chosen, as it recorded 60 of the 214 casualties.

Members of the 423rd had the best tour completion rate, 30%; the 369th, the most killed in combat, 37%; the 423rd, the most killed in non-combat, 11%; the 368th the most POWs, 36%.

No crew went down intact, as wounds and illness forced daily changes.

Lt. Pervis Youree, 423rd, had seven of his originals complete tours, the best record in the group. Six each from the crews of Maurice Salada, 423rd, John Regan, 368th, and Marlin Reber, 368th, completed their tours.

Conversely, three of the crews lost seven of the original nine men as killed in action: Walter Smiley, 368th; Charles Cranmer, 369th, and Jack Spaulding, 369th.

As time moved along, the overall chances for survival proved better, and the early combat crews

If you harbor a great affection for WW II type aircraft, and even a few before and some later, you will find two recent books of great reading interest.

"Flying Combat Aircraft of the USAAF-USAF," both volumes one and two, are intensely interesting collections of articles by pilots on their experiences in flying the various planes, ranging from the Martin B-10 to the F-111 Aardvark.

The B-17 piece appears in volume 2, and aside from a questionably labeled picture of a B-17H (!), is interesting.

M/Gen. Haywood Hansell did the story on the B-29, and you'll recognize many other famous names as authors of six or eight page essays on various aircraft.

Volume 1 came out in 1975 and volume 2 in 1978. Both are from the Iowa State University Press.

The jacket on the first volume has a line at the bottom, "a book to be savored by veterans and arm-chair aviators alike!" and we'd second that.

took a terrific beating. On the first two missions--9 October 42 and 7 November 42--the 306th put up 24 planes each day. They did not reach that number again until 4 April 43 in a raid to Paris, and only in mid-May did they begin to consistently put up two dozen airplanes. Thus, it was a small number of planes facing furious fighter onslaughts on almost every raid that caused a large proportion of the losses.

Westover-Thurleigh Crews

John T. Leahy, P, K+
Robert H. Landry, CP, K+
Andrew J. Hoyt, N, K+
Frank L. Shannon, Jr., B, K+
William Blakesley, E, K+
James A. Wiley, RO, K+
Charles H. Carlton, G, K+
Roland L. Oikle, G, K+
Leslie R. Pettyjohn, G, K+

William H. Warner, P, KIA+
Warren George, Jr., CP, KIA-
Robert J. Salitrnik, N, DOW-
Frank K. Yaussi, B, tour
Kenneth R. Aulenbeck, E, KIA+
Eddie F. Espitallier, RO, POW+
Claiborne W. Wilson, G, Evadee+
William E. Williams, G, KIA+
Colon E. Neeley, G, KIA+

Maurice V. Salada, P, tour
Roy B. Kelley, CP, tour
Jacob C. Shively, N, wounded
Chester H. May, B, tour
Andrew Bezak, E, tour
Jacob E. Kirn, RO, tour
Wayne W. Hart, G, tour
Howard V. Wilson, G, POW-
Charles M. Counts, G, tour

Raymond J. Check, P, KIA+
Ralph W. Jones, CP, tour
M. Prue Blanchette, N, tour
Emmette W. Ford, B, tour
Francis J. Bowes, E, transferred
William T. Johnson, RO, tour
Joseph P. Uhor, G, hurt, non-flying
Charles R. Wilson, G, KIA-
Edward L. Mulvihill, G, transferred

Pervis E. Youree, P, tour
James E. Hopkins, CP, tour
Harold E. Gaslin, N, tour
Stanley N. Kisseberth, B, wounded
Franklin A. Blum, E, tour
Michael Roskovich, RO, tour
William E. Wilkerson, Jr., G, tour
William V. Baker, G, tour
James J. Mellilo, G, POW-

John B. Brady, P, KIA+
Bernard T. Healey, CP, KIA+
Warren M. Lewis, N, KIA+
Robert E. Kylius, B, evadee-
James L. Carberry, E, POW-
William L. Nisbett, RO, KIA+
Freel Colvard, G,
Eugene H. Stein, G, KIA+
John F. Elek, G, tour

Loyal M. Felts, P, KIA+
Robert J. Jones, CP, POW+
Forrest D. Hartin, N, evadee+
Andrew L. Graham, B, POW+
Richard L. Beers, E, POW+
John A. Westcott, RO, KIA+
Charles A. Fatigati, G, POW-
Jack C. Webb, G, POW-
Charles E. Vonderlieth, G, KIA+



Lt. Edward Hennessey, Lt. Clay Isbell, Lt. Abraham Burden and Lt. Frank Jacknik.



Lt. Robert Riordan, Lt. Edward Maliszewski, Lt. George Spelman and Lt. Gerald Rotter.

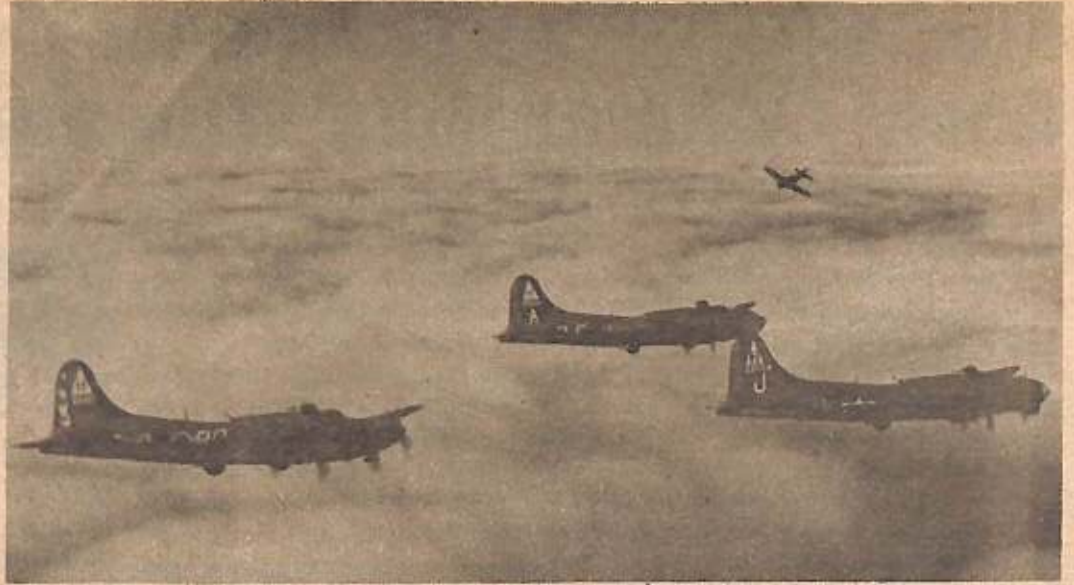


Back: Lt. Earl Tunnell, Lt. Robert Biggs, Lt. William Eubank, Lt. Andrew Friedrich and Charles D. Hill. Front: Charles Kirby, Robert Slavage, George Tracy and Donald Tunstall.



Capt. Joseph Johnston, Lt. Charles Flannagan, Lt. Shedrick Jones

Combat Action



ORLANDO OCT 30-NOV 2

Invitations from Our English Friends

Although there was no UK reunion this year, a number of 306ers came over on individual visits.

We were pleased to welcome them to our homes and spend time discussing the old days, prompting memories with the assistance of the growing number of items of Group memorabilia which we are accumulating towards the Memorial Collection.

It was good also to take many of them to Madingley Cemetery and to Duxford, where we were able to arrange for some to renew acquaintance with the interior of a serviceable B-17.

All those who came over after July were shown a video recording of the recent BBCTV programme "Bombers", which includes much 8th AF footage (including a little 306th) and stirred a lot of memories.

We are always pleased to see members of the Group and to help make their visits worthwhile and pleasurable. Keep on coming; our addresses are in the 306th listing—just contact any of us. Better still, why not start planning now for a 306th visit to Bedford, for at least a week, at some time in the not too distant future. Given sufficient notice and a rough estimate of numbers, we would be happy to make the necessary arrangements at this end.

Cyril and Mary Norman
John and Diane Mills
Gordon, Connie & Lloyd Richards

b-17 plaque

There is a new item now available which we have talked about before.

Orchestrated by Judge Donald Ross, former group bombardier, a magnificent copper etching of a B-17, bearing late 1944 tail markings of the 306th, is now available.

The item comes in an English oak frame, and was greatly admired by those who saw it at Phoenix.

You can place an order for \$35, plus \$1 for postage and packing, to Conrve, Inc., Box 21158, Eagan, MN 55121.

Prisoner

to camp headquarters. On the way, disaster struck—his 'scooter' fell into the ditch and was 'wrecked'. Johnny went into the camp commander's office and demanded a new scooter. Ding Chan was no fool.

"We would like to give you a scooter, Comrade," he said, going along with the gag, 'but if we give you one we would have to give a scooter to every POW in camp. When you are repatriated we will see that you get a new one.'

"In the days that followed, I was moved to another camp, then another, and wound up in the final repository for living incorrigibles—No-Name Valley. There I remained until I was moved down to Kaesong and repatriated on September 5, 1953, two years, nine months and 26 days from the date of my capture."

Deceased

- Adams, Robert G., 369th waist gunner, 11 Oct 72 at Stephenville, TX.
- Allerton, Ray L., 449th subdepot warrant officer, 1979 in Dowagiac, MI.
- Ashwood, Robert P., 367th gunner, 1979 at Hightstown, NJ.
- Birdwell, Joe B., 423rd, 31 Jul 75 at Graham, TX.
- Boswell, Gwynn A., 368th pilot, 9 Aug 67 at Athens, TX.
- Cheek, Hubert L., 4th Sta. Complement Sqdn., 5 Dec 70 at Tyler, TX.
- Cogswell, Robert W., 367th pilot, KIA in Korea.
- Donoughe, Thomas P., 367th engineer, date unknown.
- Eben, John B., 368th, date unknown.
- Hanson, Henry E., 367th pilot (two tours), 30 Jul 77 at Chippewa Bay, NY.
- Kuczynski, Walter R., 367th gunner and POW, 24 Jul 75 in Cudahy, WI.
- Lee, Robert E., 367th radio operator and POW, 26 Jan 79 in San Antonio, TX.
- Perez, Col. Guillermo A., 368th pilot, 22 Jul 79 in El Paso, TX.
- Roberts, Dane K., 423rd co-pilot, Nov 77.
- Somerville, Richard J., 367th pilot, 23 Apr 78 in New Orleans, LA.
- Weber, Elmer J., 367th mechanic, 25 Aug 79.
- Wilke, Elmer R., 369th gunner and twin brother of Emil, 1974 in Illinois.
- Whitener, Columbus A., 423rd radio operator, date unknown.

HELPING THE 306th

Your continued support of newsletter and research activities is making possible the success of the various 306th ventures. But, we need to remind you that assistance must continue if these activities are to be carried on.

I enclose my check for \$_____ to support the production and mailing of ECHOES, and reunion activities of the 306th Association. (Mail your check to Wm. M. Collins, Jr., 2973 Heatherbrae Dr., Poland, OH 44514)

I enclose my check for \$_____ to support the research, writing and publication of a new history of the 306th Bomb Group. Publication is expected during 1980. (Mail your check to Russell Strong, 2041 Hillsdale, Kalamazoo, MI 49007) Contributions of \$100 or more will receive a copy of the history without further charge.

Name _____

Address _____

McCallum, Tarr Nominees as 'Hard Luck' Combat Men; Who are Yours?

Who is your nominee as the "hardest luck" combat man in the 306th?

We'd like to hear from anyone with a good case, and will carry such stories in the next issue of ECHOES.

But, having posed the idea, we'd like to place two names in nomination—both pilots:

LT. ROBERT McCALLUM

LT. WILLIAM C. TARR

McCallum arrived in the 306th 21 March 43 as a co-pilot in the 423rd. His first claim to fame was having been the co-pilot for Lt. L. P. Johnson on 1 May 43, the day Snuffy Smith played tag with the flames in the radio room on his way to earning the Congressional Medal of Honor.

McCallum had a few days off, but made the mistake on 21 May 43 of being the co-pilot for Lt. R. H. Smith. This was the day "Dearly Beloved" staged the biggest running fight with the Luftwaffe ever recorded by the 306th, with the crew getting 11 confirmed enemy kills. McCallum was credited with the 11th, firing the top turret guns just before they ditched.

But, that's only part of the story. By the time they were well out over the North Sea on their way home, they played hopscotch with the waves for a while, and finally set the plane down.

They then spent 30 hours in the North Sea in their two rafts, and survived until picked up by a Royal Navy mine sweeper.

McCallum received an Air Medal, three oak leaf clusters, a Distinguished Flying Cross, and the Purple Heart with one oak leaf cluster. Then he was flying one of his last missions on 14 Oct 43 to Schweinfurt, this time as a first pilot, and went down with his plane, "Queen Jeannie." Also killed that day with him were Homer Fitzer CP, John Drennan RO, James Dunford BT, and Ned Bostic LWG. Survivors off the plane were John Prentice N, Paul Manning B, Marvin Bartlett E, Austin Sader RWG, and Willard McQuarrie TG.

McQuarrie says they were knocked out of formation by the first fighter attack, and were a sitting duck for the second pass, after which they bailed out. The plane actually broke up in the air, and photographs of the tail section and other pieces were published in a German magazine.

Tarr arrived at Thurleigh with his replacement crew 21 February 1944.

On 26 March Tarr's bombardier, Dominic J. Giosso, was killed by a piece of flak hitting his jugular vein.

Tarr was back in the air on 11 April. His navigator Carlyle Singer, and a new bombardier named A. J. Parnes were both killed. Tarr's Silver Star citation tells the story:

"Enroute to the target the squadron in which Lt. Tarr was flying was viciously attacked by 20 FW 190s. During the initial assault, a burst of cannon fire shattered the plexiglas nose, killing the navigator and bombardier. Though two of the fighters were destroyed by members of the crew, the enemy suc-

ceeded in knocking out one engine, partially disabling a second engine and rendering the hydraulic system useless. In spite of the battered condition of his plane and although still two hours from the target, Lt. Tarr skillfully held a position in the formation until over the North Sea and then ordering all unnecessary equipment to be jettisoned, headed for the nearest base in England."

Tarr brought his plane into Foulsham, and today modestly says it was a bit difficult to fly with the nose shot out, and the cold air streaming through the plane.

Tarr did not have an opportunity to receive his Silver Star while in England, as he was again flying on 24 April on a long mission to Oberpoffenhofen. This was one of the 306th's worst days, losing 10 planes, among those Lt. Tarr.

Who are your nominees for tough combat tours?

Bombs Slowed Petrol Output, Study Shows

So you've often wondered if those trips to Hamburg, Merseberg, Ruhland, etc., ever did any good?

A 1965 book, "The German Economy at War," by Alan, S. Wilward, has some answers in three tables.

Production of aviation fuel:

April 1944	175,000 tons
May 1944	156,000 tons
June 1944	53,000 tons
July 1944	29,000 tons

Production of automotive fuel:

April 1944	125,000 tons
May 1944	93,000 tons
June 1944	76,000 tons
July 1944	56,000 tons

Production of diesel fuel:

April 1944	88,900 tons
May 1944	74,000 tons
June 1944	66,000 tons
July 1944	62,000 tons

And did you know that in the Battle of the Bugle, the vaunted mechanized German army had to rely on horse drawn conveyances for a high percentage of its supply transport?

Yes, the strategic bombardment of refineries and storage depots had a marked influence on the mobility of the German Air-Force, Army and Navy, and many of you in the 306th played an important role in this action.

There were 35 nine-man crews turn from combat, and two-thirds of a hand, became the 306th's and ture after being shot down.

gunner who went down in February serious fighter onslaughts on almost

Experience Not Always a Key To Survival

Remarks are often bandied about by the knowing and the unknowing about pilot inexperience being the telling factor in combat losses among heavy bombers.

Checking 175 crews from the 306th combat losses, training losses in England, and including the eight midair collisions of which the editor is aware one cannot substantiate the claim of inexperience being the cause for losses.

What was it? Luck?

I doubt that there is any better explanation at this time, and it would take far more knowledge than anyone of us has to ascertain why some planes went down—for some others, there is no difficulty.

In 75 of these incidents a major cause of tragedy had to be the death of the first pilot. Add to this Capt. Raymond Check, who was killed as a first pilot, but the plane came home through the bravery and skill of Lt. Col. James W. Wilson and 1st Lt. William P. Cassidy—but that's another story.

We do not have individual performance records, so it is im-

possible to tell just how many missions each pilot had flown. But, based on the count of Air Medals and oak leaf clusters awarded, for which we do have detailed records, we learned that 45 planes were lost by pilots who had not received an Air Medal at all, indicating that they had not completed five missions.

This is the single largest group in the tally, but only two more than pilots who had an Air Medal and oak leaf cluster, indicating that they were probably somewhere between their 11th and 15th missions.

The tabulation of planes lost, and the career status of the first pilots, is as follows:

No Air Medal (0-4 Missions)	45
AM (5-9)	35
AM & 1 olc (10-14)	43
AM & 2 olc (15-19)	31
AM & 3 olc (20-24)	18
AM & 4 or 5 olcs	3

Thus, it was best to fly with a pilot with more than 20 missions under his belt. But, to mention Check again, he was on his 25th in June 1943. And Wild Bill Casey had flown more than 20 when he began his trek to Stalag Luft III 17 April 43.

Several were on their first mission when they ended their combat tour, of course; the first being Capt. John Olsen on the very first mission the 306th flew 9 Oct 42.

Our records indicate that the shortest time a pilot had been with the group before being shot down was about 10 days, which sounds like a normal period, and probably had flown from one to three missions with other crews before serving as a first pilot.

Plane Names

As we had hoped, numerous corrections and additions to our list of plane names came in. The additional data includes:

Arkansas Traveler		423	
Beautiful Takeoff	44-8838	369	G
Boomerang's Big Friend	41-9148	369	E
Cocaine Bill		423	
Cuddlin' Up			
Dear Mom		423	G
Duke of Paducah			
Flying Circus			
Four of a Kind			
God of War			
Hangover		369	
Hell Below			
Irene	43-38832	369	G
Lady Kathryn	42-97660	369	G
Lady Luck			
Lady Margaret		367	F
Lucky Seven		369	
Odd Fellow		369	
Paris Express			F
Patches	42-30939	369	F
Piccadilly Lil			
Queenie			
Queenie			
Scotch Express			
Shamrock			
Skunkface		423	F
Skunkface II	42-3061	423	F

We are sure that there are others out there, and we hope that you will let the editors know about them at an early date. We are still faced with the problem of matching names and numbers and need real help.

All ground crew members who may have kept some record of the planes they worked on are urged to look up such matters. We would also like to append to the name of each plane that of its crew chief, as well as knowing who worked with him.

We know when most of the planes arrived during 1943, having found a listing of numbers and dates, but we do not know the numbers of those late '42 arrivals, the first of the replacements, or know which planes arrived when in 1944 and '45.