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131 E AUTUMN LN  
EAST PEORIA, IL 61611

### 306th Bombardment Group Association

# Reservations Coming for Omaha Reunion



Officers of the ill-fated crew who put their plane into Swedish waters, left to right: Louis F. Matichka, pilot; Walter D. Morris, navigator; William D. Stevens, bombardier, and William S. Nelson, co-pilot.

## Events Begin Sept. 22; Include SAC Visit, Evening at Aksarben

## Early Entries For Biggest 306th Reunion

September creeps a little closer, and already more than 70 persons have registered their intention of being present for the Sept. 22-24 festivities at Omaha, the first "solo" reunion for the 306th Bomb Group since WW II.

In dropping plans to combine 306th efforts with those of the 8th AF Historical Society, men voted last year at Cincinnati to go it alone at Omaha.

The Hon. Donald R. Ross, U.S. Circuit Judge in Omaha and onetime 368th squadron bombardier and last group bombardier, is heading the effort. Most plans have been put in place at Omaha and reservations are being accepted.

Ross met in January in Chicago with Ralph Bordner, William Collins and Russell Strong to get the plans under motion. Since then arrangements have been made for housing, entertainment, a tour of the Strategic Air Command Headquarters, a business meeting, a gala banquet, and with due consideration for "talking" time.

The Marriott Inn has been selected as the headquarters for the reunion, and four rooms on the lobby level have been set aside, one for each of the squadrons. The large banners prepared at Orlando by Luke Jacobs will mark the meeting spots. An open bar will be close by, histories of the 306th, squadron patches, 306th hats, and other memorabilia will be on sale.

But one of the principal features will be that it is a reunion for 306th people only, and one will not have to wade through acres of people to find friends.

The committee is also mindful of the expense involved in attending such an event and is keeping all costs to a bare minimum. The rooms at the Marriott themselves are a bargain in today's hotel world.

Pre-registration has been sug-

Name	Address	Sqdn.
Baker, Hollis*	Lompoc, CA	423
Bergeron, Edward*	Newmarket, NH	423
Berry, Leslie	Wooster, OH	423
Bordner, Ralph*	E. Peoria, IL	368
Brennan, Catherine	Falls Church, VA	423
Brown, Harold*	Live Oak, CA	423
Carlile, Wm. R.	Baltimore, MD	4th
Cavaness, W. F.	San Antonio, TX	368
Chandler, Tom F.	Republican City, NE	367
Christianson, M.E.*	Dallas, TX	368
Collins, Bill	Poland, OH	369
Coons, Walter H.	Colo. Springs, CO	367
Corigliano, Horace*	Santa Barbara, CA	369
Crane, Robert E.	Portland, CT	369
Dix, Maynard D.	Newton, IA	368
Doles, Harry*	Grant, FL	423
Elliott, Wilson	Margate, FL	369
Emeigh, Larry	Bethel Park, PA	367
Ferrari, John J.	Wallingford, CT	423
Grimm, John*	Centerville, OH	367
Guilfoyle, Wm. A.	Abilene, KS	423
Halverson, Luverne	Truman, MN	423
Hammer, Joe K.	Woodland, CA	367
Hardesty, Joe	Wichita, KS	368
Harkin, T. A.	Sussex, England	369
Hayen, Charles V.	Mitchell, SD	423
Hennessy, Edward J.	Las Vegas, NV	369
Heon, Donat	Wrentham, MA	367
Hermann, Robert B.	Elgin, IL	367
Hoffman, Joseph H.	Englewood, CO	368
Howard, John H.*	Palatine, IL	369
Howard, Roy W.*	Austin, TX	369
Jackson, Keith*	Houston, TX	367
Jennings, Horace G.	Dallas, TX	368
Johnson, George W.	Taylorville, IL	423
Jung, William G.	Baltimore, MD	423
Kenney, Robert J.	Fresno, CA	368
Kessler, Lee*	Canton, OH	368
Kostal, Jerome*	Riverside, IL	367
Leary, Nena	Falls Church, VA	423
Leroy, Jacob P.*	Portage, MI	423
Morley, Mahlon C.	Belle Plaine, KS	368
Murphy, Jack	Hunt Beach, CA	423
McKay, Mack	Los Alamitos, CA	368
McLean, Donald R.	Dunlap, IA	705
Nahabedian, Aram J.	Yustin, CA	423
Reioux, Paul J.*	Carlsbad, CA	423
Roberts, George G.*	Gulfport, MS	367
Ross, Donald R.*	Omaha, NE	368
Ryan, John L.	Woodland Park, CO	367
Samway, Jack	Baytown, TX	368

## Fuselage Recently Found; Plane Lost on Berlin Raid

Target: Berlin 8 May 1944  
Takeoff: 0612 Landing: 1417  
32 A/C flying Low Group and Lead and Low Squadrons of High Group in the 40th Combat Wing. Capt. Carl Grending leading the Low Group and Capt. Loy Peterson leading the High Group.

"2nd Lt. Louis F. Matichka, whose plane had moved from the number 2 position to the number 3 position in the low squadron, thereby escaping the collision, had difficulty staying with the formation. By the time the target was reached at 1111, Matichka's plane had dropped down into a group flying below where it was observed at the time of bombing. It then disappeared from the formation and failed to return to base. Later, Matichka's plane was reported to have ditched off Vallo, Sweden. The Swedes interned Matichka and 2nd Lt. Willis S. Nelson, copilot; 2nd Lt. Walter D. Morris, navigator; 2nd Lt. William D. Stevens, bombardier; T/Sgt. Robert B. Goodwin, engineer; T/Sgt. Robert T. Morris, radio; S/Sgt. Warren H. Johnson, ball turret; S/Sgt. John F. Watt and S/Sgt. Forest B. Buford, waist; and S/Sgt. Jesse P. Watts, Jr., tail gunner. Matichka's plane, according to Swedish reports, is still at the bottom of the sea." From *First Over Germany*, pp. 244-5.

More of the story is now unfolding, as the plane has been found. Papers published in the Vallo area 24 Dec 1982 tell the story and we are indebted to Torbjorn Olausson, a Swedish TV executive and WW II enthusiast, for the following translations. They are somewhat rough, and several accounts have been brought together.

Southeast coast of Sweden  
24 December 1982

The Flying Fortress, an American B-17 fortress, from the three hundred and sixth bomb group, Thurleigh, Bedfordshire,

England, has been found by three divers from Oskarshamn after it has been on the bottom of the sea for more than forty years.

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(To page 2)



# Omaha (From page 1)

gested, and soon after the January issue of *Echoes* appeared the mail began to arrive in Omaha. This action will assist the committee in moving reunion-related activities along, as well as permitting attendees to spread the cost over several payments.

The registration desk will open at noon on Thursday, Sept. 22, in the Marriott. That evening persons will have an opportunity to eat and see a rodeo at Aksarben. Friday will be devoted to three trips to SAC headquarters at Offutt AFB. Tours of various facilities are set there, to be followed by a meal at the Officers' club.

It is rumored that a refurbished B-17 will be on the line, complete with a tail marking of the famous Triangle H.

Saturday morning there will be a business meeting, at which a major decision will be the time and place of the 1984 gathering. During the day there will be more time for visiting, along with a viewing of several films and video tapes of various events. Those who missed the unveiling of the memorial at Thurleigh last October can see a lengthy tape of the event.

Saturday evening the major banquet of the reunion will close formal activities. Depending on the crowd buying tickets will be the final choice of the sire for the evening's festivities.

Dr. Thurman Shuller, the group surgeon during the first year of



This is the command console for the Strategic Air Command, permitting SAC commanders to maintain instant data on their worldwide operations. This will be a part of the tour.

combat, will be the featured speaker.

Goodbyes will come on Sunday as the committee wraps up Omaha, and a new committee begins work on 1984.



Planning for the 1983 reunion began at Cincinnati. In January members of the committee met, including standing, Bill Collins, Don Ross and Ralph Bordner. Russell Strong is seated.

## SAC Tours Schedule

306th Bomb Group Association Reunion  
September 23, 1983

### GROUP A

(200 people maximum)  
Arrive at SAC Theater  
SAC Today Briefing  
Soviet Military Capabilities Briefing  
Travel to SAC Memorial Chapel  
Memorial Service  
Travel to SAC Museum  
Visit SAC Museum  
Travel to Officers' Club  
Cocktails and luncheon

8:45 a.m.  
9:00- 9:50  
10:00-10:45  
10:45-11:00  
11:00-11:45  
11:45-12:00 noon  
12:00-12:45 p.m.  
12:45- 1:00  
1:00

### GROUP B

(175 people maximum)  
Arrive at SAC Theater  
SAC Today Briefing  
Soviet Military Capabilities Briefing  
Travel to SAC Memorial Chapel  
Memorial Service  
Travel to SAC Museum  
Visit SAC Museum  
Travel to Officers' Club  
Cocktails and dinner

12:45 p.m.  
1:00- 1:50  
2:00- 2:45  
2:45- 3:00  
3:00- 3:45  
3:45- 4:00  
4:00- 4:45  
4:45- 5:00  
5:00

### GROUP C

(175 people maximum)  
Arrive at SAC Museum  
Visit SAC Museum  
Travel to SAC Memorial Chapel  
Memorial Service  
Travel to SAC Theater  
SAC Today Briefing  
Soviet Military Capabilities Briefing  
Travel to Officers' Club  
Cocktails and dinner

12:45 p.m.  
1:00- 1:45  
1:45- 2:00  
2:00- 2:45  
2:45- 3:00  
3:00- 3:50  
4:00- 4:45  
4:45- 5:00  
5:00

## Reunion (From page 1)



Schmidt, Jack	McCook, NE	367
Schrader, Melvin*	Sutter, IL	369
Serafin, Frank A.*	Hempstead, NY	423
Sheridan, Donald F.	Harlingen, TX	367
Small, Parley D.*	Farmington, IA	367
Smith, Edgar	Pottosboro, TX	369
Stathas, Milton C.	Randolph, WI	423
Strong, Russell A.*	Kalamazoo, MI	367
Turner, Leslie W.	Norfolk, VA	367
VanDeurzen, Leo H.*	DePere, WI	423
Williams, Robert C.*	Winnetka, IL	423
Wirth, James W.*	Riverside, CA	369
Witt, Thomas F.*	Cookville, TX	367
Zimmerman, Ralph J.	Warson Woods, MO	423

\*Indicates wife attending.

306TH ECHOES is published four times annually by the 306th Bombardment Group Historical Association, in January, April, July and October.

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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.



# Plane Lost on Berlin Raid Ditched Off Sweden; Fuselage Located

(From page 1)

The divers have been able to prove their finding through bringing up the ammunition band from one of the machine guns. Some of the details they haven't been able to touch before the contact has been made with the authorities and they are now reporting the machine to the police of Oskarshamn and even to the American Embassy. The Embassy will try to find out the legal rights to the plane—whether it's American or Swedish or whatever.

When the police assistant some years ago found a German Junker plane in the water, the plane could be taken care of by the one who found it.

The Oskarshamn-Tidningen reported on the 10th of May 1944 about the American airplane and its forced landing. It told how the crew of ten men was saved by brave fishermen from Vallo during a severe storm. The Americans felt rather secure when they came to Sweden and they said that they felt "very well caught."

Of course they had wanted to return to their base, but they didn't succeed in this. In the article it said how the airplane came from England. The aircraft sent out some emergency signals. Two Swedish airplanes arrived. Several attempts were made to find a suitable place for a forced landing but they didn't succeed in this.

The aircraft had first been seen over the northern part of Oland and it was obvious that they tried to land there in the middle of the island. They didn't find a suitable place so they headed for the mainland and they flew in over Oskarshamn.

The plane should have sunken immediately after the contact with the water. The event had been observed from Vallo, and despite the heavy storm fishermen went out to try to help them.

There were five who had

escaped from the sinking aircraft in a rubber boat. In the severe storm it was difficult to maneuver the rubber boat and it was fortunate that the fishermen from Vallo arrived. The other five crew members had also gone into a rubber boat but this one had after a short while collapsed and they fell into the water. They floated on their Mae Wests waists before they were taken care of by the fishermen. Two of them were unconscious. The whole crew was helped by people on Vallo and they received the best possible care. All forms of clothing were brought and something warm to drink and food was served for the deep frozen flyers. It was said that the flyers had a lot of money but they found money in English, French and Swedish currency. When the reporter was able to talk to the pilot, the pilot mentioned that he first tried to land somewhere inside the coastline but unfortunately all the runways were too short. They didn't have any chance of making it on those airstrips. At the end there was no choice as they had only five minutes of fuel left and they ditched the plane into the sea. The rubber boats were blown up and the crew lowered themselves into the boats. After about one minute the aircraft vanished in the waves.

The crew could tell about the bombing raid over Berlin and after putting the eggs over Berlin they got out of the town and they thought of going over the Baltic Sea and followed the coastline to the west. It was bad weather so they came to a much northerly course. When they tried to get back on the right course again they suddenly discovered Oland which is a huge island on the east side. The article mentions that the divers are already anxious to get the results from the U.S. Embassy



Sven Gunnar Sjöberg, Sven Gunnar Svensson och Kurt Hultgren studerar fyndet av ammunitionsbänd från en kulspruta, sedan de fått upp detta från sjöbotten



Sven Gunnar Sjöberg och Kurt Hultgren visar sevärdheterna upp det gjorda fyndet från planet - ett ammunitionsbänd till kulsprutan

and from Swedish authorities in order to find out who is the right owner of the aircraft. The divers said they just had their salaries to live on so they can't think of using any of that to rescue the aircraft.

They had been diving for many years when very suddenly they succeeded. They had been diving several times and looked at the bottom very closely every time but so far nothing had been found. They had found bicycles and a lot of junk but no aircraft had been seen. Then all of a sudden it seemed that there was something. It was quite an event for Svensson who found some fishing tools and on a hook he caught a piece of metal. Everything was indicating that this old piece of equipment could have come from an aircraft. In the excitement they decided to examine the place more carefully. Although the depth was about 40 meters they said they had to find out. It was a very short time because of the depth and Svensson and Hultgren dived

together and they dived right into the middle of one of the wings of the B-17.

It was obviously the wreckage of the Flying Fortress B-17 and after they came to the surface they talked the whole thing over about what to do. They started to contact the authorities as soon as possible but to keep the spot secret. Many have been out in the same area after what they had heard and many do library research about the plane and so forth. But no one else has found it.

## Good Landing, Wrong Field

Did you hear about the 306th pilot who made a forced landing en route home from a raid?

He put the plane down expertly in a potato field, only to be threatened with a court martial by his irate squadron commander.

On the other side of the hedge row there was a bounteous crop of brussel sprouts.

## OMAHA IN '83

I expect to attend the 8th reunion of the 306th Bomb Group Sept. 22-24, 1983 in Omaha. I enclose the \$20.00 registration fee and understand that further reservation and hotel information will be forthcoming.

Name \_\_\_\_\_

Home Address \_\_\_\_\_

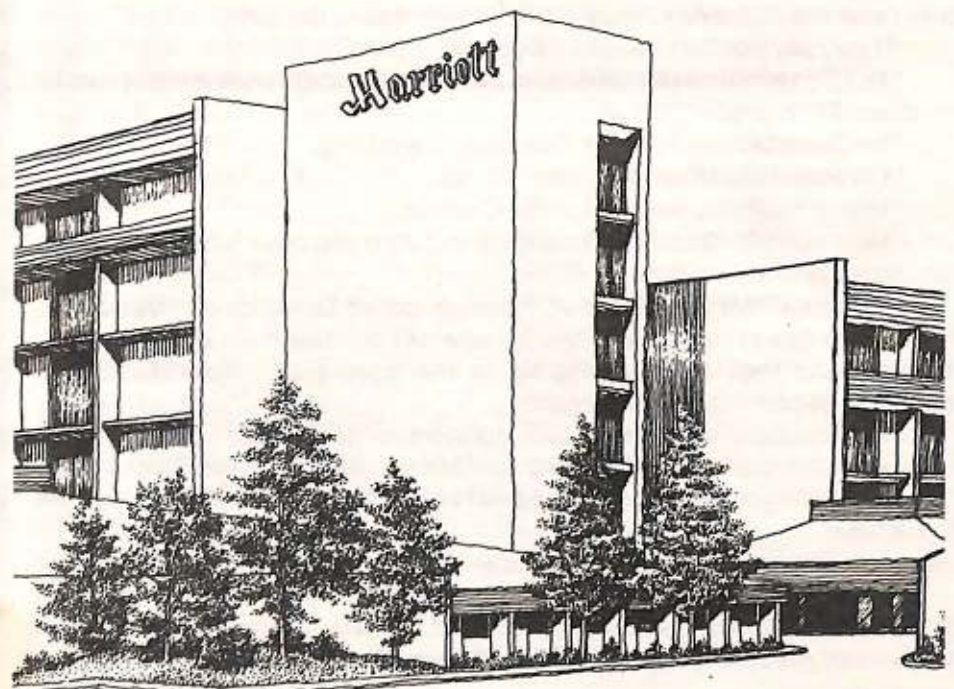
City, State, Zip \_\_\_\_\_

Home Telephone \_\_\_\_\_

Business Telephone \_\_\_\_\_

306th Unit \_\_\_\_\_

Make checks payable to 306th Reunion Fund & mail to Donald R. Ross  
Box 307  
Omaha, NE 68101





From LOOK Magazine:

## A Correspondent Looks at the Crews Through the Eyes of the Medics

By DONALD GRANT  
LOOK Magazine, 4 May 1943

The thatched roofs of rural England and a clump of trout beside a pleasant stream are bathed in moonlight at 4 a.m. The barracks, mess halls, and hangars of a heavy bomber base are scattered, carefully camouflaged, only dimly discernible in the chill dark.

Along the road are heard the shuffle of feet and, from the darkness, voices—American voices.

"Back in Jersey," says a bombardier second lieutenant, "it's only 11 o'clock. Eleven o'clock last night."

"Yeh," answers a bombardier second lieutenant, "and my aunt in Utah won't be in bed for an hour yet."

Feet scuff along. The briefing is at 4:30. Half a mile to go. Plenty of time. "I'll bet it's St. Nazaire again," says the sergeant gunner, "and S-2 will brief us all over again. They'll tell us just how to get there, what color eyes the Jerry pilots will have, when to lay down those big eggs in the bomb bay—"

"Speaking of eggs," interrupts one of the bombardiers, "I'd like to talk that farmer across the road out of two fresh eggs for breakfast this morning..."

It's 4:30 now. It is still dark, but gray light shows in the east. On the field, motors of Boeing Flying Fortresses have begun their preflight roar. Combat crews crowd into a Nissen hut for briefing and sit quietly and intently listening. "And now," concludes the colonel, "what have you to say Major Shuller?"

Thurman Shuller, M.D., 28 years old, chief medical officer and a long way from home in Ozark, Ark., strokes his clean chin. "Just remember, 40 degrees below zero is cold," he says. "Don't take off your gloves. And, if you have to change oxygen masks, do it fast so you won't black out. You've got first-aid kits, you know how to use them. That's all."

Back at the medical station, Major Shuller finds Captain Sam Simpson, another of six medical officers.

"How about breakfast?" asks the Major.

"I'd better stick around here," comes back the reply. "Some of the boys might be in."

### A Navigator Is Afraid

Captain Simpson is the old man of the medical station. He is 31. Back in Caldwell, Idaho, he has a private medical practice, a wife and two children—one born while he was in England. When the boys of the air base are troubled about something, they generally come to "Doc Simpson" and pour out their woes.

It's been like that ever since Captain Simpson took a ride in a Fortress one day last winter and the plane was attacked by a flock of Focke-Wulf 190's. "Doc knows what it is like to be shot at," the fliers say.

This morning, a navigator knocks at his door and walks in, bulky in his flying suit, his face grotesque with burnt cork smeared under his eyes.

"Doc," he says, wasting no time, "I'm scared." He tries to grin, gives up and licks his dry lips.

The Captain looks at the boy. He isn't thinking of what the psychiatry books say. He's thinking: The kid is scared—as anyone would be—and there isn't anything anyone can do about it, except maybe talk it over.

"Doc," says the boy, "you can walk on the flak over St. Nazaire. It's the postgraduate gunnery school for the whole damn German Army. Last time I saw the plane next to us get it. I think this is our turn."

"If you say you're sick, kid, I'll ground you—"

"Yeh," interrupts the navigator, "But how about those other guys in my crew. They're going up."

The Captain says nothing. The cure is working.

"Oh well," says the navigator, "I'll go..."

"I know how you feel," says the Captain.

"Sure you do, Doc. Thanks a million." And the boy clumps out. Captain Simpson blows his nose.

American Flying Fortress and Consolidated Liberator combat crews flying from bases in England are up against the toughest opposition of the war. And they are standing up to the enemy with a fortitude that already is becoming a brave legend.

The accuracy of German flak gunners is something uncanny, and our men have the utmost respect for German fighters. The Focke-Wulf 190 is a great flying plane, and the pilots over St. Nazaire are the best the Nazis have.

### One Plane Means 10 Men

The medical officers who, with their soldier assistants, keep our fliers fit have a big job. They are young men, but in their months here they have



School of Aviation Medicine at Randolph Field in Texas—the best of its kind anywhere.

These medical officers must take the grave responsibility of saying whether a man is mentally and physically fit for combat. Once in a while a surgeon will let a man go up about whom he has a slight doubt. If that man's plane does not return, the medical officer gets gray hairs. For if one plane goes down, 10 men go with it. This is the kind of worry the medical officers sit with as they wait for the planes to return from St. Nazaire.

This waiting is the hardest job of all. Everyone feels the strain. One ground officer—a flier in World War I—was invalided out of this base with a nervous breakdown. He used to wake in the middle of the night screaming, "Why don't they come back? Why don't they come back?"

During this time every man is keyed up, overtalkative. Combat men get up from their sick beds to sit with the doctors, just to have someone to talk to.

### Sulfa Drug and Blood Plasma

As the hour approaches when the Fortresses are due back, the six ambulances, each manned by a flight surgeon and enlisted men, roll out on-







## Brit. Friend Asks to Join 306th Memory

I am writing to ask if I can be put onto the mailing list for the 306th Echoes, please.

I have been closely involved with members of the 306th since Christmas 1943. When I was just 7 years old my mother visited the ARC in Bedford and invited two American servicemen to join us for Christmas lunch. Our guests were Saul Kupferman and Kenny Norris, and since that day our families have become more and more closely associated.

In 1979, Saul, Kenny and J. P. Schultz, together with their wives, stayed with us for a week, their first visit back to England. If you saw the CBS newsreel of the recent memorial dedication you will know that we were also able to entertain Phil Lanyon and his wife in our home last October.

For many years now I have wanted to become more closely involved with the 306th Bombardment Group Association, but could obtain no details about whom to contact. Whilst Saul and Kenny were here in October they were soon able to understand my problems, and Saul very kindly sent in a gift application for me to become an associate of the 8th AFHS.

My husband, John, and our two sons and myself were privileged to be present during the reunion celebrations in October, an occasion that none of us will ever forget, nor will the villagers of Thurleigh. Their only regret is that they were unable to entertain the veterans enough.

We were able to obtain copies of the CBS film, also the Mildenhall video and one taken by AFN from West Germany. We invited the Parish chairman and the headmistress from Thurleigh to view the films here, and they were so delighted with them that my husband had further copies made so that the villagers can view the films whenever they want to.

Mrs. Stanton, (headmistress) told me that the school children would like a reunion every year! It is my fervent hope that many of the friendships formed during the reunion will continue, and that the link between the 306th and Thurleigh will strengthen.

Mrs. Cindy Felce  
88 Lovell Road  
Oakley  
Beds MK43 7RX  
England

## Ex-Prisoners to Meet In Cleveland in July

The 36th annual national convention of American Ex-Prisoners of War, Inc., will be held in Cleveland, OH, July 20-22. Hosts will be the Barbedwire Buckeyes and headquarters will be at Stouffers Inn on the Square, Cleveland.



## Rawlings Now A General

G. Barney Rawlings, a onetime 367th copilot and pilot, is back in uniform again, this time as a brigadier general and commanding general of the Nevada National Guard Reserve.

He reported in to Thurleigh July 17, 1944, arriving as Eldon Burrell's co-pilot, and completed his combat tour in January 1945. During his time at Thurleigh he also took Micro H training.

## First Richmond, Then England

August 12, 1942

Ground Staff—Ground Echelon  
Lt. Col. Delmar Wilson  
1st Lt. William M. Walters  
1st Lt. Rex D. Stutznegger  
1st Lt. Roy M. MacLeod  
M/Sgt. Samuel J. Cobb  
T/Sgt. Oscar L. Keller  
S/Sgt. John R. Bartlett  
S/Sgt. Richard K. Casey  
S/Sgt. Armand N. Charapaty  
S/Sgt. Miles M. Knotich  
S/Sgt. William J. Knara  
S/Sgt. Clayton J. Vidacovich  
S/Sgt. Everette P. White  
Sgt. James M. Cleveland  
Sgt. James F. Donovan  
Sgt. Gilbert B. Hahn  
Sgt. John F. Leonard  
Sgt. Charles E. Saunders  
Sgt. Clayton Wildstein  
Sgt. James S. LeGates  
Cpl. William F. Malloy  
Cpl. Clarence Marcussen  
Cpl. Albert D. McElyea  
Cpl. Thomas W. Slincy  
Cpl. Robert C. Spry  
Cpl. Paul E. Tressler  
T/5th Robert L. Tramontin  
Pfc. William M. Baird  
Pfc. Sam S. Guinta  
Pfc. Charles Helmuth  
Pfc. William N. Wilmarth  
Pfc. Vondal Wood  
Pvt. Gordon D. Kilday  
2nd Lt. Henry G. Clarenbach

For more information, contact American Ex-POW 1983 Convention, PO Box 34083, Cleveland, 44134.

to the field.

From far over the tree tops comes the heavy roar of planes.

"Here they come—" a shout goes up. Every eye is alert for flares which are shot from planes carrying injured men.

"Flare!" An ambulance races alongside a landing plane. The surgeon climbs through the hatch to examine the wounded man.

It is the navigator. He has a piece of flak in his neck but has been given first aid by the bombardier—sulfa drug ointment packed into the wound.

The injured man is rushed to the medical station. There they find the flak fragment lying on the main artery. They give the man a blood plasma transfusion for shock and send him to a base hospital for surgery.

"Flare!" A second ambulance rushed out onto the field. Inside the plane the crew is grim. Over the target a direct blast of flak had lifted the plane out of formation. The pilot tried his controls. The wheel spun around—the cables had been shot out.

Just then an FW dived and a shell burst through the pilot's compartment, igniting the plane's flares. One flare lit on the head of the co-pilot, Maj. Ralph Oliver of Palo Alto, Cal.

Though his hair was blazing, Maj. Oliver regained control with the duplicate mechanism while the pilot fought to put out the fire on Oliver's head.

Despite his painful burns, Major Oliver brought the Fortress back safely. Afterward, they counted 110 holes in that plane.

An ambulance takes Major Oliver to the medical station. His burns are treated with a sulfa ointment, he is given morphine to dull the pain, and is sent off to the base hospital.

### The Scared Flier Comes Back

"Flare!" A second lieutenant bombardier is lying in the nose of the third plane, a shard of flak in his knee. The navigator has applied a tourniquet and filled the wound with sulfa drug.

At the medical station, the wound is dressed. Later, he, too, will be sent to a hospital. Beds at the field station must be kept cleared for emergency cases.

As the excitement is dying down, Captain Simpson sees a man walking toward him across the field a big grin on his cork-smearred face. It is the navigator who had been in that morning to confess that he was frightened.

His bombardier is with him.

"How'd it go?" asks Simpson.

"I was scared stiff," says the navigator, still grinning.

"For a guy who's flak happy, he did all right," adds the bombardier.

"He shot down two FW's."

Captain Simpson pats the boy's shoulder. Every combat flier is afraid sometimes. To pick one who can do his job anyway—that's the trick.

Later, in the mess, someone turns on the radio for the news. A resonant voice rolls out:

"Flying Fortresses attacked St. Nazaire today . . . Strong fighter opposition was encountered . . . Six bombers are missing . . ."

Captain Simpson walks out of the mess hall, and starts back, toward his station under a clear, crisp British sky.

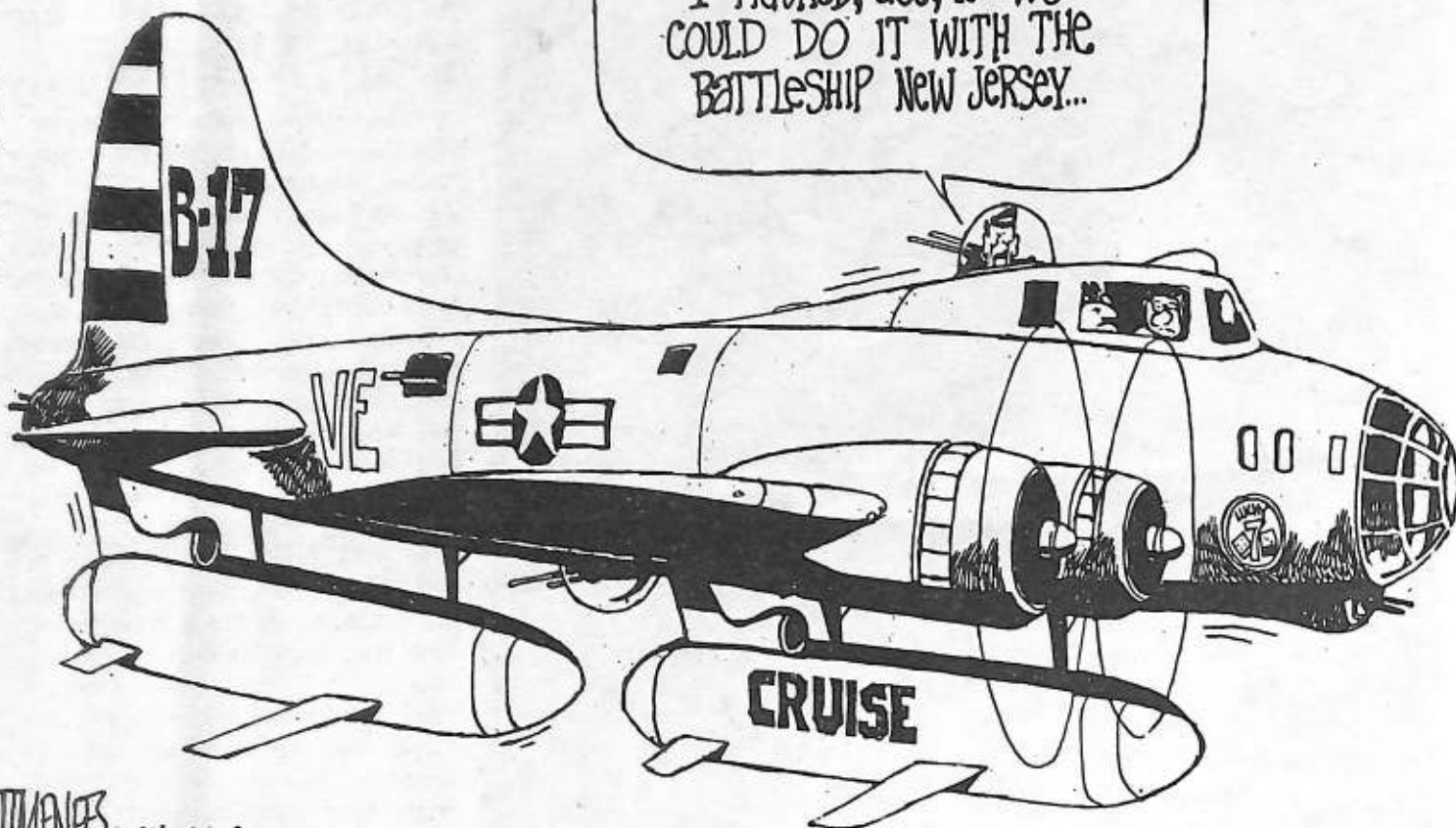


# Richards Say Thanks to All

Many thanks come from Connie and Gordon Richards at Bedford to those who have contributed items of WW II interest. An especial thanks goes at this time to those who brought such pieces of memorabilia back to Thurleigh last October.

For the present such things will be on display whenever opportunities exist to show them. In the future, they will be housed in the proposed 306th museum in the Bedford area.

The editor says that you can rest assured they will be well cared for and that the donors will be properly recognized.



TIM MENEES

Tim Menees, the discerning cartoonist of the Pittsburgh Post-Gazette, published this cartoon last Dec. 30, choosing a B-17 "because he liked the looks of it more than the B-24," says his editor, John G. Craig, Jr. The members of the 306th, to a man, would agree with Menees.

Dr. Francis M. Counselman, 423rd radio operator and POW (St. Nazaire, 11 Nov 42, w/Barnett) died 27 Mar 83. A graduate of Georgetown University, he had practiced dentistry in Fairfax County, VA, since 1954.

Maj. Leon S. Musselwhite, 369th navigator (Hilton's crew, 1943-44), died 18 Oct 82 in Louisiana. He had retired from active duty 31 Mar 66.

Reese E. Phillips, 368th engineer (Brunn's crew, 1943-44), died 2 Mar 83 in Beech Grove, IN.

Bruno A. Roskoski, 1628th Ordnance Co. (1942-43), died 18 Dec 82 in Parkville, MN.

## Tapes Available at \$20

Video tapes of the memorial dedication at Thurleigh last October are available. When ordering specify VHA or Beta, and send \$20 to Lucia Schaal, Box 1541, 306th Strat Wing, APO New York 09127.

## TREASURER'S REPORT 306th BOMB GROUP MEMORIAL COMMITTEE

Report on funds collected for Memorial and Museum at Thurleigh, England  
As of December 31, 1982

<b>Receipts:</b>	
Member donations	\$13,115.00
Tamarac Travel donation	356.00
<b>Total receipts</b>	<b>\$13,471.00</b>
<b>Expenditures:</b>	
Bank charges	\$ 23.69
Memorial stone—Geere & Co., Ltd.	6,584.16
Plaque awards—7	175.00
"First Over Germany" books donated at Reunion	40.00
Calligraphy in Memorial Book	225.00
Memorial Photo Album	18.90
Envelope & Letter printing	93.00
Leather bound Memorial Book, parchment and engraving	161.91
RAF Mess donation	176.00
<b>Reunion expenses:</b>	
guest dinners @ 10 pounds each	
48 banquet and 16 at Chicksands	1,088.00
<b>Gordon Richards expenses in pounds:</b>	
flowers—100	
stones—175	
printing—275	
decals—100	
	650
donation—350	
	300
net due—300	525.00
photos	21.12
misc. expenses	49.00
<b>Total expenses:</b>	<b>\$ 9,180.78</b>
Cash on hand as of December 31, 1982:	\$ 4,290.22
	<b>\$13,471.00</b>

Respectfully submitted

William W. Flanagan

## Newly-Found

- Ake, Nelson, Glen Forest Dr., Boxford, MA 01291 367  
 Bartel, Wayne E., 419 Marble Cove, Seal Beach, CA 90740 368  
 Brennan, Neil, 368 2nd, Manistee, MI 49660 368  
 Brinkman, John T., Rt. 2, Chulio Rd., Kingston, GA 30145 368  
 Chalfant, Mrs. Gladys, Rt. 3, Box 590A, Wetumpka, AL 36092 FR  
 Crandall, Harry D., 1297 Flanders Rd., Mystic, CT 06355 FR  
 Crozier, Carl, 6627 S. Lee Ct., Littleton, CO 80121 449  
 Doman, Warren, 218 N. Meadow, Oshkosh, WI 54901 369  
 Endicott, John J., 17441 Plaza Otonac, San Diego, CA 92128 423  
 Exley, William M., 420 E. 46th, Savannah, GA 31405 369  
 Felce, Cynthia, 88A Lovell Rd., Oakley, Beds MK43 7RX, England FR  
 Fisher, Marion R., Rt. 6, Box 236, Opelousas, LA 70570 369  
 Franklin, Ralph, Mill Hill, Kopsoe, Beds MK44 2HP, England FR  
 Hodges, Mosby L., Jr., 1401 Kathryn Ln., Salem, VA 24153 423  
 Jang, Harry, 67 Caretta Ln., Rancho Murieta, CA 95683 367  
 Jennings, Horace G., 10911 Palace Way, Dallas, TX 75218 368  
 Jung, William G., 7828 Wendover Ave., Baltimore, MD 21234 423  
 Lavier, Col. Eugene C., 7850 S. Tropical Tr., Merritt Island, FL 32952 423  
 Levine, Howard, 12 Ivy Ln., Seekonk, MA 02771 FR  
 Lewis, Jack R., 964 Surrey Dr., Norristown, PA 19403 369  
 Loes, Melvin J., 915 Kelly Ln., Dubuque, IA 52001 369  
 McCreehy, Brad, Omaha Marriott Hotel, 10220 Regency Cir., Omaha, NE 68114 FR  
 McGilvra, Dr. Arthur, 564 S. Meadow Dr., Sioux Center, IA 51250 369  
 Pipp, Edwin G., P.O. Box 56, Broxton, GA 31519 367  
 Poff, Cecil, 223 Oak Hill Dr., Greensboro, NC 27408  
 Rawlings, Gen. G. Barney, 2617 Mason Ave., Las Vegas, NV 89102 367  
 Roberson, Howard F., Rt. 5, Box 185, Sylacauga, AL 35150 423  
 Santoro, Anthony L., 4430 Brownstone, Houston, TX 77053 369  
 Seed, Joe D., c/o S. B. Seed, 39527 Della Rosa, Sterling Heights, MI 48078 368  
 Skrainer, LTC Ernest A., 1039 Leith Ave., Santa Clara, CA 95050 368  
 Thom, Walter, 8497 SE Coconut St., Hobe Sound, FL 33455 FR  
 Wallace, Richard, 300 N. Maplewood Ave., Muncie, IN 47304 367  
 Witt, Charley R., Rt. 2, Toney, AL 35773 369





One more look at the new Thurleigh memorial, this from close up, will permit everyone to read the legend on the brass plate mounted on the Granite slab. The two children pulled aside the covering at the unveiling ceremony.

## 'For You the War is Over,' Recurrent POW Message

Almost from the moment our feet touched the ground after our B-17 was blown out of the sky over Lorient and a German infantryman pointed his rifle at you—you heard the words—"for you the war is over." (*Fur zie der Krieg ist fertig*). Many times at Dulag Luft, Schubin, and Stalag III the same words were repeated again and again. You came to believe them.

There were a few hundred American pilots, navigators, and bombardiers in the North Compound of Stalag Luft III during the spring and summer of 1943. We became well acquainted with the British and were indoctrinated into their devious methods of sand dispersal and tunnel activity. The tunnels were numerous—(3) Tom, Dick, and Harry. The tunnels were engineering marvels for the equipment at hand.

Wally Floody, a Canadian, was the chief engineer—he survived the war and attended out 1975 P.O.W. convention in Cincinnati. The escape tunnel—Harry—had an entrance below a heating stove which rested on a base of solid concrete down to ground depth. A shaft was chiseled out of this concrete base—then a shaft was dug to a depth of thirty feet. A huge chamber was excavated to hold all the tunnel sand. The dispersal of sand was done by 150 penguins.

Some of the bright yellow sand was dispersed into the gardens—every room in the North Compound had to have a garden. That was not enough, so sausage shaped sacks were attached to each leg of a penguin and he would pull a release cord as he mingled with the volleyball players or boxers. Hundreds of shuffling feet would discolor the verboten sand. The bores—tunnels—were about two feet square and were shored with box frames notched to fit.

You could not tunnel far without fresh air, so a ventilating system had to be invented. A pipe was made with tin cans by our tin bashers and air was forced through the pipe by a bellows made from duffle bags.

To cover the tunnel construction in detail would use the space of a small book. There were electric lights, a trolley system—the method and digging equipment. The planning and complete detail of execution could possibly have only been known only by one man—Roger Bushell.

We worked side by side with those old timers (British, Aussies, Canadians, New Zealanders) and became close friends and were awed at the skills they had acquired.

One day in early September, 1943, we had to part company to go to a new compound to the South.

**South Compound**—separated by 50 yards of warning fence which was an extremely long distance, in full view of two machine gun towers.

Our life settled down as we adjusted to our new space and infantry organization of life under our own commanders.

Late March and the serene drowsiness of winter inactivity is broken by the news that eighty officers had escaped by tunnel from the North compound—"The Great Escape."

Two weeks later the senior officer of South Compound, Colonel Goodrich—was notified of the death of fifty of the men who had escaped. He was given their names—Roger Bushell, Tim Wallem, Al Hawkes, Charles, and on, and, on, on —!!!!

**For us the war was not over!**

Robert B. Hermann  
367th—306th Bomb Group  
June 1942-March 6, 1943

## S. Calif. Meet Planned July 9

All 306th personnel who have not planned for the summer, I would like to invite you to join the Southern California Chapter of the 8th AFHS meeting on Saturday, 9 July 1983.

We will be meeting aboard the Queen Mary and will tour the Queen and the Hughes' "Spruce Goose." The dinner will cost approximately \$15.00 each. We have about 150 rooms for those who wish to spend the night. The cost per room is \$60.00 which includes the tour.

Questions, call or write:  
Donald C. MacDonald  
1219 Lexington Dr.  
Vista, CA 92083  
Phone (619) 726-5350

## Continuing 306th Research

Although the new history of the 306th is completed, there will be continuing research conducted on the group in attempting to bring together an even more complete picture. This involves the ongoing search for men who served. If you wish to assist in this effort, send your contributions to

Russell A. Strong  
2041 Hillside  
Kalamazoo, MI 49007

Name \_\_\_\_\_

Address \_\_\_\_\_





The Offutt Base Chapel will be one of the stops on the three-pronged tour of SAC facilities, with a memorial service planned for the visitors.



A recent review of the 306th Bomb Group Restaurant in Sarasota, FL, shows the entire building as it looks to the many veterans who find it an intriguing spot for a good meal and a lot of reminiscing about WW II combat. It is located on the edge of the

Sarasota/Bradenton Airport and is reached off Highway US-41. This picture is by Jack Short, a professional photographer from Kalamazoo, MI, who handled all of the copying of the 400 pictures of the 306th and its men and planes to be seen in the restaurant.

## Leather Patches Of Squadrons Ready for Sale

Beautifully colored patches, hand tooled in leather and suitable for framing, are now available for the four squadrons.

A plain patch, 5 1/4 inches in diameter, hand tooled, hand painted in the authentic colors, costs \$27.

A larger patch, 6 3/4 inches in diameter, and lettered in the outer ring with squadron number, group number, and "8th Air Force" is \$33. This could also have your prison camp number on it.

There is an additional \$1.50 charge for mailing.

If interested, write to Jack Schmidt, 412 N. Cherokee, McCook, NE 69001.

## Gabriel Speaks on USAF Readiness

"I am proud of our Air Force today. It's the world's best. Our dedicated people and our advantages in tactics, training and technology will continue to give us the warfighting capability we need. We will be able to deter the Soviets from war as long as they remain convinced that we have the strength—and the resolve to use it.

"As America has shown so many times in the past, we have the will, the ingenuity, and the resources to do what is necessary to maintain our power and thus preserve the peace. Strength does not invite war; weakness does."

Gen. Charles A. Gabriel  
Chief of Staff  
United States Air Force



Order your copy today of

## FIRST OVER GERMANY, A History of the 306th Bomb Group

To: Russell A. Strong  
2041 Hillside  
Kalamazoo, MI 49007

Please accept my order for \_\_\_\_\_ copies of First Over Germany at \$20 each, a total of \$\_\_\_\_\_.

name \_\_\_\_\_

mailing address \_\_\_\_\_

Make check payable to Russell A. Strong



## More Issues of 'Echoes'

Here's my help for future issues of Echoes!

I enclose \$\_\_\_\_\_ to support the production and mailing of the 306th Echoes. I also want to support continuing reunion activities for those who once served.

Name \_\_\_\_\_

Address \_\_\_\_\_

Mail to: Wm. M. Collins, Jr.  
2973 Heatherbrae Drive  
Poland, OH 44514