

### 306th Bombardment Group Association

# Omaha Reunion Dates Approaching Rapidly



Out of the Nebraska plains rises the city of Omaha, site of the 306th reunion in September.

## Priorities Go To Those Signing First

Reservations continue to climb for the 306th-in-Omaha reunion, and those who get in early will receive the most advantageous scheduling for the tour at Offutt Air Force Base, home of the Strategic Air Command.

Elsewhere in this issue of *Echoes* is published a list of names of registrants as of June 1. Since that list was prepared several dozen more registrants have made known their intentions of being present. We hope that you are seriously considering participating in the largest ever reunion of the 306th Bombardment Group.

Judge Donald R. Ross, 368th, is in charge on the scene, with assistance from Norman Johnson, 367th, and Ralph G. K. Beach, 368th. Other members of the committee are also working to prepare for you a gala three days in America's heartland.

One of the sights to see during the Offutt tour will be a newly-refurbished B-17, unfortunately not flyable. Attempts are being made through Dellon Bumgardner, 368th, to perhaps bring the Confederate Air Force B-17 in so that once again all of us will have a chance to see that beautiful plane in the air.

The Boeing Company is also assisting in various ways to help us make this a special year. Lionel Alford, 367th, is president of the Boeing Military Airplane Company at Wichita.

Separate reunion rooms are being provided just off the main lobby of the Omaha Marriott for each of the four squadrons, so that all of us should be able to find old friends in a hurry.

The roster included in this issue numbers 131 306th men, three widows, a daughter, and 70 wives. Thus, there will be a lot of people to talk with and to become ac-

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## Still Need Help Locating 306th Fliers

The continued development of the 306th organization in numbers is largely a problem which each identified person needs to work on.

Have you located other crew members, office workers, barracks mates, ground crew members, fellow shop experts? Your efforts will be well rewarded personally, and you will find it fun to finally locate an old friend.

He will usually be delighted to learn about a 306th organization, to receive *Echoes*, to buy a history, and to attend a reunion.

The roster now numbers more than 1700 former 306th members. About 10,000 men served in the unit between March 1942 and June 1945.

Finding some was easy, but the vast numbers of names have come through the combined efforts of several individuals.

Any boost you can give to this effort will be much appreciated by all.

**Press Time Registration**  
**165**

### Last Call!

This will be the final issue of *Echoes* before the September reunion. We urge you to respond soon so that your place in the priority listing will assure that you can participate in all reunion events.

## 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



# Priorities (From page 1)

quainted or reacquainted with. The committee hopes that by inspecting this list you may have added reason to come to Omaha to renew friendships, and that you may want to contact persons ahead of time to insure that you get together.

Last year our stateside reunion suffered from lack of places to meet with other 306th men and to just talk and drink. This will be the best reunion setting that the 306th has enjoyed in the last eight years, and is further reason for pushing for the largest attendance ever.

Major foci of the event will be the Thursday night barbeque and rodeo at Aksarben; Friday's tours of SAC, and Saturday night's banquet.

Dr. Thurman Shuller, group surgeon 1942-43, will be the speaker at the banquet, and having kept a carefully detailed diary during his days with the 306th, and beyond, he will have lots of tales to recall that will have a ring of authenticity to them. In addition to being a careful observer of the flying personnel and others on the base, Dr. Shuller wrote a bit of it down each evening.

At this writing it is anticipated that Gen. Curtis LeMay, first executive officer of the 306th at Wendover, Utah, before the formation of the 305th, will be among those present. Gen. Bennie L. Davis, commanding general, Strategic Air Command, will also be attending, representing the world's premier bombing force of the present day.

Ralph Bordner, 368th, president of the 306th Association, will conduct a business meeting Saturday to handle a report on the 306th reunion at Thurleigh last October, and to hear proposals for a 1984 reunion site.

With accommodations limited at Aksarben, and with numbers already set as to the groups touring SAC, it behooves everyone to move soon with the preliminary registration for the reunion. The form you may want to use is on the front page of *Echoes* for this issue. But, a check for \$20, along with your name and address sent to Judge Ross will suffice for the preliminary registration.

"We are making a serious effort to keep hotel room rates and all other costs at a minimum," says Judge Ross. "There is no profit in this venture for anyone, and we only hope that we can have a large crowd of happy 306th veterans visit Omaha."

For those who may wish to stay elsewhere, it is suggested that all of the major motel chains have Omaha facilities and that reservations can easily be made by checking for a toll free 800 number in your local telephone directory. If the crowd should overflow the Marriott, arrangements have been made to accommodate additional registrants close by. Facilities are



Looking over the headquarters and hangars at Offutt AFB. (Not a recent picture).

## SAC Created In '46, Still In Readiness

To perpetuate the strategic bombing superiority that had helped to bring the Allied victory in World War II, the Strategic Air Command was created on March 21, 1946.

General George C. Kenney was appointed commander and given the mandate to build an organization capable of conducting long-range offensive operations in any part of the world. He began with 100,000 military personnel and 1,300 aircraft, including about 300 B-29s.

In 1948, deliveries of two new aircraft began—the B-36 and B-50—and General Curtis E. LeMay took command. The headquarters moved from Andrews AFB, Md., to Offutt AFB, Neb., and in-flight refueling was introduced, giving SAC's bombers true intercontinental range.

During the Korean War, SAC B-29s made history in their first real test of combat readiness, dropping 167,000 tons of conventional bombs and destroying every strategic industrial target in North Korea in three months.

New aircraft were swiftly introduced to replace older and obsolete systems. By the mid-fifties, the first all-jet bomber, the B-47, had replaced B-29s and B-50s and the KC-97 was the main refueling tanker. Before General LeMay's reassignment in 1957, SAC's inventory included the B-52 and KC-135.

General Thomas S. Power, SAC's third commander, supervised the integration of intercontinental ballistic missiles into the force during his tour from 1957 to 1964. Atlas and Titan wings were activated in 1958 and Snark, Hound Dog and Minuteman soon became familiar terms in describing the mixed force of manned and unmanned systems.

During the mid-sixties, the B-47 and KC-97 were retired. At the end of the decade the B-58s were replaced by the FB-111 variable sweep-wing bomber.

also available in Omaha for those who will come in RVs and need hookups.



In addition to accepting new roles and responsibilities, the SAC inventory has also expanded. In late 1981, SAC began receiving the air launched cruise missile, which increases the B-52's effectiveness. The ALCM is a small, unmanned, winged air vehicle capable of sustained subsonic flight. After being launched from an aircraft, it can determine its own location, and guide itself to a predetermined target. Cruise missile initial operational capability was achieved in December 1982 at Griffiss AFB, NY.

To enhance the air refueling mission, SAC is complementing its existing KC-135 tanker force with the addition of the McDonnell-Douglas KC-10. In addition to providing refueling support to fighter aircraft and strategic airlifters such as the C-5 and C-141, it can also carry cargo and people. The first KC-10 was delivered to SAC in 1981.

As part of SAC's modernization effort, a program is underway to reengine the KC-135 fleet with modern, efficient turbofan engines. Reengining not only will improve the aircraft's safety, environmental impact, and survivability, but also increase its fuel offload capability by almost 50 percent, nearly double its effective range, and greatly improve its takeoff performance.

SAC also began to augment its reconnaissance force with the pur-

chase of TR-1 aircraft in 1981. The TR-1 is a single engine, fixed-wing aircraft designed for high altitude surveillance and reconnaissance.

Future SAC plans call for production of a new manned bomber, the B-1B, and an intercontinental ballistic missile system.

The successors of Generals Powers and LeMay (General John D. Ryan, 1964-67; General J. Nazario, 1967-68; General Bruce K. Holloway, 1968-72; General John C. Meyer, 1972-74; General Russell E. Dougherty, 1974-77; General Richard H. Ellis, 1977-81; General Bennie L. Davis, 1981-present) have molded the command into its present configuration of more than 1,000 ICBMs, approximately 360 B-52s and FB-111s, 640 KC-135s and a growing number of KC-10As.



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.



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# Aviation Cadets, As We Knew Them, No Longer Possible in USAF

This "Commentary" on the aviation cadet program appeared in the 30 May 1983 edition of Air Force Times, and is used by permission.

By Bruce Callander  
Managing Editor

GEN. DAVID C. JONES was the first officer to become chairman of the Joint Chiefs of Staff without having graduated from a service academy.

He was only the second officer not graduated from West Point to become Air Force chief of staff (Gen. Curtis E. LeMay earned his commission through ROTC).

Jones became a second lieutenant in February 1943 after graduation from the aviation cadet program. That curious institution produced most of the pilots, navigators and bombardiers for World War II, survived into the early 1960s, and is unlikely ever to be reinstated.

It began almost exactly 42 years ago.

The Army had trained flying cadets before that, but they were schooled in-house by military instructors. The Army had only a relative handful of pilots, and until 1939, turned out no more than 300 new per year.

That was the year, however, when Hitler moved into Poland and Britain declared war on Germany. By the end of 1939, the Army had raised the annual training rate to 1200 pilots per year, and within a year, would increase it to 10 times that number.

Such expansion clearly called for a major overhaul of the training system. The Army already had taken a step in that direction in mid-1939 when it introduced a plan to use civilian flying schools for the first (primary) phase of flight training.

The operations were a mixed

bag. Some schools were converted from thriving civilian institutions. Some were set up at WW I flying fields. Some were instituted at what had been little more than peapatch airports with a few light planes and a handful of part-time instructors. And some were carved from scratch on farm land and stocked with imported operators and instructors.

Almost literally overnight, miniature military airfields sprouted along the southern states from Florida to California. Barracks, mess halls, hangars and offices were thrown up where necessary. The Army supplied administrative officers, NCOs and military check pilots. Lines of yellow training planes—Stearman biplanes or Fairchild PT-19s—appeared, often along grass airstrips. And the civilian instructors, many of them former Army pilots, put on military-style uniforms, sans rank insignia, and got used to being saluted.

The first contract school students still were called flying cadets and the program was only roughly defined.

By June 1941, however, the pilot training goal was up to 30,000 per year and the cadet program was mushrooming. That month, the Army Air Forces came into being and the grade of aviation cadet was established. Six months later, Pearl Harbor was attacked and recruiting offices, already doing a thriving business, were swamped with teenagers eager to fly.

Aviation cadets were a hybrid breed. Financially, they were flying privates earning a basic \$50 per month plus \$25 in flight pay. Legally they were "appointed" and considered officer trainees. Philosophically, they were a wartime parody of the cadets at West Point, complete with an upper-

lower class system, and until the Army decided it was counterproductive, hazing.

By 1942, the Army had abandoned the requirement that cadets have at least some college and was taking high school graduates. Applicants had to be single and agree not to marry during training, but even this restriction was dropped eventually. Since graduation included commissioning, they were to receive not only flight training but the equivalent of the three-month course given officer candidates. Although their total training took the better part of a year, graduating cadets were known to the regulars as "90-day wonders with wings."

Officer training was confined largely to a preflight phase. For cadets trained in the Southwest, it was given at the San Antonio Aviation Cadet Center, a sprawling complex of two-story barracks and one-story officer and classrooms broken up by parade grounds, athletic fields and a miniature jungle used as an obstacle course.

The emphasis in preflight was largely physical: athletics, drill, stiff-chinned formations, and guard duty with ancient rifles and no ammunition. As officer trainees, cadets were not supposed to do menial labor, but when the mess hall was short of KPs, a few cadets detailed there for additional training in "mess management."

On the more constructive side, preflight included classroom training in theory of flight, map reading, meteorology and Morse code. When a vacant block developed in the training schedule, it was filled with additional hours of code.

After five weeks, the lower class moved up and the upper class moved out to flight training. Lower classmen were confined to post. Upper classmen were allowed to



Mack McKay as a cadet

visit San Antonio by day. No cadet was allowed off-base overnight for anything short of a major emergency.

The transition from preflight to primary was an abrupt one. Most of the civilian schools were small and only semimilitary. The change of pace was intentional. The shift was from soldiering to flying, from military discipline to flight discipline.

The cadet soon found, however, that the program was just different, not less rigorous. Each civilian instructor was assigned five students, and on the flightline and in the air, the nonmilitary instructor wielded the power of a five-star general in the minds of his cadets. In most cases, it was a classic love-hate relationship, light on love. The typical instructor was cantankerous, demanding and hard to satisfy. When a cadet mastered one maneuver, there were two more to challenge him. When he deluded himself that he was becoming proficient, his instructor could destroy his overconfidence with a word.

Somewhere early in their careers, most cadets were told, "Look at the man standing on either side of you because, in a few weeks, one of you won't be here." About halfway through primary, the prediction usually proved accurate. With an almost unlimited resource of pilot applicants and a tight schedule to keep, the system allowed for little special attention to slow learners. Some were washed back a class and given a second chance. Most were washed out, and if qualified, given a crack at bombardier or navigator training.

Those who made it through primary, however, usually had a good chance of going the distance. In some ways, completing this phase of training was more significant than graduating from the full course. The fire-eating instructor who had seemed barely able to tolerate his students suddenly became a friendly human being, and often for the first time, told his cadets that they probably would make good pilots.

After primary, cadets returned to



Navigation cadets from 44-3-7, which provided two men to the 306th.





Primary pilot cadets beside one of their trusty trainers.

Army Air Forces bases for basic flight training (in sturdy BT 13s and 15s). Advanced training was divided into single-engine (in North American AT-6s) and multiengine (in Cessna AT-17s, Beech AT-10s and other aircraft). The basic and advanced instructors were military pilots, one of whom was the aforementioned General Jones. The atmosphere was military and the emphasis, increasingly, was on preparation for combat, although the official training in combat aircraft came after graduation.

By war's end, 64 primary schools had turned out more than 200,000 pilots. The schools were phased out in the massive post-war drawdown. But a few were reopened during the Korean war and remained in business until 1960, when the Air Force brought all flight training "in-house."

The cadet program and the contract school system, both born of wartime necessity, produced pilots in the needed numbers. They also met the unique needs of young students. The cadet program gave teenagers just out of high school a quick, intense dose of military discipline in preflight. Then, the contract schools gave them their first taste of flying in a small campus environment away from the military mainstream.

Although primary made up only one-fourth of the full training course, many pilots remember this first phase of their training as the most crucial. It was where they proved themselves, and somehow, satisfied the impossible demands of an instructor, who, for a few weeks, was role model, father confessor and "the enemy" all in one. Over a career of 20 or 30 years, other names may have faded from memory. But ask any retired pilot the name of his primary instructor and chances are he will recall it instantly, quite possibly with deep affection.

The cost and complexity of modern aircraft make it unlikely the Air Force ever again will produce planes at a rate demanding anything like the number of pilots called for in WW II. So the cadet program and contract schools seem unlikely ever to make a com-



Cadet Don Ross

eback. But for the time and the purpose, both worked amazingly well.



## Squadron Badges!

Now obtainable from Bill Collins in all their glorious color. Send \$10 to Bill at 2973 Heatherbrae, Poland, OH 44514.

## 306th Hats!

Blue baseball-type hats with 306th logo on the front and "scrambled eggs" on the brim. Fits all sizes. Order gold or silver ornamentation. \$10 each. Order from Bill Collins, 2973 Heatherbrae, Poland, OH 44514.

Both items will be available at Omaha.

## 'Mister,' Veteran Flyer—Barracks Guard, Recalled in Story Spun by Rooney

By Andy Rooney

THURLEIGH, July 5, 1943—When Fortress crews start piling into their bombers here on raid days, the first one aboard is not a man at all—but a dog.

The dog is Sgt. Harold Rogers' "Mister," who attends briefings with the crew, rides to raids in the little bag that ordinarily covers the bomb sight, wears his own specially designed oxygen mask at high altitudes, and so far has been on five trips across the Channel.

"Mister" has been over Huls in the Ruhr, northwest Germany, Bremen, St. Nazaire, and a bad-weather raid over France. He missed the June 29 raid on LeMans—and a good thing too, because machine gun bullets ringed the fuselage right where "Mister" usually rides.

Rogers has owned "Mister" since he was a pup three years ago, and they went through training together.

Back in the States, Rogers designed an oxygen mask for the dog. "Mister" flew many hours in the States, he flew across the Atlantic and he's flown many hours since he's been here.

On raid days the bombardier gets his super-secret Norden bombsight from the room where it is kept under lock and key with a

double guard and goes to the plane with the bombsight carefully concealed in a cover. He takes the precision instrument out of the bag and "Mister" climbs in. The bombsight cover is all the flying clothes he wants.

The dog sits behind Rogers with his mask on during the raid. He's so much at home in the plane there was even a rumor here for a while that "Mister" had shot down an enemy plane.

In the barracks where Rogers and "Mister" sleep, there are four other members of the crew of 1/Lt. Fred P. Sherman's B-17. "Mister" sleeps on the bed next to Rogers. If anyone enters the Nissen hut the dog watches him closely. Intruders can do anything they want with 14 of the beds in the hut, but there are four they can't touch—not while "Mister's" around.

Rogers comes from Miami, OK, but for several years before he got into the Army he was a Hollywood stunt man. He was the guy who fell from those horses.

He thinks that "Mister" is about through with combat flying. Rogers may take him on some of the shorter raids, but he doesn't want to take him on the longer missions because it is too long for a dog to stay on oxygen.

## List Grows (From page 3)

- Shuller, Thurman & Joan, 1312 East Miami, McAlester, OK 74501, Hq.
- Small, Parley D. & Virginia, Box 606, Farmington, IA 52626, 367th.
- Smith, Bartlett E., 204 Steven Street, Mason, MI 48854, 367th.
- Smith, Edgar & Wife, Rt. 2, Box 439S, Pottsville, TX 75076, 369th.
- Smith, John E., P.O. Box 72, Estes Park, CO 80517, 423rd.
- Spencer, Donald R., 711 Trombley Road, Grosse Pointe Park, MI 48230, 423rd.
- Starzynski, Robert J. & Wife, 5253 N. Long, Chicago, IL 60630, 367th.
- Stathas, Milton C., Rt. #1, Box 228, Randolph, WI 53956, 423rd.
- Stevens, Edward J. & Daisy K., 3838 N. Graham, Indianapolis, IN 46226, 367th.
- Stewart, Forrest J., 21 Doe Run Drive, Woodlands, TX 77380, 423rd.
- Stright, John W. & Marjorie, 400 Brownstown Rd., N. Huntingdon, PA 15642, 369th.
- Strong, Russell A. & June, 2041 Hillsdale, Kalamazoo, MI 49007, 367th.
- Talley, James C., II, 2242 White Frye Lane, Concord, TN 37922, 423rd.
- Thomas, Robert C. & Imogene, Route 1, Morrill, NE 69358, 423rd.
- Thorn, J.C., 1770 So. Hawthorn Lane, Indianapolis, IN 46203, 369th.
- Tingler, Franz E., R.R. 1, Jameson, MO 64647, 368th.
- Turner, Leslie W., 4638 Kennebeck Ave., Norfolk, VA 23513, 367th.
- Upchurch, Don & Eunice, 505 Roberts Drive, Vienna, VA 22180, Hq.
- Van Duerzen, Leo & Florence, 621 N. Ontario St., DePere, WI 54115, 423rd.
- Walsh, Patrick & Gilda, 23 Stratford Place, Roverdale, NJ 07457, 367th.
- Walters, Eugene & Antionette, 127 Carol Drive, Terre Haute, IN 47805, 423rd.
- Wiley, G.A. & Sylvia, 5709 Fursman, Fort Worth, TX 76114, 368th.
- Williams, Robert C. & Wife, 134 Green Bay Rd., Winnetka, IL 60093, 423rd.
- Wirth, James W. & Wife, 3668 Gay Way, Riverside, CA 92504, 369th.
- Witt, Thomas F. & Barbara, Box 56, Cookville, TX 75558, 367th.
- Yearous, Leslie J. & Marion, R.R. 1, Fayette, IA 52142, 369th.
- Yerak, Raymond A. & Regina H., 2648 Som Center Road, Willoughby Hills, OH 44094, 369th.
- Zach, Robert K. & Marjorie, Riverton, IA 51650, 423rd.
- Zimmerman, Ralph J. & Charlotte, 521 Putter Point Place, Naples, FL 33940, 423rd.



# Gen. Davis of SAC 9th Commander

General Bennie L. Davis is commander in chief, Strategic Air Command and director, Joint Strategic Target Planning Staff, with headquarters at Offutt Air Force Base.

The command is the nation's major nuclear deterrent force with bombers, tankers, reconnaissance aircraft and intercontinental ballistic missiles. The command's mission also includes responsibility for space surveillance and missile warning systems.

The Joint Strategic Target Planning Staff coordinates United States nuclear war plans and develops the Single Integrated Operational Plan. General Davis is also director of the Joint Strategic Connectivity Staff which analyzes strategic connectivity systems and procedures and ensures the compatibility and commonality of the strategic command, control and communications system.

General Davis was born May 12, 1928, in McAlester, Okla. He graduated from the U.S. Military Academy in 1950 and earned a master of science degree from The



Gen. Bennie L. Davis

George Washington University in 1967; and graduated from the Armed Forces Staff College and the National War College.

He was a B-29 pilot in Okinawa, later flew B-47s, and flew 142 missions in Vietnam as a B-52 pilot.

Among decorations, Gen. Davis holds the Distinguished Service Medal, Silver Star, Legion of Merit, DFC with 3 olc, Bronze Star Medal and Air Medal with 7 olc.

# B-17 vs. B-24 Subject for Symposium

Plans for an Air-War Symposium to take place in the Sheraton-Houston Hotel in 15 October 1983, have been announced by Lt. Col. John H. Woolnough, USAF (Ret), President of The 8th Air Force Memorial Museum Foundation, Inc.

This event is being held in conjunction with the 8th Air Force Reunion scheduled for 12-16 October 1983 in Houston.

The symposium will cover the subject of "The Characteristics and Limitations of the B-17 and the B-24 in the European Theater of Operations in WW II." Experts on the two heavy bombers will discuss similarities and differences in the operation and maintenance of the two aircraft in combat missions over Europe.

The B-17, "Flying Fortress," manufactured by Boeing, was one of the most publicized aircraft of WW II. Over 12,000 were manufactured by war's end. The B-24, "Liberator," manufactured by Consolidated, was produced in greater numbers (nearly 20,000) than any

other U.S. aircraft in WW II. The two aircraft shared combat honors and losses over Europe in the 8th Air Force. This symposium will develop the role each aircraft had in the air-war.

As in the previous two symposia in this series, Roger Freeman, the eminent air-war historian, will moderate the Houston symposium panel sessions.

Symposium details and registration forms may be secured from the 8th AFMMF, P.O. Box 4738, Hollywood, FL 33083. To insure space, interested persons are urged to register before 20 September.

# 'Air Force' May Issue An Almanac

If you are curious about the U.S. Air Force today, then you ought to secure a copy of the May issue of Air Force magazine.

"Air Force Almanac 1983" is the title, and it will give you a run-down on mission data for all major units, organizational charts, names of ranking personnel, and a vast array of statistical data on planes, missiles, pay rates, educational levels, and just about anything else you might want to know.

## Official 8th Air Force Reunion Hotel Reservation Form HOTEL RESERVATION FORM ROOM ACCOMMODATIONS ONLY

IF YOU REQUIRE HOTEL ACCOMMODATIONS...for special reunion rates this form must be completed & mail to: 8AF REUNION PO Box 1304 Hallandale, FL 33009

NOTE: The rates listed were quoted by the hotels as special rates for reunion attendees.

### IMPORTANT INSTRUCTIONS IN COMPLETING THIS FORM:

1. Register early to ensure the hotel of your choice.
2. All hotels will confirm your reservation direct to you.
3. List the names of all persons occupying a room.
4. DO NOT DOUBLE BOOK. Send in one form only for your hotel reservation.
5. DO NOT BE A 'NO-SHOW'. If you find you can't come to the Reunion, cancel your room reservation direct with the hotel.
6. Attach your personal check for one night's deposit. **MADE PAYABLE TO THE HOTEL OF YOUR CHOICE...** or guarantee your arrival with your Major Credit Card, i.e. Visa, Master Card, Amer. Express, Diners, etc. and mail to: 8AF REUNION PO Box 1304 Hallandale, FL 33009
7. Balance of your Hotel Account must be settled by you directly with the hotel at time of check out.

COMPLETE THE FOLLOWING: (Please Print)

A. My hotel preference is: \_\_\_\_\_ (name of hotel)

B. Type of accommodation I/wc require: \_\_\_\_\_

C. Name(s) of room occupant(s) / Arrival Date / Departure Date  
(single, double, triple)

D. Please mail confirmation to:

Name \_\_\_\_\_

Street \_\_\_\_\_

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

Telephone ( ) \_\_\_\_\_

E. FORM OF PAYMENT

a. Enclosed please find my check (for first night's deposit), made payable to the hotel of my choice, in the amount of: \$ \_\_\_\_\_

(OR)

b. I wish to guarantee my hotel arrival with my credit card:

Credit Card Co. \_\_\_\_\_

Card Number \_\_\_\_\_

Expiration Date \_\_\_\_\_

Card Issued To \_\_\_\_\_

Arrival Date \_\_\_\_\_

Signature \_\_\_\_\_

### IMPORTANT MEMBERSHIP NOTICE

8AFHS MEMBERSHIP DUES: - To be eligible to attend, all applicants must be current paid up members of THE EIGHTH AIR FORCE HISTORICAL SOCIETY, sponsor of this reunion. To apply for new membership (or renewal), please remit \$8 (\$10 overseas) by check or money order; payable to 8AFHS

MAILING ADDRESS FOR MEMBERSHIP DUES ONLY:

Aida Kaye, Membership 8AFHS  
495 NE 157th Terr.,  
Miami, FL 33162

## REUNION REGISTRATION FORM HOUSTON '83

(Please read carefully.)

1. Mail this form with payment; payable to: 8AF REUNION MAILING ADDRESS: PO Box 1304, Hallandale, FL 33009
2. Advance registration accepted if postmarked by 20 Sept.
3. Late registration (after 20 Sept.) may not be processed until Reunion time & then subject to available space.
4. Personal cks. accepted if postmarked by 13 Sept. After 13 Sept. only money orders, travelers cks. & cash accepted.
5. Package incl. registration, memorial drawing ticket, tax & service charge. \$4 will be given to your Rendezvous Unit.

PLEASE PRINT

Name(s) \_\_\_\_\_

(first & last name of each attendee for name badge)

Address (incl. zip) \_\_\_\_\_

Tel No. ( ) \_\_\_\_\_ WWII Unit \_\_\_\_\_

My 8AFHS Member # \_\_\_\_\_ Check ( ) | if new Member just appl'd.

A. **THREE-DAY PACKAGE** - begins Thurs. eve. dance incl. 6 meals & events as listed in program  
REGISTRATION, TAX & SERVICE CHARGE INCLUDED.  
Cost Per Person \$99.00 X \_\_\_\_\_ pers = \$ \_\_\_\_\_  
Note: Deduct \$15 per person not wishing to attend Friday's CAF (NAS)/Lunch Memorial Service combined event.  
(Deduct \$7.50 for Guests under 19 yrs old)

B. **TWO-DAY PACKAGE** - begins Fri. eve. dinner incl. 4 meals & events as listed in program  
REGISTRATION, TAX & SERVICE CHARGE INCLUDED.  
Cost Per Person \$71.00 X \_\_\_\_\_ pers = \$ \_\_\_\_\_  
(Deduct \$7.50 for Guests under 19 years old)

C. **LATE REG. FEE** (after 20 Sept. postmark) ADD \$2.50 per pers. \$ \_\_\_\_\_

D. **SELECTED EVENTS** (may be purchased individually)  
Thurs. 'Aero Club' Dance (cash bar) Cost Per Person \$5.00 X \_\_\_\_\_ pers = \$ \_\_\_\_\_  
Fri. Rendezvous Dinner Cost Per Person \$25.00 X \_\_\_\_\_ pers = \$ \_\_\_\_\_  
Sat. Banquet & Raftle Cost Per Person \$39.00 X \_\_\_\_\_ pers = \$ \_\_\_\_\_

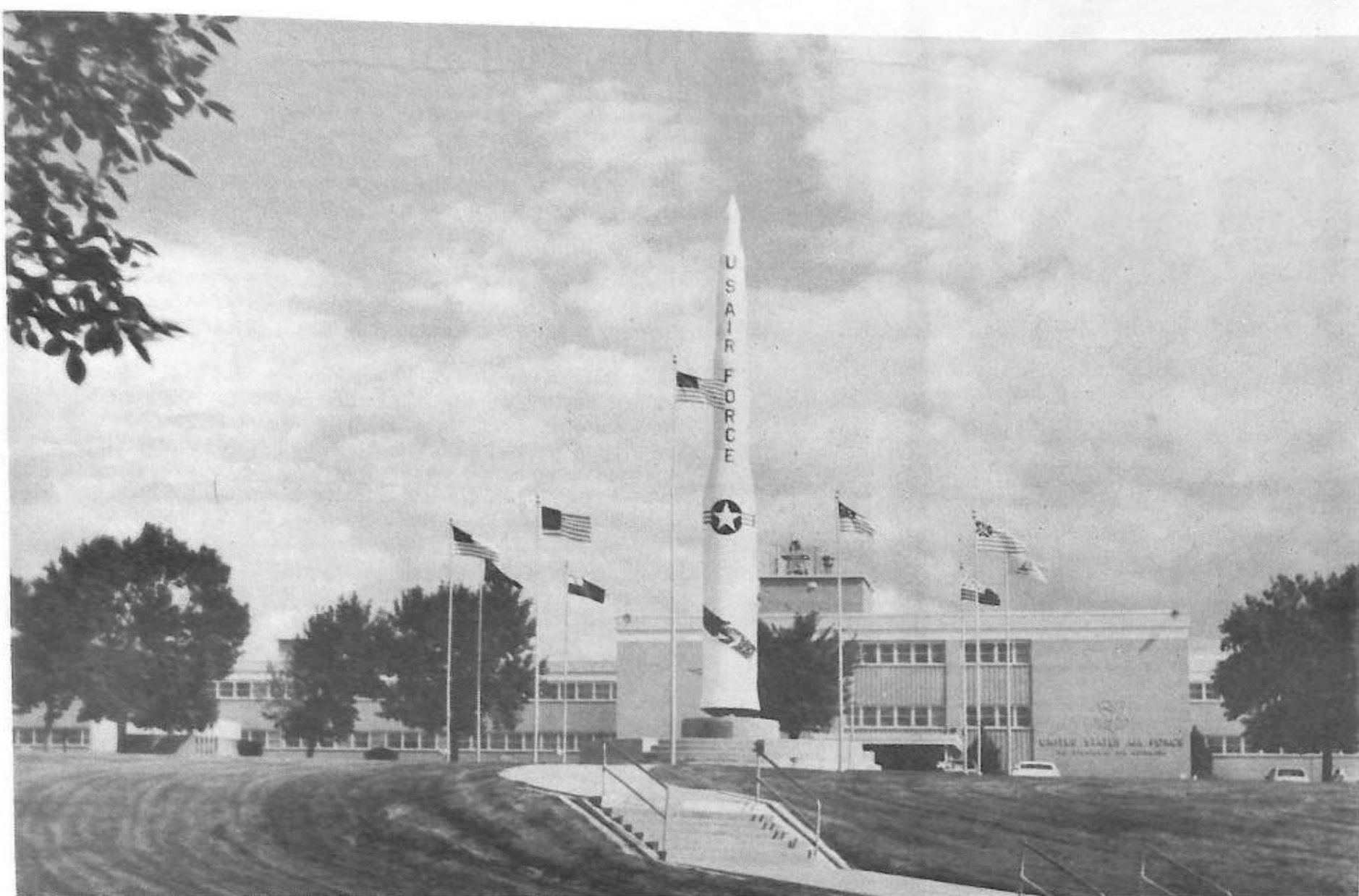
ADD REGISTRATION (8AF Member Only)  
By 20 Sept. \$7.50 X \_\_\_\_\_ pers = \$ \_\_\_\_\_  
LATE REGISTRATION: After 20 Sept. \$10.00 X \_\_\_\_\_ pers = \$ \_\_\_\_\_

NOTE: If you wish your Guest (wife, friend) to be registered & given name badge ADD ADDITIONAL REGISTRATION  
By 20 Sept. \$7.50 X \_\_\_\_\_ pers = \$ \_\_\_\_\_  
After 20 Sept. \$10.00 X \_\_\_\_\_ pers = \$ \_\_\_\_\_

**ENCLOSE FULL PAYMENT** \$ \_\_\_\_\_  
(After 13 Sept. personal checks not accepted)

CANCELLATIONS: Full refund less \$10 service charge if written cancellation is postmarked by 3 Oct. After 3 Oct. refund amount is subject to charges by hotel, caterers, et cetera.





A missile stands poised, and flags fly in front of the Strategic Air Command headquarters at Offutt AFB.

## Wash-Balt 306th June Luncheon

Seventeen 306th veterans got together June 11 at the Fox Ridge Restaurant in the Baltimore area, a venture put together by Bill Carlile and Charles Hill.

Those attending were: 367th: Bill Futchik, Winston Burroughs, Charles Hill; 368th: Harry Young, Stanley Silverstein, R. L. Edwards, Bill Griffith; 369th: Lowell Overly, Dick Trostle, Paul James, George Economos, John Pedevillano; 423rd: Bill Jung, Ken Blackshaw, J. P. Shutz; Group: Bill Carlile.

Carlile reports that an excellent time was had by all, and that the group plans a fall get together, perhaps a bit nearer Washington on the second venture.

## Time Served May Help Retirement

**Q.** I would like to know if it's true that when a veteran applies for Social Security and has his discharge papers with him, he will receive an increase in his Social Security benefits.—S.W.

**A.** It is possible to receive credit at the rate of \$160 per month for service in the armed forces from September 1940 to December 1956.

Additional credits of up to \$1,200 per year may be given for the year 1957 and all subsequent years.

These credits can be granted when a claim for monthly benefits is filed and proof of active dates of military service is submitted.

## 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

## Man O'War

The uncaptioned photo of "Man O'War" in the April issue first appeared in a London newspaper 10 Nov 42. Ironically, the plane was lost the preceding day at St. Nazaire, with its entire crew. James Stewart of Marrowbone, KY, was the pilot, and James Creamer, Louisville, KY, was the bombardier, hence the choice of a Derby great as a namesake.

—Joe Consolmagno

## Tentative Reunion Schedule

### Thursday, Sept. 22

1 p.m. Registration opens in the Marriott Hotel.  
Squadron meeting rooms open. Cash Bar.  
6 p.m. Buses leave for Ak-Sar-Ben barbecue and rodeo  
9:30 Buses return.

### Friday, Sept. 23

1:30 Buses leave for SAC, Offutt Field  
At SAC:  
Welcome by SAC general officer  
Soviet Military Capabilities briefing  
SAC Command Control briefing  
B-1B Bomber  
Question and Answer session with SAC general officer  
Memorial chapel service  
Cocktail party  
Dinner at Officers' Club  
Entertainment by SAC band  
Dancing  
9:30 Buses return to Marriott

### Saturday, Sept. 23

10 a.m. 306th Business meeting  
12 Lunch optional  
2 Movies, video tapes and slides  
6 Cash bar  
7 Banquet at Marriott  
Dr. Thurman Shuller, speaker

## 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 \_\_\_\_\_





During the POW reunion April 16 at the Bismarck Hotel, Chicago, four POW's from the 306th and one guest got together. All were originals with the 306th in 1942. Front row, left to right: Peter Fryer, 369th navigator; William Casey, 369th pilot; Andrew Graham, 423 bombardier; Back row: Robert Hermann, 367th navigator, and John M. Howard, 369th pilot and not a POW.

## Newly-Found

- Ake, Nelson, Glen Forest Dr., Boxford, MA 01291 367  
 Bishop, Delbert G., 2502 Stover Dr., New Albany, IN 47150 369  
 Boswell, Ted., Jr., 9202 Raeford Dr., Dallas, TX 75243 368  
 Bradley, Charles, 205 Shaffer Ave., Bellmawr, NJ 08031 368  
 Bradley, Robert, P.O. Box 874, Marshfield, WI 54449 369  
 Brennan, Neil, 368 2nd., Manistee, MI 49660 368  
 Dark, Cleo H., 921 S. 14th St., Rogers, AR 72756 369  
 Doman, Warren, 218 N. Meadow, Oshkosh, WI 54901 369  
 Elliott, Willard O., 1215 N. 8th St., Lansing, KS 66043 369  
 Furiga, Frank D., 3419 Ridge Park Blvd., Broadview Heights, OH 44147 FR  
 Gaadt, George, 888 Thorn St., Sewickley, PA 15143  
 Gannett, Ray, 25 Odyssey Ct., Newport Beach, CA 92663 367  
 Heyer, Edwin F., 12555 Moss Ranch Rd., Miami, FL 33156 367  
 Jang, Harry, 67 Caretta Ln., Rancho Murieta, CA 95683 367  
 Johnson, Walter F., P.O. Box 53, Theodosia, MO 65761 367  
 Jones, Hubert R., 3409 Marianna Ct., Loveland, CO 80537 GP  
 Lisee, Victor, 3540 Nantucket Dr., Fairfield, CA 94533 369  
 Lloyd, Alwyn T., 17465 NE 11th, Bellevue, WA 98008 FR  
 Lynch, Joseph G., 11 Covell Hill Rd., Portland, CT 06480 367  
 Pedevillano, John R., 9306 Daidson, College Park, MD 20740 369  
 Stewart, Deral O., 2513 Horseshow Circle, Riverton, UT 84065 368  
 Sweeney, Forrest E., 5703 Cerritos St., Houston, TX 77035 369  
 Verhagen, PH Willemstraat 13, 4671 Ex Dinteloord, Netherlands FR  
 Zahniser, Paul, 14 Tendring Road, Cherry Hill, NJ 08003 423

## Boeing Plans '85 Birthday

In reading the history of the development of the modern airplane, World War II buffs find particular interest in the 1933-1937 era.

Right in the middle of this, 1935, came the first flight of the B-17, an event carefully marked in aviation history.

The Boeing Company has not missed the significance of this fact, and in 1985 plans to observe the 50th birthday of the Flying For-

ress. It is anticipated that many of the B-17 outfits from WW II, and from whatever theatres they came, will hold their reunions in the Seattle area in late September to properly mark this significant occasion.

We hope that by reunion-Omaha we will have more detailed information so that you can begin planning well ahead to travel to the Pacific Northwest and be a part of the big B-17 birthday bash.

## SAC Tours Schedule

306th Bomb Group Association Reunion  
 September 23, 1983

### GROUP A

(200 people maximum)

- 8:45 a.m. Arrive at SAC Theater  
 9:00- 9:50 SAC Today Briefing  
 10:00-10:45 Soviet Military Capabilities Briefing  
 10:45-11:00 Travel to SAC Memorial Chapel  
 11:00-11:45 Memorial Service  
 11:45-12:00 noon Travel to SAC Museum  
 12:00-12:45 p.m. Visit SAC Museum  
 12:45- 1:00 Travel to Officers' Club  
 1:00 Cocktails and luncheon

### GROUP B

(175 people maximum)

- 12:45 p.m. Arrive at SAC Theater  
 1:00- 1:50 SAC Today Briefing  
 2:00- 2:45 Soviet Military Capabilities Briefing  
 2:45- 3:00 Travel to SAC Memorial Chapel  
 3:00- 3:45 Memorial Service  
 3:45- 4:00 Travel to SAC Museum  
 4:00- 4:45 Visit SAC Museum  
 4:45- 5:00 Travel to Officers' Club  
 5:00 Cocktails and dinner

### GROUP C

(175 people maximum)

- 12:45 p.m. Arrive at SAC Museum  
 1:00- 1:45 Visit SAC Museum  
 1:45- 2:00 Travel to SAC Memorial Chapel  
 2:00- 2:45 Memorial Service  
 2:45- 3:00 Travel to SAC Theater  
 3:00- 3:50 SAC Today Briefing  
 4:00- 4:45 Soviet Military Capabilities Briefing  
 4:45- 5:00 Travel to Officers' Club  
 5:00 Cocktails and dinner

## 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



Order your copy today of

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

To: Russell A. Strong  
 2041 Hillisdale  
 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