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306th Echoes



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306th Bombardment Group Association

Sept 5-8 Set for Third 306th-Only Reunion

Boeing Sets Celebration For Plane

In July the fiftieth anniversary of one of World War II's most famous airplanes will be celebrated in Seattle, its birth place.

A three-day birthday party will honor the people who designed and built it and were involved with it during its distinguished history.

The airplane is the Boeing B-17, the Flying Fortress. It became known world-wide for the vital part it played in helping to win World War II and as the airplane that came back many times "on a wing and a prayer" after fierce battles in the thin, cold air high over the world's battle zones.

It all started on July 28, 1935, when the granddaddy of the B-17, the Boeing 299—for its design number—first lifted off from Seattle's Boeing Field. This prototype, built with company funds, was a one-of-a-kind test airplane built for an Army Air Corps competition for the "bomber of the future."

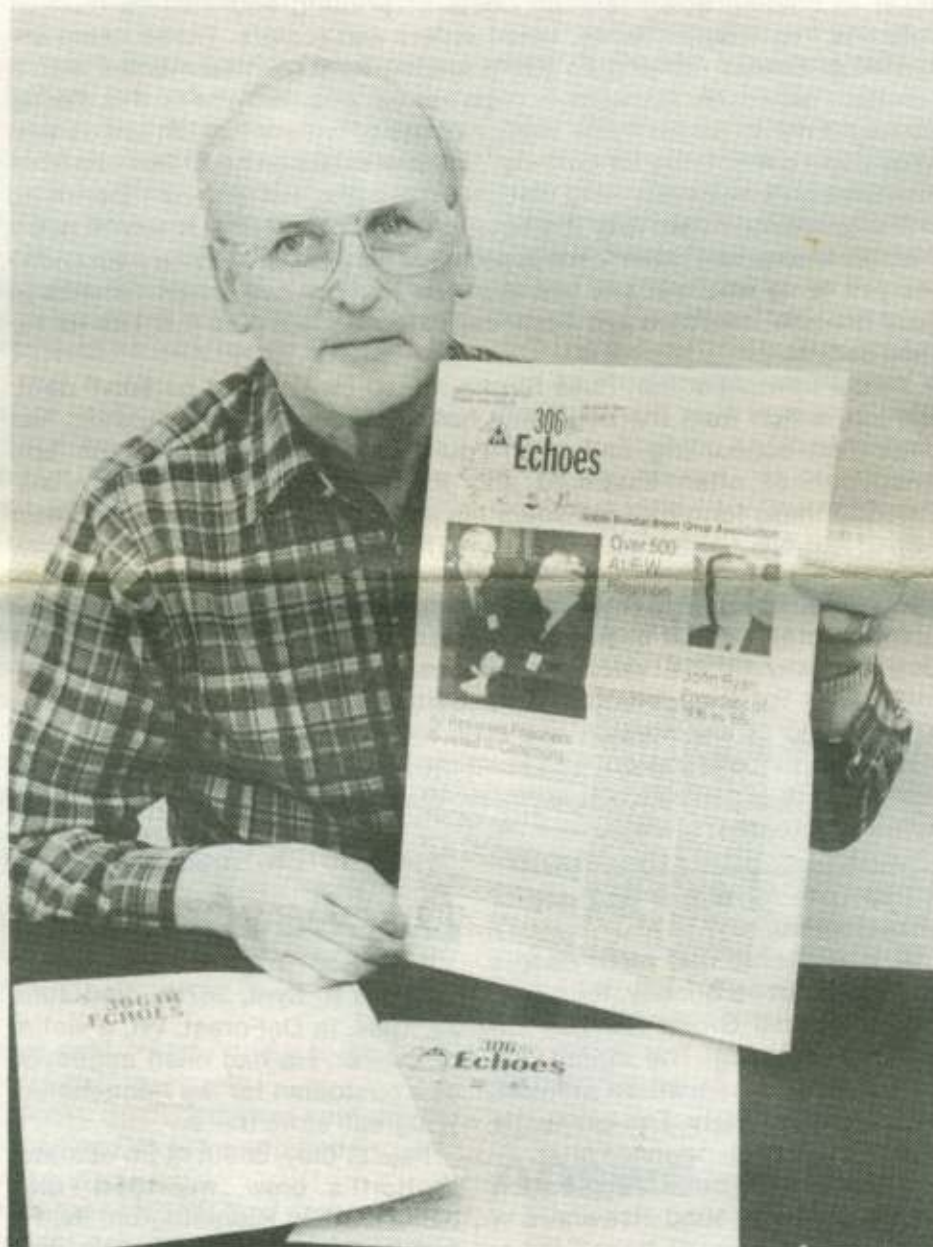
Although the prototype was lost just three months later in an accident during testing at Dayton, OH, it had proved the concept for bombers of the future.

Even with a world largely at peace and money for defense purposes difficult to find, 13 YB-17s were ordered early in 1936 for further tests, even though the Boeing 299 was not declared winner in the Army bomber competition.

A further small order for improved B-17Bs was placed in 1938, followed by small orders for even later versions, the B-17C and B-17D, in 1940.

It was not until 1941, with Europe embroiled in war, that the first large order was placed for the big bomber, with a total of 510 B-17Es contracted for in that year. So

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Editor Russ Strong shows the three different styles that have been used during the production of 306th Echoes.

Echoes Lauded for Role in Pulling 306th Together

It seems appropriate with this issue of *Echoes* to make a few comments on our newspaper and to express our gratitude to its editor. The early members of the 306th Bombardment Group Association will recall that *Echoes* started life as a single legal-size page of typewritten bits and pieces of nostalgic information about the old days at Thurleigh coupled with a request for names and addresses of wartime comrades with whom contact had been long since lost. Now, at the beginning of its tenth year of publication, *Echoes* in its most recent issue, has grown to a sixteen page tabloid. Its growth rate rivals that of the national debt.

Echoes is unique not only in its growth rate; it is equally unique in

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Return To Colorado

Everyone is looking forward to seeing you Sept. 5-8 in Colorado Springs.

That is the site chosen for the third annual independent reunion of the 306th Bomb Group. This follows on previous independent reunions in Omaha and Fort Worth.

Eduardo (Monty) Montoya, a 368th bombardier, is the reunion chairman, and he and his committee have prepared an interesting schedule of events.

The Colorado Spring Chamber of Commerce has been quick to point out the many advantages of coming there—climate, scenic beauty, weather in early September. But, there are other attractions, one of them being the U.S. Air Force Academy nearby.

Colorado Springs was the site in 1979 of an earlier gathering of 306th personnel, and while the hotel will be the same, it is now known as the Clarion. It is done in a Mexican style, and is a spacious setting for our event. Last year's banquet in Fort Worth drew 519 in attendance.

Just to clarify a point, the 306th began holding reunions 10 years ago, but all were in conjunction with the 8th Air Force Association, until at the Cincinnati reunion it was decided to "go it alone" in order to secure some advantages for all participants that were not available in the larger 8th AF aspect. Judge Donald R. Ross chaired the first event in 1983 and Reginald Robinson was the chairman last year.

A major event this year will be the dedication of a memorial plaque at the Air Force Academy, where a wall was erected several years ago and already many 8th units have placed additional plaques on it. The 306th plaque is being prepared by a committee headed by President John L. Ryan, and

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It will be ready for the dedicatory event planned for Friday morning, Sept. 6. Following the dedication services, there will be a social hour and luncheon in the Officers' Club at the Academy.

Committee members working with Montoya include Col. Walter H. Coons, Joe P. Gabrish, LTC Joseph J. Marciano, Robert F. Proctor, and Ryan. There are others living in Colorado Springs who may assist the committee as time draws near.

Again, advance registrations are sought, with a registration fee to be paid at that time. This advance fee assists in operating the entire reunion, including the considerable preparations which must be made well in advance.

Once again it is the directive of the 306th executive committee that costs be maintained at an absolute minimum to permit everyone possible to attend and enjoy a reunion with other men of the 306th.

"In preparing our program," says Montoya, "we are also mindful of the fact that a great many 306th families are now retired and as a result, many more wives are participating each year. We hope to have events that they, too, will enjoy."

Because Colorado Springs is located in an excellent tourist area, plans are being made for a number of optional events that anyone may participate in while staying at the Clarion. Further information on these events will be displayed in the next issue of Echoes.

Registration will actually begin at 9 a.m. Thursday morning to accommodate those who arrive in good season, of which there will be a number. The first major event is Friday morning, and no special dinner is being planned for the evening, in order that everyone will have



The 306th Bombardment Group Historical Association: John Ryan, president; Robert Starzynski, Vice President; Russell A. Strong, secretary; and William M. Collins, Jr., treasurer. Directors: Robert Crane, William Houlihan and Gerald Rotter.

306th ECHOES is published four times annually: January, April, July and October, and is mailed free of charge to all known addresses of 306th personnel, 1942-45. Contributions in support of this effort may be remitted to the treasurer.

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8th AF CONTACT MAN: WILLIAM M. COLLINS, JR., 2973 Heatherbrae Drive, Poland, Ohio 44514. 216/757-3463.

Each issue is prepared and printed at Kalamazoo, MI. Editorial contributions are welcome and should be addressed to the editor. Changes in addresses and other matters concerning circulation of the 306th ECHOES should be sent to Poland, OH.

that it exists at all. Most military associations like ours must be content with sporadically published flyers to get the word out to their members. We have a full-blown newspaper! This newspaper has many attributes well suited to our needs. For subway straphangers, its size is ideal for folding and reading while swaying to and fro with the motion of the car. For those of us whose eyes are no longer 20/20, its present type and quality of paper are a relief for eye strain and represent a tremendous improvement over the days when Echoes was printed on regular newsprint. One major difference between our newspaper and the daily paper we read over our morning coffee is that our paper is never used for wrapping packages or for scolding the dog. It winds up, not in the trash bin, but rather in a bulky file which is slowly becoming a valuable supplement to **First Over Germany**.

Without Echoes I do not believe we would be the well organized body of men we are today. Echoes has done its job well. It was originally conceived as a medium of communication to draw together former members of the 306th in an association which would preserve the memories of our experiences in the great war of our younger days. It has done the job for which it was intended and is now the medium which binds us together into a cohesive and close knit association of men who share a common and great heritage.

Beyond keeping us informed, Echoes Provides a major tangible asset in holding down reunion costs of printing and mailing reunion bulletins, registration forms, ticket orders and rosters. These items are carried in Echoes rather than being funded from reunion monies with a resultant necessary increase in registration fees. In spite of this saving we ought not to forget those slangy words of wisdom which tell us that "You don't get nothing for nothing." Echoes exists on contributions from members and, like everything else, has been plagued with rising printing and distribution costs over the past ten years. **Therefore, it seems to me that this anniversary issue is the appropriate place to solicit your help and to ask you to do whatever you can to insure that our newspaper remains in good financial condition and continues to be published as it enters its second decade.**

To our intrepid editor, Russ Strong, we all owe a great personal debt. His job, which from the beginning has been completely voluntary, has been time-consuming and has required considerable research and evaluation of often scattered and fragmentary historical materials. Through these long first ten years his enthusiasm for Echoes has never waned but has continued at the same fever pitch with which he undertook the publication of the first issue. From a personal standpoint I have always been amazed at Russ' ability to continue putting out Echoes on an uninterrupted regular basis during the writing and publication of **First Over Germany**. I think I speak for all of us in extending to Russ our heartfelt thanks for a magnificent job undertaken on our behalf. He can be justly proud of his creation and even more pleased and satisfied with what his brainchild has done to build the 306th Bomb Group Association into the fine organization it is today. We wish both the Echoes and its editor well for the future.

—John L. Ryan, 306th President

a free time for dinner and lots of conversation.

It is expected that most people will move out on Sunday, following the traditional Group Banquet on Saturday evening. The dinner will be preceded by squadron pictures and a cocktail party. The evening's speaker will be announced later.

For the early birds, registration forms are to be found elsewhere in this issue.



An apt license plate for the car of one of our English 306th friends.

great was the growing need for the vital new bomber that a "production pool" was formed which combined the manufacturing capabilities of Boeing, Douglas and Lockheed to mass produce the Flying Fortress.

By the end of the war, the three manufacturers had produced a total of 12,726 Flying Fortresses.

The Flying Fortress Fiftieth Anniversary commemoration in Seattle is being sponsored by the Boeing Company and the Boeing Management Association, a large group of present and retired company supervisors and managers.

The three-day birthday party will begin on Friday, July 26, 1985, with special activities for invited former members of World War II B-17 bomber groups and units which

Seattle Host

There will be a bit of reunioning in 1985 in Seattle, WA, with a number of groups holding their festivities there July 26-28 to help the Boeing Company observe the 50th anniversary of the B-17.

As the 306th will not hold its reunion there, you may find a "home" during that period with the B-17 Veterans' Composite Wing, a headquarters set up to take care of members of groups which will not convene there.

For further information, write Paul Chryst, PO Box 326, King of Prussia, PA 19406.

were involved with the Flying Fortress. Saturday, July 27, will be reserved for present and retired Boeing employees and families. Sunday, July 28 will be a public open house.

All of the above activities will be at the new Museum of Flight on Boeing Field, Seattle. The museum, a non-profit public organization with some 15,000 members, was opened at its new site in 1983 and features the completely restored original 1916 Boeing factory building as well as new facilities including display areas, meeting rooms, workshops, archives and offices.

Many special displays are being planned to feature the Flying Fortress and its history. One or more flyable B-17s are expected to be on hand along with other historic aircraft.

Missing Your Medals? Here Are Directions

If you never have received your service medals, you ought to get them.

At least your grandchildren will find them fascinating.

Send a copy of both sides of your discharge papers, along with a letter to the General Service Administration, National Personnel Records Center (Military Personnel Records), 9700 Page Blvd., St. Louis, MO 63132. —Frank Ianucci

Deceased

James R. Byrd, 367th, died June 23, 1984, in DeForest, WI, a victim of cancer. He had been employed as a custodian for the Rennebohm-Walgreen store there.

Paul E. Clay, 369th radio operator (Buttorff's crew, mid-1944), died January 13 in Bloomington, IN. He had been an automobile salesman since the war and leaves his wife, three daughters, a son and five grandchildren.

John Moyer, Medford, OR, died 31 Aug 84.

LTC John J. Stolz, 367th pilot, died 11 Aug 83 in Colorado Springs, CO, where he had made his home since 1968. He spent 29½ years in the Air Force, and upon retirement joined New York Life Insurance Co., working for them until open heart surgery forced his total retirement. He brought his crew to the 306th 31 Oct 43, and was with the group until 24 Apr 44, when his was one of two planes that went to Switzerland during the disastrous Oberpfaffenhofen raid.



Joe Albertson makes one last call on the Kiosk telephone, while Lloyd Richards holds the door



Joe Albertson gets a front seat ride in an authentic jeep, and those are authentic WWII uniforms on British friends. Col. Richard Hedge, CO, 306th Strategic Wing, waves from the kiosk door.

306th Obtains Kiosk

Up, up and away rose the bright red telephone box into the body of the KC10, Louisiana-bound to the Museum of the 8th Air Force at Barksdale.

For Joe Albertson, it was a moment of pure nostalgia when he picked up the old telephone in the bright red telephone box—it brought back the old days when he used to serve at Thurleigh and used a box just like it, to ring his girl friends.

Joe was a guest of honor at Mildenhall, Suffolk, when they flew out a British telephone kiosk. It will be a reminder to a lot of men like Joe of their days over here, in World War II.

Joe, who donned his old uniform for the occasion, was a staff sergeant and crew chief of B17 Wahoo on flying flights out of Thurleigh. The vintage kiosk had been presented to the U.S. 8th Air Force as a goodwill gesture by British Telecom Bedford Area, after a request from the 306th Historical Group, a Society that preserves war time links between the 8th Army Air Force and British friends.

Fred Laming, general manager of British Telecom Bedford Area, presented the kiosk to Colonel Richard Hedge at a ceremony at Thurleigh earlier in the year. Colonel Hedge and staff were on hand to wave it farewell as it disappeared on board the vast transporter aircraft on its final leg to its new home.

As for Joe, he couldn't resist picking up that telephone for the last time.

Now retired from the service, he has come back to England and is a civilian employed at Lakenheath USAF Base. He lives in a Suffolk village and his wife is British.

Says Peggy Albertson who was a Land Army girl in the war, "I don't think I was the only girl in those days he rang up, but I was his GI bride in the end, and we've lived happy ever after." "That box sure brings back the romance," said Joe.

'ECHOES' Begins 10th Year Of Service to 306 in This Issue

The latest update of the mailing list for *Echoes* now brings the total names on the list to 1,936.

Not all of these are 306th men, as a number of "Friends" have asked to be included, as well. Many of these are regular in submitting a check to the treasurer to assist with the production costs of the four issues each year.

This is the highest total we have reached in names, and a considerable part of this action has come from men locating old crew members, barracks mates, or other associates from Thurleigh days. Perhaps by the end of 1985 we will have crossed the 2,000 mark. In

volume 1, number 1 of *Echoes* we reported that we had a little over 400 names on the roster. The first listing the editor recalls was about 50 names.

It will be appreciated if you will take a look through old address books, or clippings you may have saved from *Stars and Stripes*, or listings off the backs of pictures that show those WWII hometowns.

The secretary maintains a state-by-state list of such names by towns, and would be happy to transmit a copy for your area to anyone who would like to join the search.

Let's keep building the 306th!



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



Cartoon obtained through efforts of Bert Perlmutter.

Checking on Your Recall of Old Data

Taken from Air Force magazine, July 1944, the questions have been edited to remove those referring only to matters of the Pacific area. Try your luck with the rest of them:

- In ditching a B-17, the top turret gunner should place his guns facing
 - Backward
 - To the right
 - Forward
 - To the left
- If an engine exhausts black smoke, it means that
 - The mixture in the carburetor is too rich
 - There is a leak in the exhaust stack
 - The mixture in the carburetor is too lean
 - There is an excessive air leak in the bleeds
- The Navy's Corsair is a
 - Twin-engine, two-place, mid-wing monoplane.
 - Single-engine, single-place, mid-wing monoplane.
 - Single-engine, single-place, low-wing monoplane with inverted gull wings
 - Twin-engine, single-place, low-wing monoplane
- A tandem airplane is a plane which has
 - More than two engines
 - Two seats, one behind the other
 - A retractable landing gear
 - Twin tail booms
- Eglin Field is located in
 - Oklahoma
 - Texas
 - California
 - Florida
- The E6-B is
 - The night-fighter version of the P-38
 - A navigational computer
 - The military terminology used to refer to the 75mm gun in the B-25
 - An anti-aircraft gun
- The approximate oil pressure in pounds per square inch necessary to feather a prop is
 - 150
 - 250
 - 400
 - 600
- A straight line from Thurlough to Berlin would cross
 - France
 - The Netherlands
 - Denmark
 - Switzerland
- The term "Mayday" is often used
 - To call for help
 - To request a fighter formation
 - To indicate approaching enemy aircraft
 - To identify yourself as a friendly aircraft
- The P-38 has a tricycle landing gear
 - true
 - false
- AAF personnel are not eligible to receive awards and decorations made by the United States Navy
 - true
 - false
- An aircraft flying at 150mph ground speed consumes fuel at the rate of 21 gallons per hour. The consumption for a 250-mile flight at this speed would be
 - 35 gallons
 - 50 gallons
 - 42 gallons
 - 63 gallons
- Subsidence is
 - A form of anoxia
 - An allowance for expenses incurred in performance of duty
 - The total aerodynamic force on an object
 - A meteorological term referring to a downward motion of air
- The RAF Typhoon is a
 - Single-engine fighter
 - Twin-engine fighter
 - Twin-engine medium bomber
 - Four-engine bomber

To fill the list out to the original 20 questions, we've added a few of our own:

- The rail line between Bedford and London was
 - LMS
 - A & L
 - QRT
 - COD
- The longest serving 306th group commander was
 - James Sutton
 - Chip Overacker
 - George Robinson
 - Claude Putnam
- When Snuffy Smith was busy earning his Medal of Honor, two other 306th men on the same mission won the Distinguished Service Cross. They were:
 - L. P. Johnson
 - Casey Jones
 - Charles Vondrachek
 - John Roller
 - Victor Rose
 - Bill Fahrenhold
- Which model did the 306th take to combat?
 - B 17-E
 - B 17-F
 - B 17-G
- In the halcyon days of 1944, perhaps earlier or later, when the Group was heading south over France, which radio beacon did it normally form on?
 - Selsey Bill
 - Mount Farm
 - Dover
 - Redding
- What was a unique feature of Thurlough, as seen from the air?

If you would like to set your mind to preparing a quiz, please do so and submit it to the Editor for inclusion in a later issue of Echoes.

Answers on page 7

At Los Angeles

A small contingent, 17, of 306th people represented the group at last fall's 8th AF reunion in Los Angeles: Hollis H. Baker, Don Bevan, Catherine Brennan, Milton Edwards, George Gransie, Louise Haluska, Al LaChasse, Nena Leary, Don MacDonald, Ed and Mary Peterson, Robert Seelos, Warren and Marilyn Wilson, and Frank Yaussi.

1942 Address Book Source of More Names

Vic Fiore was the original sergeant major for the 423rd squadron back at Wendover Field. But he didn't make it overseas with the 306th, and thus had lost contact with the Group. Living in Houston, he heard about our Fort Worth reunion and showed up there—with a 1942 address book in hand.

He not only had his address book, but brought along a copy of it for Secretary Russ Strong.

Now comes your turn. We culled from it the names of those we knew nothing about, and list them here with the towns they came from. If someone lived near you before entering service, they may still be around. Check the list and if you can supply us with a good address, please let us know so that we can add another 306th veteran to our list.

Our mailing list not only includes those who were in England during WW II days, but it is stretched on both ends, with those who were at Wendover but didn't go on to those who came after the war was over, those who participated in Operation Casey Jones, a few who served in the 306th in the 50s, and even to those who have been with the 306th Strategic Wing at Mildenhall, England, in more recent days.

ALABAMA—Cullman, Wm. G. Lovelady; McCalla, Edgar L. Countryman.

CALIFORNIA—Oakland, Charles Foisom; San Francisco, Peter Franceeschi; San Pedro, George Blahnk.

CONNECTICUT—Hartford, Paul L. Cultera; New Haven, Abie Caplowitz; Rowayton, Fred T. Olsen.

GEORGIA—Greensboro, John T. Coplan; Senioa, Parker H. Cleveland.

IDAHO—Montpelier, Keith W. Rich; Victor, Elmo Tonks.

ILLINOIS—Chicago, Allen F. Bertenshaw; East St. Louis, Cliff G. Latta; Decatur, Horace F. Kepler; Colfax, Beryl E. Harris.

INDIANA—Indianapolis, John W. Harlan.

KANSAS—Arkansas City, Robert M. Clough; Emporia, Arthur Clausen.

MAINE—Presque Isle, Sterling J. Kidney.

MASSACHUSETTS—Fitchburg, William J. Hawthorne; New Bedford, Pierre A. Roy; Stoneham, Serenus O. Preus.

MICHIGAN—Detroit, Alfred Bekowies; Hamtramck, Esle S. Weeks; Marquette, Howard J. Bauman.

MISSOURI—Knobnoster, Emory L. Brandt.

NEBRASKA—Howells, Joseph F. Dvorak.

NEW HAMPSHIRE—New London, Merle F. Butcher; Northwood Center, Edward Gates.

NEW YORK—Brooklyn, Joseph R. Berman; Cold Spring, Warren V. Eitner; Larchmont, Howard W. Peterman; Lynbrook, John B. Jackson, Fred A. Park; Middletown, Everett A. Evans; Morristown, Charles B. Kruger; Spring Valley, John Bodnaruk.

NORTH CAROLINA—Matthews, Willie W. Mullis.

OHIO—Cuyahoga Falls, Edmond Creque; Marion, John W. Hayden; Mingo Junction, Alfred Bezak; New Falls, Joseph F. Sova.

OKLAHOMA—Bethany, N. W. Sanford.

PENNSYLVANIA—Dickson City, Walter F. Zdziebko; Emsworth, Frank L. Bury; Hazleton, George M. Wolchesky; Huntington, Charles R. Wilson; Kithaning, Harold J. Vensel; Lansdowne, John M. Bassett; Philadelphia, Leo Berkowitz, Michael P. Capaldi; Pittsburgh, Robert D. Thomas; Wilkes-Barre, John J. Lawlor; Wyoming, Stanley A. Endrusick.

RHODE ISLAND—Cranston, Bennie Parisi.

SOUTH DAKOTA—Aberdeen, R. C. Phillips.

TENNESSEE—Dresden, Lewis McClannahan; Erion, Richard G. Edwards, Jr.; Hohenhold, Alfred B. Pennington;

Newly-Found

Barber, George L., 519 W Av J 15, Lancaster, CA 93534 368
 Bass, George G., 1024 Brooker Lane, DelRay Beach, FL 33444 GP
 Bocelli, Joe, 902 McClellan St., Philadelphia, PA 19418 367
 Capaldi, Charles, 7124 Wayne Ave., Upper Darby, PA 19082 423
 Carleton, Robert G., 110 S. Avenue 22, Los Angeles, CA 90031 369
 Clisby, Albert, PO Box 163, West Farmington, OH 44491 423
 Delapoer, John B., 1117 Fassler Ave., Pacifica, CA 94044 423
 Dillon, David W., 260 B 4E, Green Rover, WY 82935 423
 Dodge, Robert L., 4734 College Ave., San Diego, CA 92115 368
 Edlund, Lawrence E., 2238 Tilsen Ave., St. Paul, MN 55119 368
 French, John, 9 Montieth Ct., Baltimore, MD 21236 423
 Hingston, Thomas H., 306 Maple St., Lynn, MA 01904 449
 Huschle, Lawrence J., Rt. 2, Box 129, Richmond, MN 56368 423
 Jones, Shedrick, 2325 E. Vickery, Fort Worth, TX 76104 369
 Key, Hastings, S., Jr., 3014 Pin Oak Ct., Austin, TX 78704 423
 Little, Robert P., 2844 Mariposa Dr., Terre Haute, IN 47804 368
 Malone, James, 675 Cypress Ct., Erlanger, KY 41018 423
 McCollum, John W., 4450 S. Park #1408, Chevy Chase, MD 20815 423
 Murdock, William L., Rt. 3, Box 96, Batesville, AR 72501 423
 Nielsen, Harvey C., 99 Brookside Dr., Elgin, IL 60120 369
 Paisley, Dwight, 1115 Swan Ln., Newark, OH 43055 423
 Quandt, Lester D., 408 W. 16th St., Stuttgart, AR 72160 367
 Riggle, Fred P., PO Box 301, Paoli, IN 47464 423
 Riva, Hugo, 35 Little Bay Lane, Buzzards Bay, MA 02532 367
 Rush, Donald E., 1552 McAfee St., St. Paul, MN 55106 367
 Smith, Al F., 7823 Hare Ave., Apt. 19, Jacksonville, FL 32211 423
 Snow, Reed, 109 NE 130 Pl., Portland, OR 97230 423
 Stroud, Gerald, Rt. 1, Box 104½, Mayflower, AR 72106 368
 Taft, C. T., 2000 Clairmeade Valley Rd., NE, Atlanta, GA 30329 369
 Tuers, Clarence B., PO Box 816, Salida, CA 95368 367
 Wagoner, Dr. Billy D., PO Box 2147, Indianapolis, IN 46206 368

Updating Your Reading Pyle's 306th Directory WWII Writings Helps Recall

Albertson, W.H. (Joe)
 15 Pinewood Dr.
 Brandon, Suffolk, England

Chestnut, Ned
 PO Box 1018
 Kemmerer, WY 83101

Corlee, Lloyd
 Rt. 3, Box 119A
 Wilburton, OK 74578

Gerlach, James
 759 Augusta Dr.
 Springfield, MO 65804

Husband, Toy B.
 2790 Greenwood
 Morro Bay, CA 93442

Johnson, Philip K.
 1672 Simpson St.
 Madison, WI 53713

Lightbown, Harold
 50 Friend St.
 Wakefield, MA 01880

Love, Leland
 12476-170 Paseo Lucido
 San Diego, CA 92128

Maliszewski, Edward
 240 Cloverly
 Grosse Pointe, MI 48236

McMahon, Thomas B.
 63 Cattle Ct.
 Shelter Cove, CA 95489

Walck, Richard
 402 Foulk, Apt. 2B3
 Wilmington, DE 19803

Humboldt, James H. Lee; Memphis, Basil F. Lowry; Murfreesboro, Joe E. Hawkins; Tiptonville, John L. Norris, Jr.
 TEXAS—Melissa, Alfred L. Braseal.
 VIRGINIA—Arlington, John A. Wescott.
 WASHINGTON—Spokane, Max Hrycenko, Joseph W. Pederson.
 WISCONSIN—Milwaukee, Reinhold Greenmeier.

If you learn that the individual is now deceased, please inform the secretary so that the record can be duly updated.

Non-Profit Status

To All Members

We are considered a qualified organization under Sec. 501 (c) (19) of the I.R.S. Code.

Generally, you may deduct tour contributions of money (Dues, fees and memorial contributions) or property that you make to or for the use of the association. If property is given, you may deduct the fair market value of the property at the time of contribution.

You may deduct certain amounts you pay in giving services to the Association. The Code states that "if you are a chosen representative attending a convention of a qualified organization, you may deduct actual unreimbursed expenses for travel and transportation. You may also deduct a reasonable amount for meals and lodging while away from home overnight in connection with the convention." "You may not deduct personal expenses for sightseeing, fishing parties, theatre tickets or night clubs. You may not deduct travel, meals and lodging and other expenses for your spouse or children."

If you use your automobile to attend the reunion, you may deduct the cost of gas and oil. You may not deduct any part of general repair and maintenance expenses. Instead of using the actual costs, you may use the standard rate of 9 cents per mile to figure your contribution for travel. In either case, you may deduct parking fees and tolls. You may not deduct depreciation and insurance.

Because of the nature of the 306th Association, all members are considered a "chosen representative attending the Reunion and Meetings." In summary, the following are deductible:

1. Dues.
2. Donations for special projects such as Memorials.
3. Registration fee and cost of the evening functions arranged by the association.
4. Hotel room.
5. Cost of air fare, car expenses, taxi, limousine, parking, tolls and tips.
6. Meals not included in 3 above.

The I.R.S. specifically states that you cannot deduct the expenses for your spouses or children.

Keep Echoes Coming With Your Latest Address

New address information:

name

street address

city, state, zip

Goldwater Asks Promotion of 8th Generals

From Air Force Times

WASHINGTON—Sen. Barry Goldwater (R-Ariz.) has introduced a resolution to authorize the President to advance two aviation pioneers on the retired list.

SJ Res. 14 calls for the promotion to four-star rank of Lt. Gen. Ira Eaker (USAF Ret.) and Lt. Gen. James Doolittle (USAF Ret.).

Goldwater, himself a retired major general, said that he has felt for many years that the two should be advanced to full general rank "as a further tribute to their accomplishments and as a further indication of the esteem of their country."

Eaker, born in Texas in 1896, was commissioned in the Infantry Reserve in 1917, took pilot training and earned his pilot's wings in October 1917.

He served for 2½ years in the Philippines, then returned to command the 5th Aero Sq. at Mitchell Field, N.Y. In 1924, he was assigned to the office of the chief of the Air Corps in Washington.

He was one of the pilots on a 22,065-mile goodwill flight to Central and South America, returning in 1927. Two years later, he was chief pilot on the *Question Mark*, a Fokker tri-motor that stayed aloft more than six days with the help of aerial refueling. The next year he made the first transcontinental flight using aerial refueling.

In the 1930s, Eaker earned a degree in journalism, commanded the airmail route, served on detach-

ed duty aboard an aircraft carrier in Navy maneuvers off Hawaii and Guam and made the first transcontinental flight on instruments.

Just before the United States entered World War II, Eaker was sent to England to fly new Royal Air Force planes and observe British fighter-control methods. In February 1942, as a brigadier general, he returned to England as commander of the first American air headquarters in Europe. That December, as a major general, he took command of the 8th Air Force. Later, he commanded all U.S. Army Air Forces in the United Kingdom and in 1944 was named air commander-in-chief for all Allied Air Forces in the Mediterranean.

After the war, he was deputy commander of the Army Air Force and chief of the Air Staff until his retirement in July 1947. In retirement, he served as vice president of Hughes Tool Co. and later of Douglas Aircraft Co. He lectured regularly at the USAF Academy and at officer professional schools here and in Britain. In 1957, he began writing a syndicated newspaper column on military affairs that appeared for several years in *Air Force Times*.

In 1979, Eaker received a special congressional gold medal named in his honor.

General Doolittle was born in California also in 1896. He enlisted as a flying cadet and earned his commission in the Signal Corps

Reserve in 1918. He served as a flight instructor and later was assigned to border patrol duty in Texas.

Given a Regular commission in 1920, Doolittle took the aeronautical engineering course at McCook Field, Ohio, and later earned his master's and doctor's degrees in science from MIT.

During the 1029s, he made a cross-country flight from Florida to California, trained in high-speed seaplanes, flew as a test pilot and made the first flight completely by instruments. He resigned his Regular commission in 1930 and became manager of the Shell Oil Company's Aviation Division. He retained a Reserve commission, however, and served a number of active-duty tours to continue test flying for the Army. In 1932, he set a world speed record for land planes.

In July 1940, Doolittle was ordered to extended active duty as a major to work with automobile companies on converting their plants to build planes. Like Eaker, he was sent to England to study Allied air forces and their military buildup.

A month after the United States entered World War II, Doolittle was ordered to Washington to plan the first aerial mission against Japan. Three months later, taking off from

an aircraft carrier in the Pacific, he led the B-25s on what has become known as the Doolittle Raid, for which he received the Medal of Honor.

Advanced from major to lieutenant general during the war years, Doolittle commanded the 12th Air Force in North Africa, the 15th in Italy and the 8th in Europe and later, in the Pacific.

Doolittle reverted to Reserve status after the war and returned to Shell Oil, as a vice president and later became a director of the company. In 1951 he became a special assistant to the AF chief of staff and later served as chairman of the board of Space Technology Laboratories and on several scientific and aeronautical boards. He also was first president of the Air Force Association.

In the 1920s and '30s, Doolittle won most of aviation's top awards, including the Schneider, Mackay, Harmon, Bendix and Thompson Trophies.

Congressional action on behalf of former general officers is fairly rare. In 1949, Congress named Gen. H. H. Arnold to be the first, and so far the only, general of the Air Force. He had been retired in 1946 as a five-star general of the Army.

Pyle Talks About Eaker, Doolittle as Humans

There was another lieutenant general in the Naples area whom I knew well. He was Ira Eaker, head of all the Mediterranean Allied Air Forces. We were friends of more than fifteen years' standing.

I used to go up and have dinner with him now and then. He had four or five guests every evening. He would flatter me by saying to his guests, "I knew Ernie when he wasn't anybody."

I would flatter myself by saying, "I knew the general when he was a captain."

I never left the general's headquarters without his giving me some kind of present, and now and then he gave me something to send to That Girl back in America. He was one of the most thoughtful men about doing little things for people.

General Eaker was nearly bald, liked to smoke cigars and sucked frequently at a pipe. He drank almost not at all. He talked with the slow clarity of a Texan and his voice was so low it was hard to hear him sometimes. For recreation, he liked to play volleyball late in the afternoon.

His driver was a British RAF sergeant who had been with him for two years. One of the general's greatest traits was love and loyalty to his old friends of early years.

The Air Forces staff lived in trailers and tents in a lovely grove, and ate in one big mess hall where the general also ate with his guests.

General Eaker lived in a wooden Dallas hut, fixed up with a big fireplace and deep lounges and pictures so that it resembled a hunting lodge—very nice indeed.

Every morning at 9:30 the general went to his "war room," and in a space of twenty minutes received a complete history of the war throughout the world for the previous twenty-four hours. In order to provide this comprehensive briefing, many of his staff had to get up at five o'clock to collect the reports.

General Eaker's job in Italy was a tremendous one. Before that he ran the great Eighth Air Force in England with distinction, but in Italy he had to face some brand-new problems. In England it was purely an air war. In Italy it was air and ground both. Further, his command was stretched over thousands of miles and included fliers of three nations.

Integrating the air war with the ground war was a formidable task. Doing that was General Eaker's biggest job right then, for he already



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knew about the other side of his job—which was to bomb the daylight out of Fortress Europe.

There in England, while I was waiting for the invasion, I went gallivantin' around with lieutenant generals again. This time it was Jimmy Doolittle, who was still the same magnificent guy with the three stars on his shoulders that he had been with a captain's bars.

General Doolittle ran the American Eighth Air Force. It was a grim and stupendous job, but he managed to keep the famous Doolittle sense of humor about it.

After arriving in England from Italy, Doolittle diabolically started a couple of false rumors circulating about himself. One was that his nickname used to be "Curly." He would occasionally throw his almost bald head back as though tossing hair out of his eyes. His other claim was that he used to be six feet tall but had worried himself down to his small height in the previous five months.

Jimmy Doolittle had more gifts than any one man has a right to be blessed with. He had been one of America's greatest pilots for more than twenty-five years. He was bold and completely fearless. He had a great technical mind and a highly perfected education in engineering. And he was one of the most engaging human beings I ever ran across. He talked with animation, his voice was clear and keen, and it carried a sense of quick and right decision.

The last time I had seen General Doolittle was some sixteen months before, down at the desert airdrome of Biskra on the edge of the Sahara. That was when he was running our African bomber force that was plastering the Tunisian ports.

General Doolittle flew in one afternoon from the far forward airdrome of Youks les Bains. The night before, his entire crew, except for the copilot, had been killed in a German bombing at the Youks field. His crew had manned their plane's guns until it got too hot, and then made a run for an old bomb crater fifty yards away. It was one of those heart-breaking freaks of hard luck. A bomb hit the crater just as they reached it, and blew them all to pieces.

General Doolittle had written hundreds, perhaps thousands of letters to people who had lost sons or husbands in his air forces. But one of the men in that crew was the hardest subject he ever had to write home about.

When he led the famous raid on Tokyo, Doolittle had a mechanic who had been with him a long time. Doolittle was a colonel then. The mechanic went on the Tokyo raid with him. The details of that raid have generally seeped out. The planes were badly scattered. Some were shot down over Japanese territory. Others ran out of gas. Some of the crews bailed out. Others landed in Russia. The remainder splattered themselves all over the rice paddies of China.

That night Doolittle was lower than he had ever been before in his life. There wasn't any humor in the world for him. He sat with his head in his hands and thought, "You have balled up the biggest chance anybody could ever have. You have sure made a mess of this affair. You've lost most of your planes. The whole thing was a miserable failure. You'll spend the rest of your life in Leavenworth for this, and be lucky to get out of it that easy."

As he sat there his sergeant-mechanic came up and said, "Don't feel so bad about it, colonel."

Doolittle paid no attention. But the sergeant kept at him. "It's not as bad as it seems. Why, I'll bet you that within a year you'll have a Congressional Medal for it and be a brigadier general."

Doolittle just snorted.

"Well, I'll bet you do," the sergeant said. "And I'd like to ask one thing. As long as you're flying I'd like to be your mechanic."

That finally got inside Doolittle's gloom. Somebody had confidence in him. He began to buck up. "Son, as long as I've got an airplane you're its mechanic, even if we live to be a thousand years old."

Doolittle did get a Congressional Medal of Honor, and received not one star only but the three of a lieutenant general. And that sergeant, who dedicated himself to Colonel Doolittle that miserable night out there in China, was still General Doolittle's mechanic the night they landed at Youks les Bains in February of 1943. He was one of the men who ran for the shell hole that night.

One day in England Jimmy Doolittle noticed in the roster of officers at his staff headquarters the name of a Captain Doolittle.

The name is not an ordinary one and he made a mental note that someday he would look the fellow up for a little chat. Not long after, his phone rang and the voice at the other end said, "This is Captain Doolittle."

"Oh, yes," said the general. "I had noticed your name and I meant to call you up sometime."

"I'd like to come in and see you," said the voice at the other end.

"Why, yes do that," the general said. "I'm pretty busy these days, but I'll switch you to my aide and he'll make an appointment for you. Glad you called, Captain, I'll look forward to seeing you."

He was just ready to hang up when the voice came back plaintively over the phone, "But Dad, this is me. Don't you recognize me? I've got a package for you from Mom."

The general exploded, "Well, why in hell didn't you say so in the first place?"

It was Captain Jimmy Doolittle, Jr., a B-26 pilot in the Ninth Air Force. I don't know if the general ever got around to seeing the other Captain Doolittle. If he did it probably turned out to be his brother or something.

General Doolittle has always been a great storyteller. He was the only man I've ever known who could tell stories all evening long and never tell one his audience had heard before. He could tell then in any dialect, from Swedish to Chinese.

Above all he loved to tell stories on himself. One day he had his plane set up for a flight to northern England. The weather turned awful and one of his crew suggested that they cancel the trip. As Jimmy said, he would probably have cancelled it himself, but when the junior officer suggested it he sort of had to go ahead and go.

They were hanging around the operations room, getting the latest reports. The crew thought General Doolittle had left the room. The junior officers were talking about the dangers of making the trip in such weather. They didn't think the general ought to take the chance. And then he overheard one of them: "I don't think the bastard gives a damn about the weather."

The poor officer almost died when he discovered that the general had heard him.

Other passengers said that throughout the flight this benighted fellow just sat staring at the floor and now and then shaking his head like a condemned man.

The general thought it was wonderful. No, he didn't do anything about it—he was flattered by the compliment.

"But only one thing saved him," Doolittle said. "If he had used the word 'Old' in front of bastard, I would've had him hanged."

He told another one: He was at a Flying Fortress base one afternoon when the planes were coming back. Many of them had been pretty badly shot up and had wounded men aboard.

The general walked up to a plane from which the crew had just got away. The upper part of the tail gun turret was shot away. General Doolittle said to the tail gunner, "Were you in there when it happened?"

The gunner a little peevisly, replied, "Yes sir."

As the general walked away the annoyed gunner turned to a fellow crewman and said in a loud voice, "Where in the hell did he think I was?—out buying a ham sandwich?"

A frightened junior officer, fearing the general might have overheard, said, "My God, man, don't you know who that was?"

"Sure, I know," the tail gunner snapped, "and I don't give a damn. That was a stupid question."

With which Jimmy Doolittle, the least stupid of people, fully agreed when he told the story.

Another time the general went with his chief, Lieutenant General Spaatz, to visit a bomber station which had been having bad luck and heavy losses. They thought maybe their presence would pick the boys up a bit. So they visited around awhile. And when they got ready to leave, a veteran Fortress pilot walked up to them. "I know why you're out here," he said. "You think our morale is shot because we've been taking it on the nose. Well, I can tell you our morale is all right. There is only one thing that hurts our morale. And that's having three-star generals coming around to see what's the matter with it."

Jimmy told those stories wonderfully, with more zest and humor than I can put into them secondhand. As he said, the heartbreaks and tragedies of war sometimes push all gaiety down into the depths. But if a man can keep a sense of the ridiculous about himself he is all right. Jimmy Doolittle could.

Answers

- (c) Forward. To assist the pilot and copilot in leaving the plane.
- (a) The mixture in the carburetor is too rich.
- (c) Single engine, single-place, low-wing monoplane with inverted gull wings.
- (b) Two seats, one behind the other.
- (d) Florida.
- (b) A navigational computer.
- (c) 400.
- (b) The Netherlands.
- (a) To call for help.
- (a) True.
- (b) False.
- (a) 35 gallons.
- (d) A meteorological term referring to a downward motion of air.
- (a) Single-engine fighter.
- (a) LMS-London, Midland & Scottish.
- (c) George Robinson, 19 June 43-23 September 44, 15 months.
- (c) Charles Vondrachek.
(d) John Roller.
- (b) B-17F. The E model was flown at Wendover, and the G model appeared in late September 1943.
- (b) Mount Farm.
- It was the only field in England in which four large hangars were aligned along one side of the field.

Echoes First Appeared in 1976 Edition

For most current members of the 306th Bomb Group Association, their initial introduction to *Echoes* was the piece that really told them there was an organization in operation.

This issue is vol. 10, number 1,

and *Echoes* had its beginnings in August 1976. For a period of time it appeared about three times a year, but has been regularized for several years now at four issues annually, generally appearing in the months listed. (The last issue was late to give earlier coverage to the Fort Worth reunion.)

Echoes was named by and created by Russ Strong, who continues as editor, as well as being secretary of the 306th Association. A 367th navigator, he spent some time at Thurleigh in the public information office in the middle of his combat tour.

Once he returned home and re-entered college, much of his life has been spent in journalism and public relations, principally for colleges and universities in Michigan and North Carolina. Currently he is director of research for the Western Michigan University Foundation at Kalamazoo, a duty that neatly dovetails with much of his 306th work.

Strong usually writes much of the issue, has type set, pastes up the flats for the camera and oversees the production. Once it is printed and packed in boxes it is shipped by UPS to Poland, OH, where Bill Collins then spends a day or a day and a half in affixing labels and taking care of the myriad details of the third class mail regulations of the U.S. Postal Service.

Addresses are maintained on the Western Michigan University administrative data processing computer for bulk mail. This service is able to provide the 306th with printouts of its list, the last of which contained 1,936 names.

Early directories were maintained by typing and xeroxing lists of

names, and mail labels were produced in this way as well. But as the roster began to swell it was moved on to a computer. Several early directories were compiled, but had a very limited circulation, and only the 1984 version was distributed to everyone on the mailing list. It is Strong's intent to create a new directory in 1986.

Echoes has frequently won high praise from historians and others associated with 8th Air Force history. With nine years under its belt, Strong is of the opinion that *Echoes* will probably continue in its present form for at least another 10 years.

While some might like a magazine or another format, costs dictate a newspaper layout. It is also faster to produce, and frequently is not completed until the morning of publication.

Most issues are eight pages and the editor has often been asked why it can't be bigger and appear more often; that is just not possible. While costs presently are easily borne by contributions, more issues or more expensive issues might require other forms of production.

As well as being circulated to 306th men, a number of other people have asked that their names be included on the mailing list, and we have done so. It is also sent to several Air Force collections, and is well circulated in England.

Reunion Registration

306th Bomb Group Reunion Committee

c/o Eduardo M. Montoya

P.O. Box 25883

Colorado Springs, Colorado 80936

- I will attend the 306th BG reunion and will bring _____ family members with me. Enclosed is \$_____ (\$25.00 registration fee **Per person**). I understand that these funds will be committed early and therefore will not be refundable after 1 August, 1985.
- (I am) (We are) staying at the Clarion Hotel and (i have made) (I will soon make) my own reservations by direct correspondence with the hotel.
- I am arranging for accommodations at a place other than the Clarion Hotel but will participate in reunion activities.
- I will need parking space for a Recreation Vehicle (with) (with no) hook-up.
- I am arriving at Colorado Springs on Flight # _____, _____ Airline, scheduled to arrive Colorado Springs at _____ (a.m.) (p.m.) _____ Sept. '85.
- I was shot down over enemy territory and evaded capture.
- I was shot down, captured, and escaped.
- I was a P.O.W. until liberated.
- I was a member of the _____ Sqdn. My crew position or other duty was _____.
- I want (my) (our) reunion name tags to read: _____.

Signature _____

Address _____

Zip _____

Hotel Registration

Reservations are accepted on a **GUARANTEED** basis only.

GUARANTEED RESERVATIONS:

- send a deposit of one night's room charge plus tax (_____ %)
- include your credit card (Am/Ex, D/C, M/C, VISA or C/B only). If you do not cancel directly with the hotel 48 hours prior to arrival, you will be billed by the credit card company for one night's lodging, plus tax.

CANCELLATIONS: Please don't be a "NO SHOW." If you cannot stay with us, please cancel your non-guaranteed reservation by calling the hotel or our toll free number 800-362-6000. To cancel a **GUARANTEED** reservation, contact the hotel directly at least 48 hours prior to arrival and obtain a Cancellation Number.

CHECK-OUT: Check-out time is 11 a.m. Therefore, **CHECK-IN** is not guaranteed prior to 3 p.m.

PLEASE NOTE: Reservations made after August 5, 1985, will be subject to Higher Rates and space availability.

Name of Group: 306th BOMB GROUP

Last Name _____ First _____ Middle _____

Company Name _____ Company Phone Number _____

Address _____

City _____

Home Address _____ Home Phone Number _____

City _____

Sharing with: Last Name _____ First _____ Middle _____

Non-poolside Poolside

Single—1 person \$62.00 \$72.00

Double—2 person \$65.00 \$75.00

Triple—3 person \$65.00 \$75.00

Please check type of room requested

Rollaways @ \$10.00 Nightly

Guest rooms for this meeting are held as listed. Any variation is subject to availability.

Arrival: Thursday, September 5, 1985

Departure: Sunday, September 8, 1985

PLEASE MAKE MY RESERVATIONS FOR:

Arrival: _____ Departure: _____

Month _____ Month _____

Day _____ Day _____

Time _____ Time _____

GUARANTEED RESERVATION

Deposit included AMX DC MC CB

Credit card number _____

Expiration date _____

Signature _____