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306th Bombardment Group Association

ROSE OF YORK

Were You There? John Holmberg Wasn't!

From the July 1986 issue of 8th AF News

MORE ON "ROSE OF YORK." Re Roberts correction (12-2/39), I took a number of photos with my box camera of the Royal Family at the Molesworth christening of "Rose of York." Sgt. Powers of the 360BS developed my film for me. The

2 July 1986

Mr. John Woolnough, Editor
8th AF News
PO Box 4738
Hollywood, FL 33083

Dear John:

Well, here we go again!

The 306th plane, 42-102547, became a part of the 306th Bomb Group on 5 May 1944. She continued there, assigned to the 367th Squadron until disappearing in the English Channel 3 February 1945, returning from a raid to Berlin. During much of the period the plane was a lead aircraft for the 367th and 306th.

Upon arrival the aircraft was assigned to the tender, loving care of M/Sgt. Edward S. Gregory, now of Livermore, CA.

During its 306th career, the plane was first named **THE PRINCESS**, then **PRINCESS ELIZABETH**. It was under this name that Sgt. Gregory conceived the idea of having it christened by Princess Elizabeth. That being a super PR idea, it was passed along to higher headquarters, and eventually to Buckingham Palace.

The reply came back that it was indeed a good idea, and that a christening could be arranged, but in order to remove a bad omen in case the plane met with disaster in the future, it was suggested that it be renamed **ROSE OF YORK**. Sgt. Gregory deleted the old name and a new one was painted, resplendent with a white rose.

Then came the big day, 6 July 1944, at Thurleigh, when Lt. Gen. James H. Doolittle, King George VI, Queen Elizabeth and Princess Elizabeth arrived in their Daimler cars to being to fruition Sgt. Gregory's masterful idea. Hundreds of men from the 306th crowded around the hardstand, which had been scrubbed clean, and watched as Princess Elizabeth swung a bottle of English cider against a plate attached to the chin turret guns and christened the Rose of York.

I write, not as a historian, but as an eyewitness to the event from a distance of about 25 feet. M/Gen. Robert Williams, CO of the First Division, was on hand, along with a host of other high ranking dignitaries. Col. George L. Robinson, CO of the 306th, officiated, and luncheon in the senior officers' mess followed. When the royal party left they carried with them a thermos of ice cream made on the base in a rare ice cream making machine which the 306th had among its treasured possessions.

At the time of the christening of the Rose of York, Capt. Perry Raster and his lead crew were assigned to the plane.

1st Lt. Vernor F. Daley, Jr., was assigned the plane on a mission to Berlin. The A/C lost an engine over the target and straggled on the way home. About two-thirds of the way across the North Sea Daley radioed the air commander of the 306th that he was in difficulty but thought he could make it. Nothing further was ever heard from the A/C. Flying as an observer that day was Guy F. Byam, a BBC correspondent.

I doubt that this will put to rest the controversy, but these are the facts concerning this aircraft.

306th may have used the a/c at a later time. My photos are the only proof I can submit.

John F. Holmberg — 303BG

(This may develop into an argument between the 303BG and the 306BG like the Clark Gable thing did — see 8-3/8. We first ran the 306BG photo of "Rose of York" in 7-1/4, then the S&S story on the 306BG christening of their plane "Rose of York" in 9-3/10. Eng sent in a photo of a 303BG christening of "Rose of York," which we printed in 12-1/16. Now Holmberg sends us photos he said he took of this event. They look like they were taken from a slightly different angle than the Eng photo. Who can tell us what is going on here? JHW)



A tree now stands at the USAF Museum, Wright Patterson AFB, OH, as a memorial and tribute to men of the 306th, one of a number honoring WW II combat units. A plaque nearby identifies the 306th and its role in the air war, and both will be dedicated during our reunion September at Dayton. While the planes and memorabilia inside the building will easily capture and hold your interest. Whenever you make a pilgrimage to this great museum, you will want to see the 306th plaque and tree.

If you have never belonged to the Caterpillar Club, but qualify, or if you have lost your Caterpillar Club pin, we suggest that you contact Mrs. Eva Wagner, Irvin Industries Canada Ltd., PO Box 280, Fort Erie, Ontario, Canada, L2A 5M9. There is a charge for replacement pins and membership cards.

List Grows For Dayton Gathering

Reservations are moving nicely, and today many more than 300 people have indicated they will be attending the fourth independent reunion of the 306th Bomb Group September 11, 12 and 13 at Dayton, OH.

"I would guess that at least 90 percent of the men who will be coming to Dayton will be accompanied by a wife," says Jack Grimm, co-chairman of the event.

Grimm, Co-Chairman Demetrius Chakiris, and a large committee of men and wives have been making big plans since last fall in preparation for the influx of the veterans from Thurleigh. This follows on reunions that have been held in Omaha, Fort Worth and Colorado Springs, all of them successful.

In going over the list of registrants received up to press time, it is noted that there is a considerable number of new names—men who have not previously attended but have indicated their intent to journey to Dayton. In part this is attributable to a change in location into an area that will attract a new group.

With the production of the new

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Co-chairmen for the 1986 reunion at Dayton, OH, are Demetrius Chakiris, left, and Jack Grimm.

Dayton

(From page 1)

directory and the arrival of this issue of *Echoes*, it is expected that registration activity will increase in the next two months.

"Our only real concern," says Grimm, "is that our Saturday night banquet is limited to 550 by the size of the facility at the Holiday Inn Dayton Mall, where the main reunion activities will be held."

At Wright-Patterson Air Force Base, where the group will visit Friday, the memorial tree has been planted and a plaque for the 306th is ready for dedication.

On Thursday evening there is scheduled a luau buffet at the Holiday Inn, while on Friday night there is no planned dinner, leaving men free to mix in their own combinations. Many restaurants are located in the immediate area of the Inn, and the very large Dayton Mall is within walking distance.

The Saturday schedule calls for a ladies' meeting, the annual Group business meeting, squadron pictures, an open hospitality room during the afternoon, a pre-banquet social hour and the annual reunion banquet.

"I look forward to coming to Dayton," says Col. John L. Ryan, president of the 306th. "These reunions mean a great deal to me personally, and I know from what I see and hear that they are a treasured experience for many. If you can't make Dayton this year, plan on being with us another year."

1986 Reunion Committees

John R. Grimm, co-chairman for administration
 Demetrius Chakiris, co-chairman for finance
 James K. Sheets, chairman, registration committee; Walter V. Latscha and George S. Horner.
 Douglas DeLaVars, chairman, museum tour, Dr. William Rich.
 Albert F. Rehn, chairman, gifts and raffle; Donald C. Marsh, Ernest Higham, George S. Horner, Grover Ingram and George L. Dufau.
 Richard Argo, chairman, banquet; Rudolph Mason and Joseph Miller.
 Mrs. John Grimm, chairman ladies program; Mrs. Walter Latscha.
 John R. Grimm, chairman, memorial installation.
 Fred L. McGovern, chairman, photo committee.



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, G. Keith Jackson and Gerald Rotter.

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 The 306th Bomb Group Historical Association is a Federally tax exempt organization, and as a veterans' group is classified as 501 (c)(19).

New Light on the Mysterious Last Flight of Musician Glenn Miller

Glenn Miller was not unacquainted with Thurlough, and certainly the Corn Exchange in Bedford was a familiar place for Americans in 1944 to hear the music of Miller's band, played in its best style. But the mystery of Miller's disappearance on a flight to the Continent, may well remain just that for all time. Recently, Jack Delapoe, 423rd pilot, found this piece in the *San Francisco Chronicle*, and it may be of interest to avid Miller fans.

London

Two members of a Royal Air Force bomber crew in World War II believe they can explain one of the unsolved mysteries of the war: the disappearance of band leader Glenn Miller. The two say they fear the band leader's plane was downed over the English Channel by bombs jettisoned from their own plane as they returned from an aborted mission.

The two—the navigator and pilot—said their four-engine Lancaster bomber was one of some 150 returning from an aborted mission on Dec. 15, 1944—the same day Miller took off in bad weather from an airfield near Bedford, England, on a flight to Paris, where he was to give a show. The two RAF crewmen said that after the jettisoned bombs exploded, they saw a Norseman aircraft fall into the sea below them, apparently knocked out of the sky by shock waves. The plane carrying Miller, who was then a major in the Army and leader of the Army Air Force band, was a Norseman D-64.

The official version of the band leader's disappearance is that his aircraft vanished in the channel fog, perhaps disabled by ice on its wings. Other theories were more bizarre: That he faked his own death, that he was a secret agent, that he died in a Paris brothel with the crash story as a cover-up, or that he was the victim of black marketeers.

Story Discounted

The RAF crew's story originally was raised in public last year by



the navigator, Fred Shaw, who now lives in South Africa. His theory, which appeared in South African newspapers, was discounted however, by members of the Glenn Miller Appreciation Society, a London group with an abiding interest in Miller's life and music, on the grounds that no RAF planes were assumed to be in the air that day because of the poor weather.

But one member of the society, Alan Ross, of Liverpool, England, investigated Shaw's claims. Ross wrote to the Defense Ministry and placed an advertisement in the RAF Association Journal, *Air Mail*, seeking other members of the Lancaster's crew.

Ross said that members of the appreciation society believed the Defense Ministry had been asked about the matter years ago and that the ministry had replied that "not even the pigeons were flying that day." Defense Ministry officials, however, could not recall such a query.

Records found at the Ministry of Defense by E. A. Munday, of the Air Historical Branch, confirmed that a squadron of Lancasters had, in fact, taken off at noon on Dec. 15, 1944, and had flown on a course over northern France, near the Belgian border, on a mission to attack the railway yards at Siegen, Germany.

"Before entering German con-

trolled airspace, the force was recalled," Munday said. "According to standing orders, the bombs were jettisoned in designated areas before landing."

In a letter last May, Munday wrote Shaw:

"Until your story appeared in the South African press in 1984, the RAF had always regarded Miller's death as a strictly USAAF matter, as the result of some sort of flying accident, probably as a result of poor weather conditions. We have received letters at various times asking about it, some of which put forward theories, some feasible and some not so feasible.

Twinwood Farm

"Up until 1984, the only RAF connection was that Miller's plane had taken off from the RAF airfield at Twinwood Farm, Bedfordshire, in weather conditions which could be described as marginal, or at least marginal for that type of aircraft.

"Your story, to a greater extent, changed this, and we carried out an investigation earlier this year into the aborted bomber operation of 15 Dec. 1944. Because the operation was aborted, there is no raid report on B(omber) C(ommand) records, as would have been customary with a completed operation. We did find reference to the intended course."

The Miller flight took off from Twinwood Farm at 1:55 p.m. The pilot filed no flight plan and his course is unknown. Munday said that, although the band leader was flying to France at the time the RAF squadron was returning from its aborted mission, they could have been miles apart.

Confirmation

Victor Gregory, the pilot of the RAF plane, now living in Weston-super-Mare, England, answered

(Turn to page 7)

William Flanagan, 369, Las Cruces, NM
 Lawrence Foster, 369, East Palestine, OH
 James Furay, 369, Niagara Falls, NY

Joe Gabrish, 368, Manitou Springs, CO
 Andrew Gallagher, 369, Newark, DE
 Frank Giancaspro, 423, Hackensack, NJ
 Leon Goetz, 423, Danbury, CT
 Donald Goodin, 367, Oak Ridge, TN
 Forrest Goodwill, 369, Saegertown, PA
 Carl Groesbeck, 368, Wheaton, IL

Leif Hansen, 367, Frederick, MD
 Terry Harkin, 369, England
 Edward Hennessy, 369, Las Vegas, NV
 Robert Hermann, 367, Elgin, IL
 John Hickey, 369, Lexington, KY
 Richard Hill, 423, Denver, CO
 Richard Hillbrand, 423, East Islip, NY
 William Hogan, 369, Rock Island, IL
 Ray Hopper, GP, Los Altos, CA
 George Horner, 423, Springfield, OH
 Harry Hoser, 369, Philadelphia, PA
 William Houlihan, 367, Belleville, MI
 Russell Houghton, 368, Orrs Island, ME
 John Howard, 369, Ponce Inlet, FL

Alfred Johansen, 369, Doylestown, PA
 William Johnson, 369, Myrtle Beach, SC
 Casey Jones, 369, Troy, MI

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Early Registrants

Nelson Ake, 367, Boxford, MA
 Walter Albertson, 369, England
 Harry Alleman, 423, Mont Alto, PA
 Richard Argo, 367, Cincinnati, OH
 Norman Armbrust, 367, Washington CH, OH

Michael Baranowicz, 423, Roselle, IL
 Rex Barber, 369, Syracuse, UT
 John Barnett, 367, Port Charlotte, FL
 Earl Barr, 367, Martins Ferry, OH
 George Bates, 369, Reinholds, PA
 Arthur Beaudoin, 367, Detroit, MI
 Edward Beaver, 423, New Hartford, NY
 Charles Bennett, 369, Veradale, WA
 John Bloom, 367, Amherst, OH
 Richard Bohland, 368, Toledo, OH
 Ralph Bordner, 368, East Peoria, IL
 Wallace Boring, 368, Marysville, TN
 Oscar Bourn, 368, Meridian, TX
 Charles Bradley, 368, Bellmawr, NJ
 William Breslin, 368, Ormond Beach, FL
 C. Dale Briscoe, 369, San Antonio, TX
 Joe Broussard, 367, Grand Chenier, LA
 Harold Brown, 423, Live Oak, CA
 Bennett Buchanan, 423, Culver City, MD
 Winston Burroughs, 367, Waldorf, MD
 Walter Butschek, 423, Yorktown, TX

William Carlile, 4th, Baltimore, MD
 William Cavaness, 368, San Antonio, TX
 Demetrius Chakiris, 423, Dayton, OH
 M. E. Christianson, 368, Dallas, TX
 William Collins, 369, Poland, OH
 Alexander Clarke, 367, Dallas, TX
 Joseph Consoimagno, 367, Englewood, FL
 L. Brooks Cook, 369, Huntington Beach, CA
 John Corcoran, 367, Wellesley Hills, MA
 Elvin Courtright, 423, Endicott, NY
 Robert Crane, 369, Portland, CT
 Arthur Crapsey, 367, Rochester, NY

Louis Damaso, 369, New Port Richey, FL
 Everett Daniel, 369, Lidderdale, IA
 Robert Daniel, 423, San Carlos, FL
 Pete Dascoullas, 423, Warren, OH
 Jack Delapoe, 423, Pacifica, CA
 Robert Dwiggin, 369, Greensboro, NC

Dale Ebert, 423, Lodi, CA
 Eric Edwards, 367, Rotan, TX
 John Endicott, 423, San Diego, CA

Charles Fatica, 423, Cleveland, OH
 William Feeser, 367, Silver Spring, MD
 John Ferrari, 423, Wallingford, CT

Strange Interlude on Way to Prison Camp

Little did O. B. Bourn realize that when his plane took off on 25 February 44 for Augsburg that he would become involved in an entirely new view of the air war—from the ground looking up and in a hostile land. Flying as copilot for J. Ray Coleman, Bourn saw the fighters boring in on their aircraft, and almost inevitably a fire was started. He exited by the front nose hatch, his parachute opened, and his great adventure began—

Just as I neared the ground, after a long fall in my 'chute, I remember seeing the canopy at a strange angle above me, partially collapsed, then a green blur in the tree tops. I came to, flat on my back and blinded by the bright noon sun. After slowly testing one arm at a time and then each leg, I decided I had no broken bones, so I gathered up my 'chute, dragged it over a field, across a road and into the woods where I tried to dig a hole in the snow and bury it.

It was February and the air temperature in the woods was cold enough to keep the snow from melting.

I hid out in the woods all day, watching people go by on the road. First a German soldier came riding up on horseback and stopped near the place where I had crossed the road. I thought, with fear, that all was lost as I expected him to dismount, draw his pistol and enter the woods to hunt me down. However, he sat his horse for awhile, looking about, and then galloped off. My first close call!

During the afternoon as people went along the road walking or on bicycles, I could hear them talking. I tried to determine what language they were using as I didn't know if I

had landed in Belgium, France or possible Germany. This didn't work because, even though I could hear them, I couldn't understand the sounds. Late in the afternoon a couple of wings of B-17s flew over on their return to England. How I longed to be up there in one of those planes looking forward to a good meal and a warm place to sleep that night! As they droned out of sight a loneliness came over me that I had never felt before.

In the distance I could see the small roof of a house and as the sun began to sink below the horizon and the chill set in, I decided to head for the house and see if it could possibly be a safe place to ask for shelter. Once it was dark, I started off across the fields toward the house. It was much farther away than I had thought, plus my back and legs were so stiff and sore I wasn't certain I was going to be able to get to it. As I climbed fences and waded through deep snow, the house got larger and larger. Finally, I got to the road that ran near the "farmhouse" and realized it was one of the large communal farm buildings, with a large courtyard, that I had been warned were usually operated—or managed—by the German army.

I finally decided, after hiding under a bush for some time and watching for anyone entering or leaving the courtyard, that I could make my way into it. The cold had

caused my back and leg to become so painful I decided to try and get into the big building some way.

Je Suis Aviator Americaine

I slipped into the courtyard and crouching down behind a wagon, watched and waited for someone to come out or go in one of the several doors that I could see. Eventually, an elderly small man walked into the compound and up to a door. He knocked and as the door was opened I could see by the dim light from inside that he wore the working clothes of a civilian. I waited a while to be sure no one else was coming and then, with considerable misgivings, eased over to the door and knocked. Soon I heard a voice and I answered: "Je suis aviator Americaine." The door opened and a little, old man peered out. He hesitated for a moment then furtively reached out and pulled me inside. He indicated that I was to stay by the entrance door, then hurried down a long hall and disappeared behind a closed door.

It seemed an awfully long time had passed, and I had about decided he wasn't coming back, when the door opened and the old man, along with an attractive girl who appeared to be in her mid twenties, came out and up the hall to where I waited. They both spoke to me in French, which I did not understand, then after considerable discussion ushered me down the hall, into a large room and bolted the door.

Inside was an older woman holding a baby, several straight back chairs, a stove, a cot, a table and a large double bed. The room was illuminated by a bare bulb hanging from the center of the ceiling. The girl motioned for me to sit down in one of the chairs at the table and soon the older woman brought me a piece of bread and a large bowl of broth. As you can imagine, both were welcome as I had not eaten since very early that morning.

Before bringing me a pencil and large piece of paper, the man helped me get out of my flight boots and suit. The zippers on both boots were jammed tight and unmovable, so he cut them off with a large knife. He also had to help me take off my flight suit and heated suit, as by now I wasn't moving about too well.

It seems now that we actually sat around the table and conversed, but, of course, we didn't. However, by use of signs and drawings, I conveyed to them how I got there and they made me understand that they saw me descend in my parachute. Soon the man pointed to the cot and I needed no more persuasion to get down to my long johns and crawl in.

Later in the night I woke up and much to my surprise the light was still burning. I looked about and there in the double bed lay the girl with her baby and the older woman, all sound asleep. I

pondered this peculiar situation for a while and then fell asleep.

The next thing I was aware of was the old man shaking me and indicating I get dressed. This I did while the older woman warmed another bowl of broth for me. While I had finished the girl had come in with her baby, the three had a long

The Crew

368th Squadron, A/C #42-21245-K, carrying 12x500# high explosive bombs. Time of takeoff: 0901. Shot-down at 1210 by single engine E/A. 9-10 chutes seen.

Pilot: F/O J. Ray Coleman
Copilot: 1st Lt. Oscar B. Bourn
Navigator: 1st Lt. Louis Rodriguez, Evadee

Toggeller: S/Sgt. Clinton E. Snyder
Engineer: T/Sgt. Rex L. Hayes
Radio: T/Sgt. Calvin G. Garrison
Ball Gunner: S/Sgt. Phillip D.

Vaught
Right Waist: S/Sgt. Joseph E. Buckley

Left Waist: S/Sgt. William Wiersma
Tail Gunner: S/Sgt. Fred T. Organ

Mission Summary

306th flew low group to 305th in 40th CBW, Capt. Thomas Witt, air commander. First met fighters after encountering flak at Saarbrücken, about 1210. Second fighter encounter at 1225, costing group another two planes. Takeoff at 0901, landing at 1753. P-38 escort shortly before target, bombing at 1353, P47s at 1400, and Spitfires on way out. All returning ships had AA gun fire damage, 10 serious, 3 slightly. Other A/C and crews lost:

368th, 42-31979-U.

Pilot: Charles M. Bayless
Copilot: Clarence J. Crowl
Navigator: Michael Kalish
Bombardier: James H. Laughlin
Engineer: George W. Wallace
Radio: Raymond J. Manski, KIA
Ball: William C. Vought
Right Waist: Carl E. Hudson
Left Waist: Kenneth E. Willey
Tail: William C. Christian

368th, 42-30728-S

Pilot: James M. Gay, KIA
Copilot: Ira L. Gordon, KIA
Navigator: Daniel McCauley
Bombardier: Howard L. Harmston, KIA
Engineer: Paul F. Hughes
Radio: Eric G. Danielson
Ball: Louis Brofford
Right Waist: Steve J. Kriski, KIA
Left Waist: George E. Lilja
Tail: Bernard J. Nitti, KIA

and serious conversation that at times seemed to become an argument. Eventually, the old man left. I began searching through my uniform pockets looking for something and I felt a coin. I pulled it out, handed it to the girl and said: "Here is a souvenir for you." It was a sixpence and much to my pleasant surprise she said, "Souvenir, oh, merci, merci." I hadn't realized

1986 Reunion Schedule of Events

THURSDAY, SEPTEMBER 11

1300-1800 Registration Open, Holiday Inn-Dayton Mall
1300-1800 Hospitality Room Open (Cash Bar)
1300-1700 Gift Shop Open
1800-1900 Social Hour (Cash Bar)
1900-2030 306th Luau Buffet
2030-2200 Hospitality Room Open (Cash Bar)

FRIDAY, SEPTEMBER 12

0900-1700 Registration Continues
0915-0930 Buses Depart for U.S. Air Force Museum
1045-1110 306th Memorial Dedication at U.S. Air Force Museum
1130-1145 U.S. Air Force Museum Briefing & Announcements
1145- Open Luncheon Air Force Museum Cafe (COD)
1145-1600 Self Guided Tour USAF Museum and Annex
1600-1700 Buses Return to Holiday Inn-Dayton Mall
1700- Evening Free for Activity of Your Choice
1930-2200 Hospitality Room Open (Cash Bar)

SATURDAY, SEPTEMBER 13

0900-1100 Registration Continues
0930-1100 Group Executive Meeting
0930-1100 Ladies Program
1110-1200 306th BG Meeting
1215-1300 Squadron and Group Pictures
1100-1600 Van Transportation to Dayton Mall
1300-1500 Hospitality Room Open
1300-1500 Gift Shop Open
1800-1845 Pre-Banquet Social Hour (Cash Bar)
1900- 306th BG 1986 Reunion Banquet & Program
2215- Meet, Greet, & Farewells Until '87
(Squadron & Group Pictures Available)

SUNDAY, SEPTEMBER 14

No Activities Scheduled

USAF Story Well Told in Museum Planes, Displays

The story of manned flight is told with a military slant at the U.S. Air Force Museum, where Friday reunion activities will be focused.

From Leonardo da Vinci's conception of a flying machine to the plane that dropped the atomic bomb on Nagasaki in World War II, and the forerunner of NASA's shuttles, it's all here.

"Everytime I walk through I see something I've never seen before," says Geoffrey Hays, the museum's chief of operations. "You really need to come here to see what happened with the history of aviation."

Located adjacent to Wright-Patterson Air Force Base, the museum is housed in two huge airplane hangars, which give a feel-

until then that souvenir was a French word. It was the first spoken communication I had had and I felt as though I had just made contact with the world once again, a joyful feeling.

Suddenly, the big, board window on one side of the room opened and outside was the old man beckoning me to climb out through the window and join him. Just before I did, the girl gave me a small sack which I later discovered had an apple and a piece of bread in it.

Once outside, the old man took me a little way down a path that led into the forest and indicated by pointing, which way I should go. I glanced back at the window to see the woman and girl with her baby watching me leave and as I turned to enter the forest I waved to them goodbye.

Later, I found out from an English speaking member of the French underground that I had become an item of extreme amusement, in addition to some ribald jokes, among the French resistance movement in the nearby town. Unknown to me, until my English speaking friend related the story, I had stayed all night with the young Czechoslovakian wife of the German military manager of the large communal farm. It was well known her loyalties were not with the Nazi regime. That day her husband had gone into town for business reasons but had decided to stay there over night rather than go home. The resistance fellows were circulating the story, which may have been true in one part, that while he was in town spending the night with a lady friend his wife was home entertaining an American flier!

Bourn was free for about a month, traveling with the French Resistance people as far as Paris. There he was captured by the Gestapo, along with Coleman, and then began their year's odyssey in the German prison camp system. More detail on this mission can be found in *First Over Germany*, pp. 220-222.

ing of limitless space. From its rafters hang observation balloons, gliders, kites, and "dummy" parachutists; its walls are lined with original war posters, uniforms, flags, and flight gear.

The museum is Ohio's No. 1 non-commercial tourist attraction. Many of the more than one million annual visitors to the museum have an all-enduring love of aviation, which is apparent from the enthralled looks on the faces of its most frequent visitors, war veterans and school children.

"Flight," explained Hays, "is so unusual because it's the ability of man to conquer something, through his mind, although he's not physically adapted to it."

Man's first recorded thoughts of soaring like a bird are covered in the introductory portion of the museum. It traces in depth the contributions of Dayton's best known native sons, the Wright Brothers.

The displays that follow the "Prologue" portion of the museum, from the beginning of flight to World War I, are a chronological mixing of people, history and the role of aviation. Wars play a dominant role in the story.

No matter where you are in the museum, you are not far from a cutaway of an airplane engine that is typical of an era. It is a telling way for the engineering-minded to follow aviation's technological advances.

The museum has airplanes whose designs were once considered revolutionary that never gained popularity, and that are still used today. Hays said some items in the collection are still considered classified and are not for public viewing.

The shining star of the museum collection is a 1929 Boeing P12, which was restored in 1983 by the museum's restoration division, according to Hays. Of the original 110 P-12's made, this is the only original one still in existence.

The exploits of Gen. Billy Mitchell, considered the father of the modern air force, that gained him



James Richwine and Gerald Wiley, two 308th veterans, took part in the June 1 Memorial Day services at the American Military Cemetery at Cambridge. The two men, in mufti, have just stepped back from placing a wreath with a Triangle H at the base of the flagpole. Many other 8th AF organizations were represented during the afternoon ceremonies.



Looking over the B-36 to many of the WWII planes at USAF Museum.



Displays tell many tales of valor and tragedy.

first scorn and then a posthumous Congressional Medal of Honor, are detailed nearby.

All WWII planes are housed inside the museum, including a B-17, and that museum building was actually erected around the B-36 that stretches from side to side of the arena. Most planes of the '60s and later are to be found outside, waiting for space in a new structure yet to be built.

One of the most fascinating museum exhibits tells the story of the day-to-day life of American prisoners of war held in a German "stalag" during World War II. From ovens made from tin cans to dummy weapons, it demonstrates the ingenuity and craftsmanship of these men during times of captivity.

The prison display was created by former museum curator Royal Frey, a onetime resident of Stalag Luft I, and includes home made shovels and bellows.

Probably the museum's most well known plane, besides various versions of the Sopwith Camel made popular by cartoon character Snoopy, is "Bockscar." In 1945, the plane dropped on Nagasaki the second atomic bomb ever detonated. A scale model of the bomb, Fat Man, is also on display.

As you approach the main entrance of the museum, you will see to the right the WWII building that came from England and was rebuilt, as well as the Eighth Air Force Memorial. It is in this area that the 306th tree is planted and where we will hold dedicatory services for a 306th marker.

Finding a B-17 Today

B-17s are still on the move!

The one at Yesterday's Air Force museum in Clearwater, FL, has a new home in Cleveland, OH, where it has become a part of the National Air Museum Foundation's exhibit.

Another has found its way to Geneseo, NY, where it is being rebuilt and will be exhibited. If you have a yen to work on a 17 once again, or wish to contribute, the people at Geneseo are willing recipients of any largesse they can find.

Wendover, Early Days of 306 Recalled

Marie Dickey Spencer was the wife of William W. Dickey, Jr., a copilot with the 367th Squadron from Wendover until his death. Mrs. Spencer has been a recent addition to the mailing list for Echoes, and this letter has resulted from her experiences of the past several months.

I eagerly read your book and knew so many of the men you mentioned! I must say, it brought back some happy memories and too many sad ones, that seemed like another lifetime, at Wendover Field, Utah.

My husband, Lt. W. W. Dickey, Jr., was reported missing in action November 9, 1942. Now, 44 years later, I am reading about what really happened to him! (Thanks to your research and data). I never knew anything more than that he was shot down somewhere in the Bay of Biscay, France, returning from a bombing run on the submarine pens at St. Nazaire. I had hoped for a safe water landing but I know B-17s don't float well! I had a cousin who was an administrative officer at Thurleigh, Capt. Jack MacDonnell, who tried to tell me all he knew—but during the war he could not say much.

I now realize how ill prepared all the men of the 306th were to fight that war. But, I know they were all so young and eager.

Bill had been studying to be an aeronautical engineer and could not wait to get his wings and fly. We were married April 12, 1942, at Reno, Nevada. We lived at the State Line Hotel in Wendover and I was one of the first wives to go to work on Base as the need was critical. I worked as secretary to Major Powell, the G-2 officer, much to the chagrin of Mrs. Overacker, who thought all officers' wives should play Mahjongg.

Since my home was Marblehead, Massachusetts—and I typed up the orders for the 306th—I went to Westover, Mass., in September 1942—only to kiss Bill goodbye for the last time.

I did not remarry until the war was over—living with the hope that Bill would return. The first picture released by the Germans appeared in *Life Magazine* and was of a B-17 crew from the 306th, also shot down on November 9, 1942. I wrote to the mother of the pilot who had received the picture, asking her if I could see the original picture—she sent it to me but of course it was only a false hope on my part.

The *Saturday Evening Post* had a tremendous article called the "Clay Pigeon Squadron" (April 24, 1943), telling of the supposed superstitions of the men of the 367th. But now that I am older, and hopefully wiser, I realize that these men were not prepared to fight the war in very slow aircraft.



The crew that Marie Dickey Spencer knew, as pictured 5 Nov 42, a few days before their last mission: front row: Lt. James M. Stewart, Lt. William W. Dickey, S/Sgt. R. C. Schnoyer, S/Sgt. H. L. Langan, back row: S/Sgt. T. E. McMillan, T/Sgt. C. J. Merriwether, T/Sgt. J. M. Wheeler, and Lt. James A. Creamer. Missing from this picture and the ensuing fatal mission was Lt. Joseph Consolmagno.

During this time, I was a flight attendant for American Airlines flying out of New York—waiting and hoping my husband would somehow return.

I was delighted when I learned of the 8th Air Force Historical Society which put me in touch with the 306th Group again.

I have hoped to attend your reunions but I no longer look 19 (as I was at Wendover). Last year I was in Greece and this year I'm not too sure about attending.

Lt. Joseph Consolmagno was navigator of Bill's crew flying from Westover Field to England. He was also a Massachusetts man. There was a big write up in the Boston papers at the time about their arriving at Prestwick. I keep seeing his name in the 306th *Echoes* and hope one day that I may talk to him about 44 years ago. I also recognize many names in your book, since I worked on Base and Bill was mess officer at Wendover for the 367th.

It was like reading of things past in a story; but I had to realize that this was also my past and that I had been a part of it.

Did it all really happen?

Thanks for all the information and your caring enough to research and write a book that is only important to people like you and I.

Sincerely yours,
Marie Dickey Spencer



DEATHS

Morris E. Butler, 367th bombardier, died 7 June 86 at his home in Palm Coast, FL. He became a prisoner of war on a mission to Gelsenkirchen, Germany, 12 Aug 43 (w. Cunningham).

Albert J. Conte, 367th gunner, became a prisoner of war 18 Nov 42 on a mission to LaPallice, France, (w. Gaston). He died 8 May 86 at Pittsburgh, PA.

Samuel F. Gerking, 369th engineer (Hilton's crew) and POW (with Bettinger, 14 Oct 43 at Schweinfurt) died 15 Apr 81 at his Hood River, OR, home.

Harry W. Hill, 423rd pilot (Apr-Aug 44), died in February 1984 in Mequon, WI, after suffering a stroke. He was assistant managing editor of the *Milwaukee Sentinel*. His desire to have his ashes spread from a B-17 flying over Southern Wisconsin was accomplished.

James S. Lett, 368th pilot (Apr 45) died 3 May 71 in Orlando, FL.

Maj. Lewis McKesson, 367th pilot, and MIA, 19 Dec 42 at Romilly sur Seine, died 18 Jun 79 in the VA Hospital, San Diego, CA.

Orville M. Miles, 369th medic, died 22 Mar 86 in Olympia, WA.

Donald V. Miller, 369th gunner,

Strong Seeks Early Registers, 201 Files

In his continuing research on the 306th Bomb Group and the Eighth Air Force, Russ Strong is interested in securing copies of the Air Force Register, and especially of the Official Army and Air Force Register, 1948. Along with this, he is also interested in copies of the Official Army Register for the 1930s and to World War II, and the several years immediately following the war.

If, in your move to new quarters or a desire to cut your physical possessions you wish to part with any of these items, please consider addressing them to Strong.

Once he has finished with his work, such materials as he has collected will be added to the collections of the U.S. Air Force Academy Library for the use of future generations of cadets.

Along with these published materials, he is also interested in preserving copies of 201 Files or Form 5s that men of the 306th may no longer have any use for. It is further suggested that if family is likely to have no interest in such data collections that you place in them a note that at such time as your heirs are disposing of things that they send them to Strong for safe keeping.

died in 1978. He became a prisoner of war 24 Aug 44 on the mission to Oberpfaffenhofen, Germany (w. Ramsey).

Joseph F. Shine, 368th squadron engineer throughout the war, died 23 Jul 85 at his home in Barberton, OH.

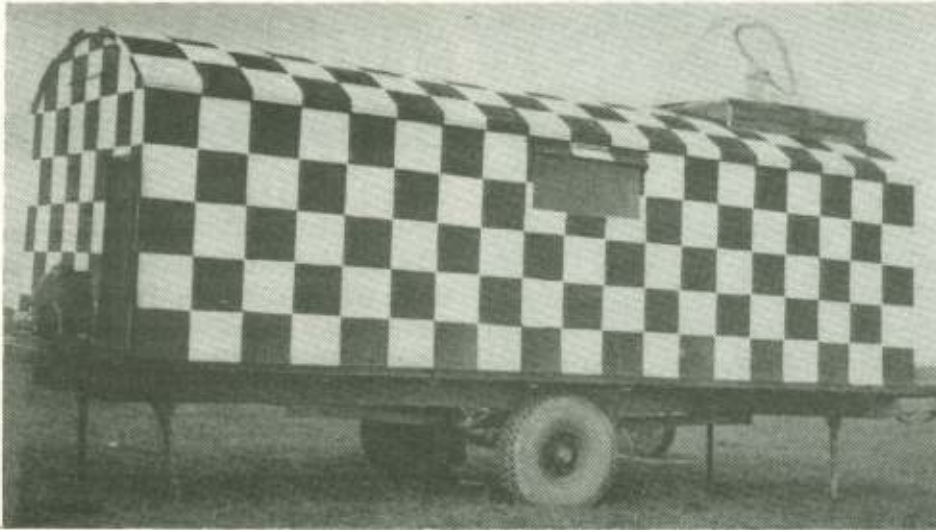
Sterling T. Strange, Jr., 369th bombardier (Ramsey's crew) and MIA 24 Apr 44 with Ramsey at Oberpfaffenhofen, died 1 Apr 86 at his home in Boca Raton, FL.

Francis B. White, 876th chemical company, died 16 Apr 86 in Chicago, IL.

The photo below is the sendoff of the telephone box from RAF Chicksands and Bedford. Connie and Gordon Richards are at the far left of this group which made the whole

project work. At its arrival at Wright-Patterson AFB, on hand to greet the WWII relic are Jack Grimm, Jim Sheets, and Demetrius Chakris, representing the Reunion committee.





The runway caravan, with Wayne Stellish in the 'nose.'

Caravan Watched Planes, Helped In Difficult Landings

Often the combat crews were unaware of the checkered caravan that sat at one end of the main runway, but it was there, and often manned by Wayne Stellish.

"The main purpose of the caravan was to maintain visual contact with the planes taking off and landing," says Stellish. "We were there to help the planes when it was foggy, helping planes to line up with the landing runway using flares or radio, and giving Aldis lamp signals to planes without radios in operating condition."

As a part of the flying control section, Stellish was one of several from Thurleigh who went to school at Swinden, a British field, to get to know the island's air control systems.

"Sometimes in bad landing weather, it was the man in the caravan who was first to spot problems. We saw tail wheels still up, main gear not down, flaps not lowered and whether a plane was too high or too low to make a proper landing," he continues.

The caravan was painted in a checkerboard pattern, so that on a reasonable day it stood out. On top at one end was a B-17 plastic nose that gave the operator an opportunity to observe 360 degrees, and then to make any necessary comments by radio to the tower or to a landing aircraft.

The worst incident that Stellish witnessed during his entire stay at Thurleigh was that of 22 October 44 when two squadrons of the 305th group attempted to cross Thurleigh at right angles, and there was an almost predictable collision in the murky skies above the base. The tailend planes in the two units collided right over our main runway, and Stellish in the caravan was virtually in the middle of the falling debris. Nineteen men were killed.

Strangely, this was the second of two midair collisions on that one day in which the 306th played a part. The first had come at 1222 while the 306th was climbing from Cromer to the Dutch coast when at 12,000 feet the aircraft of Lt. Harry J. Alyea, Jr., and Capt. Joseph B. Mathis III, collided. Mathis' plane exploded and Alyea's went down in a spin. The lone survivor was S/Sgt. Hastings S. Key, Jr., who was plucked from the North Sea about forty-five minutes later by British Air-Sea Rescue. (Key didn't fly again for a month, but on 21 November 44 was in Lt. Edwin Schoenbacher's plane when it was shot down en route to Merseberg.)

Bill Carlile, a landing control officer, says that he spent many a day in the Caravan assisting with landings on rough days: "The landings could be quite scary if the mission had been rough, and, yes, more than once both the caravan operator and I took a flying leap to safety."

Despite all of the near misses, etc., the caravan was hit only once by

Corrections

George M. Arnold, 368
14300 Rock Creek Parkway
Little Rock, AR 72211

Kermit W. Alexander 368
200 Peters Rd
Milford, MI 48042

Kenneth Carakostas 369
8942 Hts Ravera Rd
Fruitport, MI 49413

William J. Casey
Rt. 9, Box 90A
St. Augustine, FL 32086

Kermit Cavado
12 Cliffside Dr.
Luray, VA 22835

Joseph Consolmagno
751 Carla Dr.
Englewood, FL 33533

Daniel DeFlorio
4121 NE 27th Av
Lighthouse Point, FL 33064

R. Eugene Gustafson 367
PO Box 922
Geneva, FL 32732

Donat Heon
16 Meadow St
Taunton, MA 02780

Louis Hollenberg
13525 103rd Av N
Largo, FL 33544

H. Rex Jones
1584 W. 29th St.
Loveland, CO 80537

Joseph M. Levy 367
1432 Limekiln Rd
Chalfont, PA 18914

Rogers Littlejohn
Rt. 2, Box 51A
Muscodia, WI 53573

Joseph McClannahan
4609 Evergreen Ln
Victoria, TX 77904

Allan F. Meaux 369
112 Grand Canyon Dr
Madison, WI 53705

Charles Nagel
34-8 Woodland Hills
Southgate, KY 41071

Walter Rozett
909 N. California Av
Palo Alto, CA 94303

James Shields
12 La Ronda
Rancho Mirage, CA 92270

Catherine Brennan
30 Holly Av., Apt. 102-G
Shallmar, FL 32579

Joseph Yuschak 368
534 Third St., Apt 411
Catasaqua, PA 18032

One Finds Fellow 306 Men in Strange Places, Writes Yass

By Kenneth Yass

I found another member of the 306th!

It is interesting and ironic how this came about. We are both employed by NASA in Cleveland, OH. He accepted a position here as engineer in 1948, and I as a physicist in 1950. We have known each other for the past 35 years and played golf together in the NASA Men's Golf Association. I knew nothing of his personal life nor he of mine. I do sort of remember way back that he was in the Air Force in WWII, but nothing specific.

On 2 January 1986 I attended his retirement party at NASA, and naturally we recalled the old days in conversation that ranged far and wide. I did mention that I remembered him mentioning that he was in the Air Force, and the following conversation ensued:

Yass: Did you fly in the Air Force, Don?

Sandercock: Yes, B-17.

Yass: What theatre?

Sandercock: Eighth Air Force, out of England.

Yass: No kidding? What Bomb Group?

Sandercock: 368th.

Yass: I don't recall that numbered Bomb Group. Where were you stationed?

Sandercock: A place called "Thurleigh".

Yass: What? I was stationed at Thurleigh. That was the 306th!

Sandercock: You're right. I meant the 368th squadron of the 306th Bomb Group.

Can you imagine how flabbergasted we both were—after being as closely associated with each other for about 35 years? He said he didn't know about 306th Echoes or the past reunions, nor had he kept contact with any of his former crew members. I told him all about it and mentioned **First Over Germany**. I told him I would send his name in:

Donald M. Sandercock
21801 Briarwood Drive
Fairview Park, OH 44126

Don Sandercock was the co-pilot for Richard W. Jones, and the crew joined the 306th on 22 September 1944.

a landing plane, on 15 June 44 with the planes returning from Nantz, France. Today it is not known which aircraft it was that hit the structure, but everyone on the ground and in the plane survived.

At best, it was a primitive approach to flying control, but necessary at the time.



Order your copy today of

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

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

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

name

mailing address

Make check payable to Russell A. Strong

Glenn Miller

(from page 2)

Ross' advertisement, thinking it had something to do with a reunion. He confirmed Shaw's theory.

"We had a full load of bombs," Gregory said. "We had to jettison them near Beachy Head, near Eastbourne, on the south coast. When we arrived there, the bombardier asked me to open the bomb door, and he dropped the bombs, including a big, 4000-pound bomb we called a 'cookie.' It exploded six or seven feet above the surface of the sea."

The bombardier, Ivor Pritchard, who would have had the best view, asked the navigator whether he could see the bombs exploding, Gregory recalled. The pilot, said Shaw "got up and looked out of the little dome and spotted this aircraft, a Norseman.

"The rear gunner, who was looking around all the time, saw it tip up and go into the sea," Gregory said. "When these bombs go off, they cause a lot of explosion." The gunner, Harry Fellowes, then asked on the intercom: "Did you see that kite go in?" A kite, Gregory explained, was slang for a plane.

When asked why it had taken so long for him to come forward, Gregory said he had forgotten the incident until contacted by Ross.

"When we got back from that raid," he explained, "it was an aborted raid, so we didn't go in for our normal debriefing. Don't think me unsympathetic or callous, but when I heard of the plane going down, I would have said that he shouldn't have been there—forget him. My own concern was getting my airplane home safely. We were fighting a war, and we lost thousands of planes. We had some pretty grim raids after that, and they didn't announce Miller's death until later. It had gone completely from my mind," Miller was first reported missing on Dec. 14, 1944.

Collins Ends Long Duty as Mail Man

You may have noted on the front of this issue that the return address has changed, after having for 10 years been Poland, OH.

Bill Collins, after handling the mailings from the beginning, asked for relief from this chore and it is now being handled by the printer.

In the future, address changes and corrections should be addressed to Russ Strong, as he handles the mailing list and keeps it current on the computer.

For the last six years the issues of *Echoes* have been printed in Kalamazoo, MI, at Western Michigan University. They will continue in that mode, but instead of Strong shipping each issue to Poland, OH, along with mail labels, the entire mailing operation will be handled at the University's Printing Department.

We are quite sure that there will be some savings in this system as well, and it should usually mean that issues will be in the mail about a week earlier than they have been in the past.

If you've ever done large mailings, you know the headaches that they can entail. Therefore, we salute Bill Collins for his long and faithful service in the cause of getting each *Echoes* to you.

Shaw said he became interested after he saw the film, "The Glenn Miller Story," in 1954, checked his log book, and realized the downed plane might have been carrying the band leader. He was rebuffed when he approached newspaper reporters at the time and forgot about it until he saw the movie again, years later, in South Africa.

New Names

Avitt, James L., 1026 NE 51st Ave., Des Moines, IA 50313 367
 Barber, Curtis, M., Rt. 1, Box 729, Ingleside, TX 78362 423
 Barton, Roger, 26 Los Amigos Dr., Harlingen, TX 78552 423
 Bettinger, George C., 8444 Sheffield Rd., San Gabriel, CA 91775 369
 Copeman, James R., 43 First St., North Irwin, PA 15642 369
 Demoray, M. N., 2250 Blueberry, NW, Grand Rapids, MI 49504 367
 Dowden, Leland A., 4422 Mallard Creek Circle, Stockton, CA 95207 369
 Fay, William P., 114 Woodward Pkwy., Farmingdale, NY 11735 BW
 Gassler, John, 453 Forest Wood Lane, Maitland, FL 32751 368
 Hill, Orville C., 665 Cherry Lane, Apollo, PA 15613 369
 Horn, Robert, 202 Pheasant Dr., Fond Du Lac, WI 54935 423
 Kelly, Paul E., 5150 N. Sheridan Rd., Chicago, IL 60660 367
 Laney, Lee R., Box 102, Billings, MO 65610 367
 McCormack, Miles C., 13813 W. Warren Dr., Lakewood, CO 80228 368
 Olds, Sherwood W., PO Box 441727, Houston, TX 77244 367
 Palmer, Harris M., 10333 Grouse Rd. #187, El Paso, TX 79924 367
 Peterson, Clifford, 2120 Woodcrest Dr., Winter Park, FL 32792 FR
 Postell, LTC David F., 44 Transportation Sqdn., Ellsworth AFB, SD 57706 BW
 Putt, Carroll E., 1109 Dappled Elm Lane, Winter Springs, FL 32708 367
 Rooney, William A., 517 1/2 Ridge Road, Wilmette, IL 60091 FR
 Rubano, Richard R., 1004 Indiana Ave., Farrell, PA 16121 423
 Slye, James R., Prince Hill Rd., Brooklyn, CT 06234 423
 Sovis, Frank M., 5317 W. 60th St., Edina, MN 55436 369
 Vogt, Rev. George A., 703 S. Carroll, Siloam Springs, AR 72791 369
 Weldon, Joseph B., 2817 Oak Forrest Dr., San Angelo, TX 76904 369

Baker, William E., PO Box 452, Nemo, TX 76070 368
 Brunemeier, Dr. Faylon M., 6185 Highland Cir., Redding, CA 96001 423
 Christofiori, Lawrence, 77 River St., Plymouth, MA 02360 368
 Condon, William J., PO Box 1924, Pontiac, MI 48056 367
 DeWolf, William R., 1407 Minahan Way, Vallejo, CA 94590 369
 Fleener, James H., 628 N. James St., Orange, CA 92669 BW
 Geitz, Fred, 2446 Tiffin, Des Moines, IA 50317 369
 Hansen, Robert, 9370 Old Frence Rd., Waterford, PA 16441 367
 Kelch, Louis E., 7950 State Rd. 124, Hillsboro, OH 45133 423
 Klick, Harold, 501 Howell St., Riverhead, NY 11901 368
 Lemmer, Harold, 8403 57th Av. East, Puyallup, WA 98371 367
 Limke, Edmund F., 11 S. 69th E Ave., Tulsa, OK 74112 423
 Lowe, Grover, 102 Miles Ridge Rd., Madison, IN 47250 369
 McClure, Ken, Box 2429, El Cajon, CA 92021 423
 McGillivray, Robert H., 720 Elmwood St., Owosso, MI 48867 368
 Morabith, Paul A., Rt. 2, Box 160, Horse Shoe, NC 28742 368
 Quinn, William M., PO Box 762, Green Valley, AZ 85622 369
 Reed, August D. Jr., 13765 SW Parkway, Beaverton, OR 97005 423
 Rodman, Dean, 1142 Park Dr., Colville, WA 99114 423
 Sable, Roy A., 103 Peter St., Duquesne, PA 15110 368
 Tomke, John W., 503 Chestnut St., Battle Creek, IA 51006 369
 Valdespino, Jose M., 205 Ostrom Dr., San Antonio, TX 78212 367

Johnson, Leslie, J., Box 243, Silver Creek, NE 68663 369
 Simonian, Samuel, 457 Evergreen St., NE, Palm Bay, FL 32907 369
 Simpson, William C., PO Box 99, Decatur, AL 35602 369
 Wright, Adrien H., Westport Island, Wiscasset, ME 04578 423



Above is the original sketch of the Eager Beaver made by Lee Kessler, 368th, in preparation for painting Lt. Marien Reber's original B-17F. Kessler later transferred it to the aircraft in color. At right is shown the painting on the plane.

RAF History Detailed in Terraine Book

A Time for Courage, The Royal Air Force in the European War, 1939-1945, by John Terraine. NY, Macmillan, 1985. 828 pp.

This is a long and detailed study of the RAF, and if one is really interested in the total air war, it is an essential piece of reading. One of the things making it palatable in the high level of writing John Terraine exhibits throughout.

As is generally known, the RAF had a tortured history from its WWI beginnings, and Terraine brings out the work of Lord Trenchard and others in bringing the British to combat readiness at the outbreak of WWII. His command of detail and his wide ranging view of the various major commands is exceptional.

Perhaps his studies of the inter-relationships of the various top ranking RAF officers with each other and with Churchill are some of the most interesting tales that he tells. This did not always run smoothly and there was considerable in-fighting at times as men jockeyed for various jobs and sought to advance themselves as best they could.

One of his interesting quotes is: "Modern warfare resembles a spider's web: everything connects, longitudinally or laterally, to everything else; there are no 'independent strategies', no water-tight compartments, nor can there be."

Reunion (From page 1)

H. Rex Jones, GP, Loveland, CO
Richard Jones, 369, Meridian, TN

Henderson Knight, 423, New Port Richey, FL
William Kolger, 369, Leakesville, MS
Glenn Korf, 368, Gladwin, MI
Jerome Kostal, 367, Riverside, IL
August Krajcik, 368, Columbia, SC

Gus Lamb, 367, Carle Place, NY
Walt Latscha, 368, Cincinnati, OH
Nena Leary, Macon, GA
James Lenaghan, 367, Cleveland, OH
Jacob Leroy, 423, Portage, MI
Harold Lightbown, 369, Wakefield, MA
J. D. Lyles, 369, Cochran, GA

Edward Malszewski, 368, Grosse Pointe, MI
Rudolph Mason, 423, Cincinnati, OH
John McCollum, 423, Chevy Chase, MD
Mack McKay, 423, Los Alamitos, CA
Donald McMullen, 369, Stoneboro, GA
William McMullen, 120, Jackson, MI
Herbert McVicar, 367, Sacramento, CA
W. Curtis Melton, 368, Rome, GA
Clayton Meyer, 423, Beloit, WI
Joe Miller, 367, Cincinnati, OH
Wayne Montie
Paul Morabith, 368, Horse Shoe, NC
Jack Murphy, 423, Huntington Beach, CA
William Mutz, 367, Bayonet Point, FL
Jerry Myers, 369, Fenton, MO
Robert Myllykoski, 423, Sebastian, FL

Aram Nahabedian, 423, Tustin, CA
Robert Nelson, 369, Port Orford, OR
Alfred Norman, 369, Rochester, NY

Jane Odle, 368, widow of Elbert Odle
Richard O'Hara, 367, Marietta, GA

Peter Pappas, 369, Haverhill, MA
Eddie Perin, 369, Priest River, ID
Ben Peters, 367, Mansfield, TX
Peter Petrilli, 367
Hugh Phelan, 368, Donaldson, AR
Louis Prokop, 367, Stratford, CT
Malcolm Phillips, 369, Fort Worth, TX

Charles Randall, 423, Wheatland, WY
Paul Reloux, 423, Kehei, Maui, HI
Albert Rehn, 368, Cincinnati, OH
William Rich, 423, Cincinnati, OH
Robert Riordan, 369, Dallas, TX
Brice Robison, 423, Okemos, MI

Reginald Robinson, 369, Fort Worth, TX
Louis Rodriguez, 368, Stamford, CT
Lawrence Romano, 527, Yonkers, NY
Donald R. Ross, 368, Omaha, NE
Howard Roth, 423, Lockport, NY
Gerald Rotter, 369, Austin, TX
John L. Ryan, 367, Albuquerque, NM

Colvin Sammons, 369, Bossier City, LA
George Sampson, 423, North Sebago, ME
Ray Schieb, 369, Ann Arbor, MI
Earl Shaplant, 423, Sarasota, FL
Dennis Sharkey, 368, St. Marys, PA
Howard Sharkey, 369, Colorado Springs, CO
Thurman Shuller, GP, McAlester, OK
J. P. Shutz, 423, Lusby, MD
Allen Smith, 368, Indianapolis, IN
Bartlett Smith, 367, Mason, MI
Edgar Smith, 369, Pottsboro, TX
William Smith, 367, Fredericktown, OH
Myron Sorden, 367, Indianola, FL
Donald Spencer, 423, Grosse Pointe Farms, MI
Cecil Starks, 367, Pensacola, FL
Robert Starzynski, 367, Chicago, IL
Paul Steele, 367, Mechanicsville, VA
George Stephens, 369, Wichita, KS

Forrest Stewart, FR, The Woodlands, TX
Orville Stocker, 369, Tiburon, CA
Russell Strong, 367, Kalamazoo, MI

Chauncey Taft, 369, Atlanta, GA
William Tarr, 369, San Antonio, TX
William Taylor, 423, Tecumseh, MI
John Thach, 369, Lakeland, FL
Reginald Thayer, 368, Palisades, NY
James Thwaite, 369, Bethel Park, PA
John Tinklenberg, 423, Kalamazoo, MI
Leslie Turner, 367, Norfolk, VA
Harry Tzipowitz, 369, Philadelphia, PA

Hubert Verdick, 367, Swquim, WA
Adolph Visconti, 367, Edgewater, NJ

Richard Wallace, 367, Muncie, IN
Raymond Walls, 368, Baltimore, MD
Eugene Walters, 423, Terre Haute, IN
Robert Williams, GP, Winnetka, IL
Robert Wood, 367, Marietta, NY
W. Raymond Wood, FR, Columbia, MO

Ray Yerak, 369, Willoughby, OH
Oliver Young, 423, Birmingham, AL

HOTEL REGISTRATION

MAIL DIRECTLY TO HOLIDAY INN-DAYTON MALL

7999 Prestige Plaza Drive
Miamisburg, OH 45342
(513) 434-8030

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

Guaranteed Reservations:

- Send a deposit of one night's room charge plus tax (12.5%).
- Include your credit card number (AMX, D/C, M/C, VISA, C/B, or Discover Card). If you do not cancel directly with the hotel within 48 hours prior to arrival, you will be billed by the credit card company for one night's lodging, plus tax.

Cancellations: If you cannot stay with us, please cancel your guaranteed reservation by calling (515) 434-8030 at least 48 hours prior to your arrival date and obtain a cancellation number.

Check-Out: Check-out time is at 12:00 Noon. Therefore, **CHECK-IN** is not guaranteed prior to 3:00 p.m.

PLEASE NOTE: Reservations made after August 21, 1986, will be subject to space availability.

306th BOMB GROUP

Last Name _____ First _____ Middle _____

Home Address _____ Home Phone Number _____

City _____

Sharing with: Last Name _____ First _____ Middle _____

Please check type of room requested:	Inc. Tax
Single (one bed, one or two person)	\$57.00 _____ = \$64.12
Double (two beds, two or more persons)	\$60.00 _____ = \$67.50
Triple (two beds, three or more persons)	\$60.00 _____ = \$67.50
Quad (two beds, four or more persons)	\$60.00 _____ = \$67.50

Rollaways @ \$4.00 nightly.

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

Arrival: Thursday, September 11, 1986

Departure: Sunday, September 14, 1986

PLEASE MAKE MY RESERVATIONS FOR:

Arrival: _____ Departure: _____

Month _____ Month _____

Day _____ Day _____

Time _____ Time _____

GUARANTEED RESERVATION

_____ Deposit included AMX _____ DC _____ MC _____ CB _____ VS _____

Discover Card _____

Credit Card Number _____

Expiration Date _____

Signature _____

Special Requests: _____

Dayton In '86 306th Reunion Order Form

September 11, 12, 13, 1986

To: 306th 1986 Reunion Committee
PO Box 358
Dayton, OH 45406

Make Checks Payable to:
306th Reunion Fund

Please reserve tickets for the 306th Reunion for me as follows:

	Number	Total Charge
Registration Fee (Per Person)	\$25.00 x _____	\$ _____
9/11 306th Luau (Per Person) at Holiday Inn, Dayton Mall	\$14.00 x _____	\$ _____
9/13 USAF Museum Tour (Per Person) (Includes Transportation)	0 x _____	\$ No Charge
9/13 Annual Banquet (Per Person) Holiday Inn, Dayton Mall	\$20.00 x _____	\$ _____
TOTAL price for Registration & Tickets (ENCLOSE CHECK)		\$ _____

INFORMATION

Name _____ Spouse's Name _____

Address _____ Guest(s) Name(s) _____

Zip _____

Phone No. _____

Squadron _____ Crew Position or Other Duty _____

Arrival Time: Date _____ Hour _____ Departure Time: Date _____ Hour _____

Have you made Hotel Reservations? _____ If so, where _____