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## 306th Bombardment Group Association

# 'Air Power Was Important To Allied Victory'—Werrell

Dr. Kenneth Werrell is a professor of history at Radford University, Radford, VA. An Air Force Academy graduate, he is a former B-52 pilot, and has written extensively on WW II. He produced a significant volume several years ago, a bibliography of the 8th AF. The following is an excerpt, his conclusions, from an article appearing in the December 1986 issue of *The Journal of American History*, "The Strategic Bombing of Germany in World War II: Costs and Accomplishments."

Without a doubt, the bombing campaign was expensive in Allied resources and casualties as well as in European cities and civilians. The question is, was it worth it? What did strategic bombing accomplish?

The death and destruction of the bombing offensive are easy to see while the accomplishments are less clear, and that lack of clarity fuels the controversy concerning the bombing. Nevertheless, there were at least three major achievements of the bombing: the defeat of the German Air Force, the diversion of the German war machine, and the destruction of key elements of the German economy.

The most important accomplishment of the air war was the defeat of the GAF. In the climactic air battles of early 1944, the AAF defeated the German fighter force and won daylight air superiority. Air superiority was vital both for the Allies' success and for relatively low casualties during the D-Day invasion and the remainder of the war.

The strategic bombing diverted considerable German forces. Between June 1940 and June 1944, the bombing campaign was the only Anglo-American offensive action in western Europe. After the Soviet Union's entry into the war, strategic bombing served as a "second front," draining off one to two million of German personnel in direct air defense and in rescue and repair activities. The strategic bombing also forced the GAF to change its priorities. In 1941 the Luftwaffe employed 65 percent of its aircraft on the eastern front, in 1944 it used only 32 percent there. Certainly that shift helps to explain, to some degree, German successes in 1941 and German failures in 1944. The impact of the bombing can also be seen in German aircraft production. Early in the war, in 1940, the offensive-oriented German war machine devoted only 17 percent of aircraft production to single-engine fighters, compared with 76 percent in late 1944. The bombing also absorbed a significant amount of German material resources, resources that thus could not be used on offensive operations.

While the impact of the bombing on German industry is less clear, certainly the attacks on the German oil industry were very successful. Short of oil as early as 1942, the Germans were forced to make cutbacks in training. The attacks on the oil industry did not begin in earnest until May 1944 and quickly forced the Germans to curtail their combat operations. The attacks on German transportation systems were also successful. These blows absorbed considerable German efforts, as well as largely nullified extensive German efforts to disperse, to hide, and to harden German factories. Finally, it is estimated that the bombing destroyed 20 percent of German war production during the last sixteen months of the war.

Critics of the bombing ignore or downplay those aspects and point instead to other aspects of the bombing, beginning with the issue of civilian losses. Some condemn the entire bombing campaign as immoral: end of discussion. Others hold that the considerable aircrew and civilian costs were not worth the gains. More specifically, some critics cite the impact, or lack of impact, of the bombing on German production and morale.

Despite the bombing, German production rose to a peak in July 1944, 3.2 times greater than that of January-February 1942. A number of factors account for that apparent contradiction. The Allied airmen maintain that they were not permitted to hit the targets they wanted until the summer of 1944. It should also be recalled that the Allied airmen dropped

(Turn to page 8)

## Flying to DC?

American Airlines has offered reduced fares to 306th members flying to Washington for our reunion. If making an American reservation, one should refer to Star #S92669. Basically, they will offer 5% off the lowest available fare at the time of booking the reservation. If there is now low discount fare offered, they will offer 40% off the lowest regular fare available.

## 'Echoes' Funds Needed in '87

Each year we put out an appeal for funds to carry the 306th organization through another year, and we would again remind you that if you have not made a contribution to the 306th in the past six months, that you consider such an action at this time.

Mail your checks to Col. C. Dale Briscoe, 11025 Whisper Valley, San Antonio, TX 78230, treasurer for the organization.

I would also like to remind you that the 306th is not a dues organization and has never been. Up to this point we have operated very successfully on the voluntary contributions of those persons who are willing and able to do so. It has evidently been a very good system for many.

At this time there are 2077 names on our mailing list, but the contributions have probably come from about 500 people over the past decade.

Whatever level of contribution is within your range, we hope you will make it soon. But, no names have ever been removed from the mailing list for failure to contribute.

## Webster to Speak

William H. Webster, director-designate of the Central Intelligence Agency, has accepted our invitation to be the speaker for the Saturday night reunion banquet. At publication time Webster is still director of the Federal Bureau of Investigation.

## Rooms Ready For Reunion Attendees

Especially to those who tried to register last year, and couldn't, and those who are wondering about accommodations this year, the officers of the Association hasten to assure all 306th members and friends, that the space available at the Hyatt Regency-Crystal City should be more than adequate to accommodate all of us this year.

Located immediately adjacent to Washington National Airport, the hotel is readily accessible to all travelers, and is at the south end of the Crystal City complex on the Jefferson Davis highway in Arlington. To those who seek other accommodations, there are a number of hotels within this immediate area should you wish to make your own reservations. There are also motels in the immediate area.

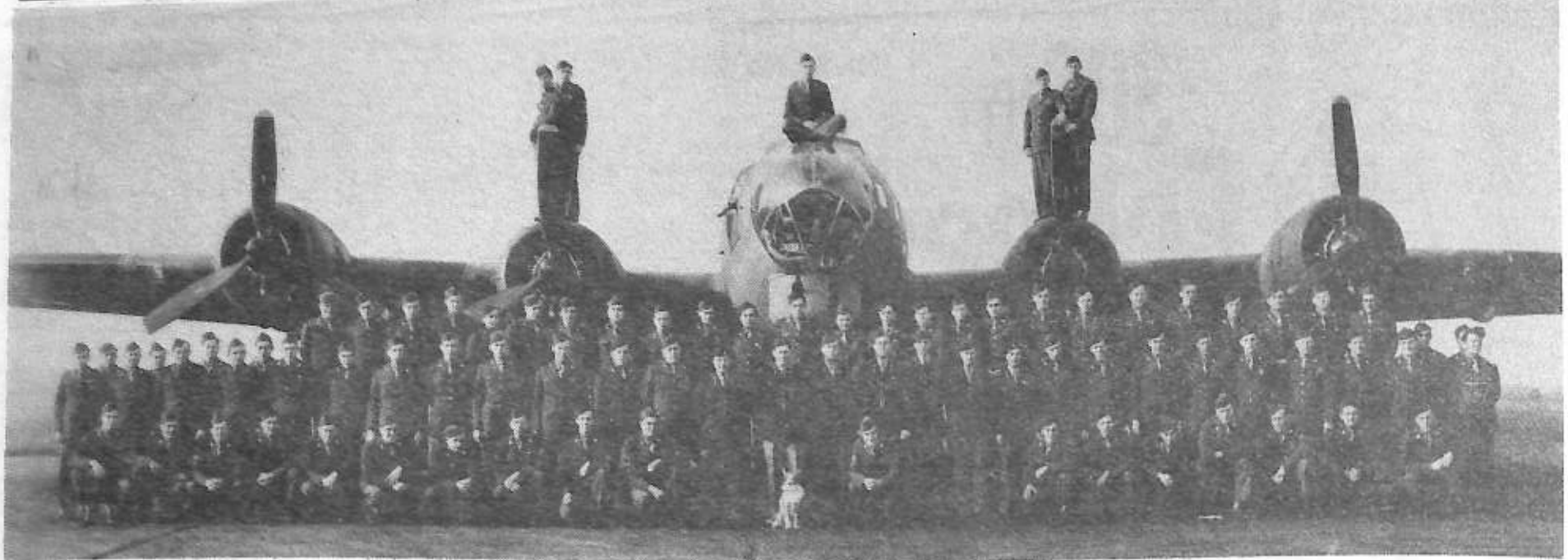
The hotel is very large, with very nice rooms and spacious public areas. The dining room alone will seat more than 1,000 people.

The committee is planning for in excess of 700 people in attendance this year, a number far larger than has participated in any previous 306th reunion.

It is expected that many members and their spouses will find this an excellent opportunity to see Washington, and perhaps to visit many other historic areas in the Mid-Atlantic area.

B/Gen William S. Rader is chairman of the event this year and is working with a committee of Washington-area people, drawing on members from as far away as Baltimore in handling the arrangements.

The only sense of urgency that prevails is that of making reservations for the hotel. A form is to be found on page 8 of this issue of *Echoes*, and there is a deadline of 10 August for those wishing to reserve rooms at the special reunion rate. After that date people will be charged the normal room rates.



**ANOTHER LOOK AT THE 1628th ORDNANCE COMPANY:** Left to right, are: front row—Sermon R. Bunch, Earl H. Lincoln, Henry C. Szaklelo, Donald K. Suchy, John F. Bruce, Americo Forte, Roy Stokley, Fred J. Hicks, George S. Bardsley, Melvin Kidwell, "Mac", George Mahoney, Angelo Lollo, Freeland Vinson, Robert Alter, Boley Zebrowski, John Healy, Robert A. Schultz, and Henry Henigman,

Second row: Francis LaBelle, George Porr, Chester Mallinson, Stephen Slimak, William Murphy, Loid Elliott, Michael O'Connor, Dale Gillette, William MacMillan, Bernard Kuskie, Fredrick Puhl, Samuel Hubbard, Jerome Sears, Lester Williams, Earl Rudolph, Herman Blumenthal, Carl Perutz, Thomas Bailey, John MacDonnell, Edward Giratz, Raymond Doherty, Michael Lawrence, Andrew Lick, Alex LeHay, Johnny Lowe, Andrew Feranec, Joseph Rice, and Robert Lunsford.

Third row: Carl Deakins, Charles Rankin, John Burr, William Kauffman, Arnold Eberly, Joseph Lucia, James Eberly, Donald Naylor, Frank Napoleon, William Withrow, John Brown, Ray Klatt, William Butler, Albert Belmar, James Gordon, William Buffington, Andre Plante, Glenn Hoke, Jerome Zlotowski, Jacob Gehrlein, Armando Tallani, Emil Kudlak, Robert Byers, Edward Bishop, Charlie Wheeler, Robert Brown, Joseph Savelli, Joseph Batman, Thomas McGinty, John Vinion and Freeman Nickelson.

Top row: Thomas Thompson, Gerald Ferrell, Paul Frankenburg, Theodore Lodholz, and Claude R. King.

Copies of the complete roster, which also shows WWII home addresses, are available from the editor.

## WWII Searches Tentative Schedule Locate Stories 16-20 September

By Ed Ronczy

Ever try your hand at treasure hunts, or do some research now that you have some spare time? Try garage and yard sales, or used book stores.

You may find an old *Life* magazine which would be of interest. The April 30, 1945, issue, page 49, has a painting of a plane with 306th markings; April 10, 1944, page 95, "The Airmen and the Invasion," story and sketches; March 30, 1944, page 67, something of interest for navigators, "Synthetic Sky," May 29, 1944, on page 67, there is a beautiful ink sketch of Gen. Jimmy Doolittle, plus a writeup; December 1, 1941, has a picture of a B-17 on the cover, as a leadin to an article on air power.

There are two 1943 issues of the *Saturday Evening Post* which contain stories on the 306th. One is about the Clay Pigeon Squadron, and the other concerns a late 1942 raid to St. Nazaire and features the crew of Capt. (later LTC) Robert C. Williams.

Time magazine ran a column in 1943 on Duane Wissenback, telling of his evasion, return to the U.S. and his venture into pilot training.

As for research, Marguerite Higgins supposedly wrote an article covering the Rose of York and other 306th stories. The questions are: when and where? One might try the *Readers' Guide to Periodical Literature* for 1944 and 1945.

## Ord. Photo Names Now Established

The printing of the 1628th Ordnance Co. picture in the January issue of *Echoes* provided a lot of interesting response for the editor.

Within a few days identification of the picture, principally with only last names appeared from Fred Hicks, who lives in the Detroit area.

The editor checked the names and filled in the first names that he could. That listing was then sent to all of the 1628th men who are on our mailing list, about 18 in all.

From that inquiry, within a few days appeared two copies of a complete listing of the men in the picture, showing their WWII addresses. Very quickly two new men were added to our mailing list, and in conversations with Bill Butler came the story which appears in this issue of the story of the 306th Bomb Group as seen from the bomb dump.

While flying was our business, and much of the lore deals with the flying aspect, this tale by Butler, in the form of a letter to the editor, provides interesting insights into the view of the Group from a different perspective and a recounting of many interesting events.



The 306th Bombardment Group Historical Association: Donald R. Ross, president; William F. Houlihan, vice president; Russell A. Strong, secretary, and C. Dale Briscoe, treasurer. Directors: Robert Crane, G. Kieth Jackson, Gerald Rotter, Robert Starzynski; Ralph Bordner and John L. Ryan, past presidents.

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.

EDITOR: Russell A. STRONG, 2041 Hillside, Kalamazoo, MI 49007. Home 616/344-8486; Office 616/383-6162. 8th AF CONTACT MAN: WILLIAM M. COLLINS, JR., 2973 Heatherrae Drive, Poland, Ohio 44514. 216/757-3463.

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

## Day for Sight Seeing

Sometimes passengers on combat missions saw more than they had intended to. As in the case of Maj. Charles G. Duy, group adjutant, who rode 28 Feb 44 with 1Lt Oleron S. Linn in *Vapor Trail* on a mission to the Pas de Calais. They went over the target three times, and then dropped short.

### Wednesday—16 September

Early Arrivals—Golf available at Andrews AFB, at own expense and transportation

### Thursday—17 September

1000-1700—Registration

1300—Hospitality Suite opens

1400-1700—Optional trip to Silver Hill restoration center for National Air and Space Museum (advance notice needed)

1830-2030—Buffet, Hyatt Regency

### Friday—18 September

1000-1700—Registration

0900—Transportation to National Air & Space Museum in downtown Washington, or

Transportation to The Pentagon, or

Transportation to White House, limited to 30 people, at White House at 8 a.m., with arrangements in advance for special tour. Others can drive there and stand in tourist line.

1130—Lunch on your own

1230—Tour of Arlington Cemetery and placing of wreath at Snuffy Smith's grave; the Lee Mansion and Tombs of the Unknowns. Reservations necessary in advance because of transportation.

1500-1800—Hospitality Suites open for Squadrons. Everyone welcome. Cash bar available.

1800—Buffet dinner

2000-0030—Hospitality Suites open

### Saturday—19 September

0930—Air Staff Briefing, in hotel.

1030—General membership business meeting

1000-1200—Ladies Style Show, in the hotel.

To be followed by buses to Old Town Alexandria for an afternoon of shopping.

1200—Lunch on your own

1500—Squadron pictures Hotel Lobby

1800—Cocktail Hour, cash bar

1900—Banquet

2200-0030—Hospitality Suites open

### Sunday—20 September

Breakfast on your own

Bon Voyage



William E. Butler planned on becoming a teacher, and taught for about six months before enlisting in 1941. After the war, he returned to his native Oklahoma, graduating from Oklahoma State University in 1948, and earning his master's degree in 1950. Then followed a long career with the Kerr-McGee Refining Co., which came to an end in 1985 when he retired as director of financial analysis and marketing research. He is married, has three children, and lives at 2705 Windsor Blvd., Oklahoma City, OK 73127.

## The 306th in Combat: As Seen from the Bomb Dump

By William E. Butler

Dear Russ:

I realize that what is to follow here will be of little or no significance to the greater story of Station 111, and I'm sure in your capacity as historian you have heard many more exciting stories from the people who were there. However, if you can stand one more, I would like to chronicle this former GI's trail in and out of Thurleigh. Just "indulge the ole man," it will be greatly appreciated.

The dates I give you here were retrieved from a diary (which we were encouraged not to keep, as I remember) and are fairly reliable; my memory (not very reliable); and my Army discharge papers (very reliable).

I volunteered in the U.S. Air Force about three weeks after Pearl Harbor (December 30, 1941) after I tried to enlist in a Navy flight training program and was disqualified. After induction at Fort Sill, Oklahoma, I was immediately shipped to Will Rogers Field in Oklahoma City and assigned to an Ordnance cadre for training. After six months of training in Air Corps Ordnance (bomb and ammo handling and storage, and repair and maintenance of 30- and 50-caliber machine guns). On June 9, 1942, I was given detached duty to a bombing range in northwest Oklahoma. Principal duty there was to disarm or deactivate the fuses of the black powder spotting charges in unexploded practice bombs.

On September 1, 1942, I rejoined the cadre at Will Rogers Field and on September 3, we were sent to Alamogordo, New Mexico. There we acquired more personnel and a company commander, Lt. Lester G. Williams. Still not up to company strength, we left Alamogordo, September 19, 1942, and two days later arrived in Fort Dix, New Jersey, where we were processed for overseas duty.

### Over the Bounding Main

We were transported from Fort Dix to New York Harbor in the middle of the night (September 23, 1942) and put on board the Strotholland, a ship of British Registry with a Hindu deck and engine room crew, and British and Canadian officers. (The Strotholland was later sunk in the invasion of North Africa). We sailed north from New York Harbor to Halifax Harbor, Nova Scotia, where we became part of a convoy that reached as far as you could see in any direction. With Navy escort, we proceeded to take the northern route by way of Iceland. The seas were rough and we were on British rations. Meaning no disrespect for the British, but kip-pers in oil with bread and butter for breakfast will give you second thoughts about ever eating again.

We were told the convoy could only go as fast as the slowest ship (reasonable) and that we were probably averaging ten to twelve knots per hour. The rumors of German wolf-packs were rampant. Ships on the outer edges were being picked off every day (according to the latest rumor) and

there may have been some, I never knew for sure. But you could still find a crap game almost anywhere, any time. There was American money, Canadian money, British money, and Hindu money in the games. Most of the players had no idea what the exchange rate was (and at that point, didn't really care) so they would throw a pound note out and say, "I bet this piece of paper."

We docked in Glasgow, Scotland, October 8, 1942, and left immediately for Thurleigh. When we arrived, we were billeted in tents just across the road from the baseball field adjacent to the Officers B Mess. The mist and fog was thick, nothing was dry, the temperature was chilling to the bone, and we were still on British rations. We had been upgraded, however. Now it was baked beans on toast for breakfast. For an old farm boy accustomed to having three fresh eggs, a half-dozen slices of bacon or a half-pound of pork sausage with all the good stuff that goes with it, that was a very traumatic experience to say the least.

I don't recall the exact date we got back on American chow, but I do recall that I was never happier to see powdered eggs in my life (and needless to say, I don't care for powdered eggs).

I got acquainted with a "mafia type" GI from Brooklyn a couple of months after arriving at Thurleigh who had made "connections." He sold me one fresh egg for 10 shillings (two bucks then). I fried it with a little black market butter in my mess kit on one of those coal stoves in the huts. It was the best damned meal I ever had!—no exceptions!



In the office at the bomb dump are, left to right: Bill Butler, Lt. Earl Rudolph and Bill Murphy.

Fortunately, the tent life only lasted a couple of days for me. I was moved into a little building located in the middle of the bomb dump that served as an office and check-out point for bombs, fuses and ammo being brought in or removed from the dump. I spent the next three or four months there. It wasn't a big improvement, but at least it was dry.

During the latter part of October 1942 after the first mission, there was a spell of inactivity as you know, while the weather settled into acceptable flying conditions. Someone at headquarters said they needed some practice missions. We didn't have enough practice bombs for what they had in mind, so another Sergeant and I "borrowed" an RAF "lorry" to bring some in. Since this was one of those half-way midnight requisitions (with a little help from the other base), we went after dark. Neither of us had ever driven a right-hand drive vehicle, the roads weren't built even for British lorries, it was raining and it was BLACK OUT, the kind I'm sure you remember well. Our destination was Kimbolton and there were no signs, of course. I'm convinced the sergeant with me had built-in radar; otherwise, there is no way we could have made it.

#### The Circle Route

When we got there and loaded up, we felt like we were in good shape. We started back and kept congratulating each other on the success of the trip. We were supposed to go through a guard gate shortly after we left the dump. We didn't come to a gate. We had a nice wide road and we just kept driving. We decided we had somehow left the base without going through the guard post. Then with what little light we had, we began to see landmarks that were either exactly the same or being repeated, so we stopped. That is when a British soldier on a motorcycle came roaring up and informed us we had been driving around-and-around the perimeter of his "airdrome" for the last 30 minutes and he would be happy to escort "you bloody Yanks off the base and back onto the road!"

In November, we had a pleasant diversion when Martha Raye and her group came by to do a little entertaining. I don't recall what they did, it was enough just to see them. I was fortunate enough to be passing by the jeep carrying Martha Raye, and in the crush of GI's I was crowded so close that Martha stepped on my foot as she got out. She looked at me and said, "Oh, pardon me, soldier!" I was so impressed to be that close to a celebrity that I didn't even respond. Needless to say, she not only made my day, she made my whole year. Then later, of course, we had Glenn Miller. His band practiced occasionally in the enlisted men's mess during the noon hour. I don't remember the date, but we also had Bob Hope and his traveling companions.

#### Don't Drop the Bombs!

At that time we had little or no bomb-handling equipment. When they drove in with a truckload of bombs, we let the tailgate down and rolled them off the back of the truck onto the cement. The hanging lugs that attached the bombs to the shackles in the bomb bay were protected by a U-ring that covered the lug and went all the way around the bomb, but kicking them off the four-foot drop from the truck bed was certainly not the prescribed way to handle bombs. We had no choice and fortunately we had no accidents.

Those first few months (October to mid-December) we seemed to be a little short of everything. Our bomb inventories were short and our ammo was short (by military standards), so we were not able to run what might be considered a classic support operation. However, we always managed to have enough to sustain the operation. Lt. L. G. Williams (later to be Captain and acting station ordnance officer, as you noted in your book) and Lt. E. W. Rudolph did yeoman duty during those tough times. Lt. Rudolph, who was responsible for the bomb dump operation, did the impossible many times.

In mid-December 1942, when Capt. H. B. Blumenthal arrived with the 1628th, the Ordnance contingent under Lt. Williams was absorbed into his company. At this time, I moved from the bomb dump to some new Nissen huts in the area across the main road from the baseball field. Shortly after



Ready to off-load the day's bomb delivery at a plane, '44.



The blast that shook the base, 7 May 44.

Surveying the bomb dump blast damage



Preparing new revetments for bomb storage.



the first of '43, their equipment caught up with them and we were able to stop kicking bombs off the trucks. From that point on, we had everything we needed to do the job we were supposed to do.

We had some unruly characters, but by and large, we had (in my opinion) a very good group of both officers and enlisted personnel, and they did an excellent job (again in my opinion) of complimenting the super job the rest of the 306th did.

The 1628th operated the motor pool, the machine shops, the bomb dump and performed maintenance on vehicles and armament (among other things) and made a significant contribution to changes in fire power of the weapons on the "Forts." Some of the people in Ordnance had an opportunity to transfer into gunnery positions during those early days when crews were short. I don't recall exactly how this was accomplished, but they did.

There was always a little "class distinction" between the guys who flew the missions and faced the fire and the guys who didn't and that was understandable, but it did cause a little friction on occasions. However, I'm not sure the people who flew the missions were always aware (if at all) of the sympathy, understanding and compassion the ground people had for them. Many of those support people would have been willing to trade places, and would have, had it not been for unsurmountable physical or mental restrictions.

#### 'Sweating Out' The Missions

When their duties permitted, there was always support personnel out on the ramp "sweating out" the return from a mission. When every Fort returned, it was a great day. Our team won! When there were some missing, you kept waiting and hoping he was just a straggler and when a red flare came out, you hurt and when the stragglers didn't come in, it was a sad day. Even though we didn't know very many of them personally, when a plane didn't come in, it was very personal. We didn't have access to debriefing intelligence, of course, so all we could do was count planes and wait for the stories to filter out. In addition, when there were casualties, you knew some mother, father, brother or sister, and maybe some wife, was going to be hurting.

I had a very personal experience with that kind of hurting myself

while there. My only brother (and I have no sisters) came over to England in February of '44 with a B-24 group. He was a radio operator/gunner and was stationed on "the Wash" up around Norwich. During the next four months he was able to get over to Thurleigh twice and I managed to visit him at his base once. We had some lively discussions about the relative merits of the B-17 and the Liberator. Since he had never been up in a B-17 and I had never been in either one, you can safely assume it was not what you would call the "Great Debate."

He went down over France in May '44 on his 16th mission. It was a "flamer" and only three of the crew got out. I was able, through the efforts of some good officers in my company and sympathetic men at Norwich, to interview some of the men on the mission on his base only a day or so later and pick up his personal effects. These were crew members who were in a position to see what had happened. From their account of where the chutes came out of the plane and where the plane was hit by the flak burst (directly in the radio-op/gunner position), it was obvious that there was no way my brother could have survived. The AAF notified my parents that he was MIA and there was no way I could tell them what I knew. So, as you can see, I knew about hurting.

As you well know, some of the roughest missions flown during the war took place in the early part of '43. It was what they commonly call now "a learning experience." Tensions were so high you could feel it all over the base. There was a never-ending series of unbelievable stories told by the flight personnel of heroic deeds and super human efforts. The culmination of these heroics, of course, came with the presentation of the Medal of Honor to Snuffy Smith. On the day he received the medal, I recall going through the chow line at 11:45 a.m. and having Snuffy dish chow out to me (he was actually on K.P. on "his day") and two-and-a-half hours later I was dressed in Class A uniform along with everybody else on the base, passing in review for him. Hard to believe, but from all accounts Snuffy was a real renegade.

By the end of '43, support personnel began to start rumors and hear rumors and speculate about the possibility of being "rotated" back to the States. The reasoning was, nobody stayed overseas more than 18 months during World War I, so after 18 months it seemed reasonable we should be rotated. All that theory did was keep our spirits up. It was a different war and a different time, and the months rolled on. The men who were long time residents (as well as some short timers) began to find English girls in Bedford and the surrounding villages with whom they wanted to make long-term commitments. I attended six GI weddings and was "Best Man" at one.

Around this time, we had an unfortunate incident at the bomb dump. The guard at the front gate to the dump this particular evening, a rather nervous fellow who was actually a recent replacement, was responsible. On one of those fog-laden, pitch-dark nights he heard footsteps approaching. He called "halt" the required three times and when the footsteps continued, he leveled his .45 and shot. He heard something fall and the footsteps stopped, but he didn't want to venture out, so he called the Officer of the Day. When the OD got there, they investigated and found the guard had shot a goat squarely between the eyes. (According to the story, the guard had flunked target practice!) It turned out, a crew member of one of the B-17s had picked the goat up on a trip to North Africa and he was a pet that had broken loose after being staked out beside the plane. Further investigation revealed the goat didn't give milk, so it was no great loss from a utilitarian standpoint, but needless to say, the crewman was not all that happy about it. To their credit, however, the men did not barbecue him. They gave him a nice military funeral.

As D-Day approached, activity was heavy everywhere including the bomb dump. We began to get in several types of sophisticated new bombs and fuses. Included in the assortment was a long delay fuse that had various time settings on it (12 hrs, 24 hrs, 36, 48, etc.) as well as a ball-bearing locking device which made it impossible to defuse the bomb without setting it off once the fuse had been set. It was this fuse (so we thought) that caused the only real unfortunate incident we had at the dump. As you noted in your book, we had a powerful explosion.

Under normal conditions, bombs with the delay fuses were jettisoned over the Channel if a plane had to abort as I recall. But occasionally a plane didn't make it to the Channel. We had a revetment up close to the front of the bomb dump that had been set aside for this type of emergency. When it happened, the bombs were unloaded from the plane and all safety precautions were observed in handling and storage into the revetment. To my knowledge no one was ever sure exactly what unstable element caused the explosion, but several of them went off with a high order detonation and fortunately several others went with only a low order and several others survived. (Your records show twenty-four, I had forgotten how many.)

It was an earth-shaking blast that certainly got everyone's attention. I was in the "check out" building in the middle of the dump when it happened and I must have "vibrated" for 10 minutes. The windows all went, glass flew everywhere. A bomb fragment ricocheted into the building and stuck in the wall a couple of feet above my head. It was about two inches long and an inch wide. I dug it out, saved it, brought it home with me and still have it. You should hear the stories I tell my kids about it when they ask me about the war. Of course, you know the greater the time span between the actual event and the telling of what happened, the greater the tendency to add more color, heroics, danger, fantasies, and con-

sequently, looseness with the facts. It seems to be a common trait among men and I am all for it. Otherwise, how would we ever know how great we are.

I got all "dressed up" for the christening of the "Rose of York." The visit by the Royal family was something of a highlight. I was impressed. First, because all those GI's were on their best-dressed behavior (which was always a proud moment), and second, there was something about the Royal family that made you feel good. Although I never figured out exactly what it was I enjoyed about it. I think Snuffy Smith's medal presentation and the visit by the Royal family were the only "full dress" parades I participated in during my tenure at Thurleigh.

Shortly before and after D-Day, the plane formations got larger and larger. Not only were we sending up more planes at Thurleigh, but obviously so were the other groups. A month or so after D-Day I recall on a particularly bright day watching as they formed up. Soon the sky was filled with planes from horizon to horizon. The roar of the engines was deafening and the buildings and ground shook like an earthquake was in progress. To look at all that awesome power was an unforgettable experience and I'm sure we will never see plane formations like that again.

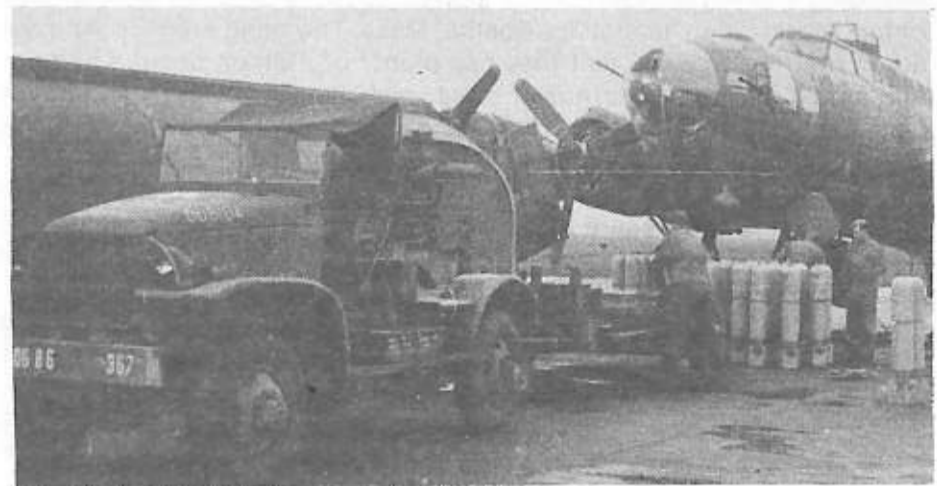
#### Collision Over Thurleigh

Then on a day some months later that was not bright, but very foggy with visibility that no plane should be up in, a very sad thing happened. I was on my way to the mess hall when the two planes from the 305th collided over the base. I was watching the group as they came around. The collision was so sudden and unexpected. I had no idea anyone had a picture of it until I saw it in your book. The picture is just as the mental picture of it has been etched in my mind all these years. I don't think you ever forget something like that. Parts of the planes and bodies were falling everywhere. I never got to the mess hall. I was too sick to eat.

As January '45 rolled around, there was an air of anticipation that the Germans would surrender any day and we would be going home. But the war went on. Missions were still being flown and we were still having casualties. Finally, the anticipation gave way to a kind of numbness that left the long-timers somewhere half way between high hopes and disappointment at the delay. But the atmosphere on the base was becoming more and more relaxed. When we started substituting paper bombs for the real thing, we knew it couldn't be long.

We had a replacement in the 1628th who arrived about six months before the war was over. He was a Jewish boy. He and his family had fled Germany just before the war when he was 12 or 13. They had found their way to the U.S. and he had volunteered for service when he was old enough. He spoke perfect German and could do a fantastic imitation of Hitler giving a speech. He would read us the pamphlets we were dropping that were written in German, so at least we knew what they were getting.

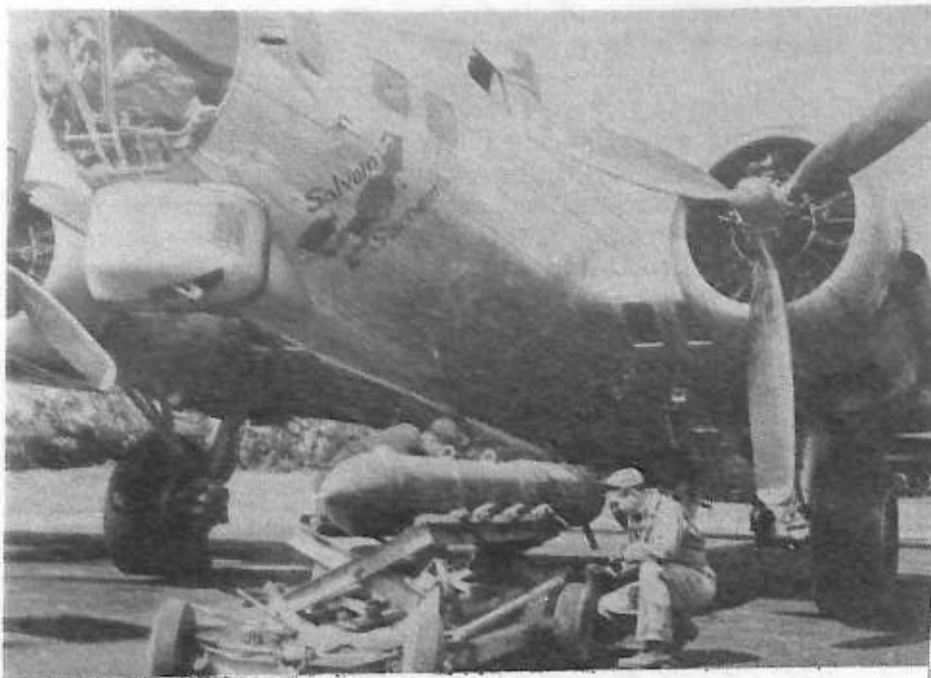
I was one of those fortunate enough to get a ride over Europe after VE-Day. We took off from Thurleigh and headed straight for Cologne,



300 pounders standing and waiting for loading, '43.



Loading thousand pounders, 19 April 43.



Getting to load a bomb in one plane, '44.

Germany. According to the information I received, the pilot set the automatic controls as we left the English coast and did not touch them until we reached Cologne. We flew at 2,000 feet and if we had been at 200 feet, we could have split the twin towers of the Cologne Cathedral. Either the automatic controls and the navigation were that precise or we were awfully lucky. I couldn't believe what I was seeing. It looked like the only thing left standing in Cologne was the Cathedral. Everything else was a sea of rubble. The pilot took the controls then and we flew down the Ruhr Valley, devastation everywhere. We left the Ruhr Valley and flew to Paris, then back to Thurleigh. I occupied the tail gunner's position part of the trip and had an excellent view of where I had been. But the fact there was no flak or ME 110's around helped considerably.

The rumors began to fly that we weren't going home. With the Casey Jones Project in full swing, we weren't needed any more and we were going to be shifted to the Pacific Operation without even the courtesy of a layover trip to the U.S. That didn't help morale a whole lot.

*Meanwhile, with nothing else to do, I spent most of my time counting bombs. We tried to reconcile the bombs shipped in and expended with inventories left. No way. They never matched. To some of us it didn't make a lot of sense. Nobody walks off with bombs in their pockets, the paperwork just got fouled up. We counted and recounted.*

Then we started counting "Points." I didn't have quite enough in the beginning, but they kept adjusting the way you were credited with Points until I came up with enough. I left Thurleigh November 7, 1945. After spending two nights somewhere around Southampton, we were loaded onto a Liberty Ship headed for Boston, Mass. The thing I remember most about that trip was the fact they had plenty of milk on board. I had not had a cold glass of milk in over three years. I couldn't get enough. We docked in Boston November 16th, and five days later I was discharged at Camp Chaffee, Arkansas.

Thurleigh was an experience that no one who was there will ever forget. A lot of boys came there and left as men. For a lot more, it was their last address. Everyone who was there was affected one way or another. I am very grateful to you for your book. You are to be highly commended for the time and effort you put into it. Reading it enabled me to see the war fought at Thurleigh for the first time. All we had on the ground was first, second and third-hand reports on what was happening. Now that I know the real story, I am even more proud to have been a part of the effort as small as it was. You did a magnificent job and I appreciated the autograph.

In the beginning, I asked you to "indulge the old man." Well, believe it or not, I had no idea then you were going to be asked to "indulge" so much. If you are still with me, thank you.

#### Units at Thurleigh:

40th Combat Bomb Wing  
306th Bombardment Group  
367th Bombardment Squadron  
368th Bombardment Squadron  
369th Bombardment Squadron  
423rd Bombardment Squadron  
876th Chemical Co. (Det. A)  
2099th Fire Fighters  
204th Finance Section  
982nd Military Police Co. (Det. A)  
1628th Ordnance Supply  
& Maintenance Company  
527th Army Postal Unit  
1121st Quartermaster Company

352nd Service Squadron  
4th Station Complement Squadron  
449th SubDepot

**Jefferson Memorial**—Located on the tidal basin surrounded by the Japanese cherry trees.

**Kennedy Center**—This national cultural center on the Potomac contains the Eisenhower Theatre, the Concert Hall, and the Opera House.

**Ford Theatre**—Contains the Lincoln Museum; directly across the street is the house where Lincoln died.

# Washington Offers Much For Tourists

By Marshall Baker

It is both timely and appropriate that the 306th Bomb Group, at the cutting edge of history in WWII, should hold its 1987 reunion in the Washington area during the Bicentennial celebration of the Constitution. Visiting our nation's capital during this year of national renewal makes one ever more mindful of the opportunity it affords to view a panorama of American history unequalled anywhere else in the country.

From Washington's home at Mount Vernon to the modern-day Air and Space Museum at the Smithsonian, one not only sees yesterday and today become alive but gains a heightened anticipation of the future as well.

Doubtless many reunion attendees will elect to prolong this historical journey. Accordingly, to assist in your planning, there follows a brief listing of the more prominent points of interest in the immediate area as well as those within a short driving distance:

**National Archives**—This final depository for governmental records contains the Declaration of Independence, the Constitution, and the Bill of Rights.

**Washington Monument**—The top of this 555 feet structure offers a magnificent view of the city as well as of a broad expanse of Virginia and Maryland.

**U.S. Capitol**—Site of congressional sessions since 1800. The House and Senate chambers, Statuary Hall, the Rotunda, the President's Room, and the original Supreme Court Chamber are special attractions.

**White House**—All of our presidents except Washington have lived at this most famous address in America, 1600 Pennsylvania Avenue.

**Supreme Court**—The nine justices meet in the impressive Supreme Court Chamber to hear historic cases and to hand down decisions.

**Library of Congress**—Originally located in the Capitol, the present building was completed in 1897. The Jefferson and Madison annexes are later additions.

**Lincoln Memorial**—The immense sculptured statue of our 16th President, the bronze tablets inscribed with Lincoln's second Inaugural and Gettysburg addresses, and the view of the Capitol and Washington Monument from the steps make this visit a memorable one.

**Vietnam Memorial**—Located near the Lincoln Memorial, this unique and impressive structure consists of panels inscribed with the names of all servicemen who died in the Vietnam conflict.

**Pentagon**—This five-sided nerve center of the Department of Defense and the military services had a strength of over 34,000 personnel during WWII. It is the largest and one of the most efficiently designed office buildings in the world.

**Smithsonian Institution**—The National Gallery of Art, the Freer Gallery of Art, the Museum of American History, the National Museum of Natural History, the Hirschhorn Museum, the Air and Space Museum with its Silver Hill facility in Suitland, Maryland, are the principal components of the Institution. The term "nation's attic" is not an inapt one for the Smithsonian where one may view objects as varied as priceless paintings, the first ladies' inaugural gowns, the Spirit of St. Louis, space vehicles, McDonald's golden arches, and Archie Bunker's chair.

**Arlington National Cemetery**—Buried here are veterans of all our nation's wars. Changing of the guard at the Tomb of the Unknown Soldier is a particularly impressive ceremony.

**Alexandria, Va.**—"The most historic city in America." Located a short distance from the reunion site in Crystal City. Gadsby Tavern, Carlyle House, Christ Church where Washington worshipped, the boyhood home of Robert E. Lee, the George Washington Masonic Memorial, and the cobble stone street remaining from the Revolutionary War days are but a few of the many interesting attractions. Dining in any of the outstanding restaurants in Olde Towne is a real delight.

**Mount Vernon**—The home of George Washington on the west bank of the Potomac, seven miles south of Alexandria. The tombs of George and Martha Washington are located on the grounds of the estate.

**National Zoo**—Don't forget the pandas!

Five important military installations are located within the Washington Metropolitan Area:

—Bolling AFB, Washington, D.C.

—Andrews AFB, Maryland.

—Fort McNair, Washington, D.C.

—Fort Myer, Virginia (adjacent to Arlington Cemetery).

—Fort Belvoir, Virginia (near Mount Vernon).

The Naval Academy in Annapolis, Gettysburg, Monticello, Williamsburg, Jamestown, Harpers Ferry, various Civil War battlefields, and Fort McHenry and numerous other historical sites in Baltimore, all are within one to two and one-half hours driving time from the D.C. area. The Quantico Marine Base, including the Marine Museum, and the new Quantico National Cemetery are only a 35 minute journey south on I-95. The Eastern Shore at Ocean City and Virginia Beach are about two and four hour drives respectively.

As of April 2, the following men were registered for the Washington reunion. In each case the reservation is for two people, unless otherwise noted in parentheses following the name:

Walter H. Albertson, 369  
George T. Antous, 369

Earl R. Barr, 367  
Edward Beaver, 423  
Wallace Boring, 368  
C. Dale Briscoe, 369  
Bill Breslin, 368  
Winston Burroughs, 369

James S. Cheney, 423  
Demetrius Chakiris, 423  
Herbert Cohn, 368  
Orval L. Cook, 368  
Walter H. Coons, 367  
Delmar Corderman, 368  
Arthur H. Crapsey, 367

Louis F. Damaso, 369  
Robert W. Daniels, 423  
John L. Davis, 367  
David Dillon, 423  
Robert Dwiggin, 369

William R. Edwards (1), 367  
Robert (Jack) Ellwood, 423

William G. Feeser (1), 367  
Robert Fields, 423  
Lawrence Foster, 369  
Elmer L. Frey, 369  
James F. Furay, 369

Clay Ganes, 367  
Frank Giancaspro, 423  
Jack Grimm, 367  
Walter Guy, 367

Leif Hansen, 369  
T. A. Harkin (1), 369  
Edward Hennessy (1), 369  
Robert Hermann, 367  
Judy Hermley (3)  
John K. Hickey, 369  
Richard A. Hill, 423  
William Hogan, 369  
Harry Hoser, 369  
Russell G. Houghton (1), 368  
John M. Howard, 369

G. R. Kieth Jackson, 367  
Alfred P. Johansen, 369  
George W. Johnson, 423  
C. R. (Casey) Jones, 369  
Edward E. Jordan, 423  
William G. Jung, 423

John Kalb (1), 367  
Lester Kearney, 369  
Vincent J. Kiely, 367  
William A. Kolger, 369  
John C. Krische (1), 369

John L. Lambert, 367  
C. R. Langley, 369  
Phil Lanyon, 423  
Guy J. Lateano, 369  
William Lynch, 423

J. D. MacPherson, 423  
Edward P. Maliszewski (1), 369  
John C. McCollum (1), 423  
Allen F. Meaux, 369  
Jerry M. Myers, 369

Kenneth G. Norris, 423  
Irving R. Norton, 368  
Milton Novinsky (3), 369

Richard T. O'Hara, 367

Peter W. Pappas, 369  
Wallace T. Peckham, 369  
Henry V. Percic, 367  
Hugh Phelan, 423  
Frank B. Potter, Jr., 369

William S. Rader, 368  
George G. Roberts, 367



Norman Armbrust's crew got together at the Dayton reunion for the first time since that fateful day 26 July 43 over Hannover. Back row, left to right: Jack and Betty Ellwood, Bessie and Peter Cascoulias, Bob Mykkykoski, and Brice Robison. Seated: Lorie and Norm Armbrust, Lillian Myllykoski and Betty Robison. Three of the 10 crew members are deceased, including Nelson Huston, who died in a POW hospital of wounds.

## New Addressees

Andress, John C. Rt. 2, Box 453, Hanover, IN 47243 369.  
Bollenbach, Duane, 3112 W. Barker Circle, Kansas City, KS 66104 369.  
Clayton, Frank, 4798 Tangarine Ave., Winter Park, FL 32792 423.  
Cockrum, Delmar W., 35841 Plymouth Rd., Livonia, MI 48150 1629.  
Conner, Lloyd D., 225 N. Walnut, Kewanee, IL 62443 369.  
Crooks, Robert E., 6435 N. Barrens Rd., Roanoke, VA 24019 423.  
Danaher, Edward F., Box 667, Burlington, VT 05402 368. ✓  
Daniel, George E., 4708 Jamerson Pl., Orlando, FL 32807.  
Davis, Bob, 6 Majestic Ct., Wilmington, DE 19810 423 PW.  
Dixon, Luther L., Jr., CMSGT, Rt. 1, Boc 73-E, Independence, VA 24348 GP  
Feeney, Eugene J., 409 Linden Ave., Riverton, NJ 08077 368. —  
Gillette, Dale H., 2405 Chicago Rd., Niles, MI 49120 1628.  
Glassell, J. F., 1318 Morton Ave., SE, Roanoke, VA 24013 423.  
Gray, William O., PO Box 171, Englewood, CO 80110.  
Grondin, Abe, 82 Des Ormeaux, Apt. 2, Joliet, Quebec, J6E 7NJ, Canada 876.  
Hopkins, Cecil, Rt. 1, Box 587, Buckeye, AZ 85326 368. ✓  
Landrum, Julius, 6063 Wonder Dr., Fort Worth, TX 76133 369.  
Lollo, Angelo J., 47 Warren, West Springfield, MA 01089 1628.  
Markowitz, Albert, 7471 Brockton Rd., Philadelphia, PA 19151 369.  
McGonigle, William J., 338 Shagbark, Bear, DE 19701 423.  
Mutz, William F., 8408C Bunker Ln., Bayonet Point, FL 33567 367.  
Neary, William F., 713 Matchpoint Dr., Virginia Beach, VA 23462 423.  
O'Brien, William E., 25780 McCall Blvd., Sun City, AZ 92381 368. ✓  
Orr, Clifford D., 6021 Shenandoah Ave., Los Angeles, CA 90056 423.  
Popivchak, Marion, 52 Carol Dr., Carnegie, PA 15106 368. ✓  
Snow, Douglas A., 29 Pine Meadows Dr., Exeter, NH 03833 423.  
Swift, Bernie A., SE 206 Rose Lane, Hamilton, MT 59840 369.  
Szakielo, Henry C., 315 McCandless, Linden, NJ 07036 1628.  
Thomas, Mrs. Mima, 416 Hamilton Rd., Neosho, MO 64850 FR.  
Wynn, Cullen W., 4248 Goldie St., Jacksonville, FL 32207 449.

Reginald Robinson, 368  
Robert Rockwell, 368  
Aldo Romanin, 369  
Donald R. Ross, 368  
Robert Roth, 369

Ray K. Schieb, 369  
Earl P. Shapland, 423  
Donald F. Sheridan, 367  
Thurman Shuller, GP  
Parley D. Small, 369  
Donald R. Spencer, 423  
Russell A. Strong, 367

Paul Tardiff, 367  
Harry Tzipowitz, 369

Richard Walck, 367  
Richard Wallace, 367  
Ralph W. Wiehrdt, 367  
Robert C. Williams, 423  
Ralph F. Williams, 369  
James C. Wilson, 368  
James W. Wirth, 369  
John A. Wright, 369

Ray A. Yerak, 369  
Oliver O. Young, 423

Ralph A. Zimmerman, 423

## DEATHS

LTC John C. Conlin, Jr., a 367th pilot from mid-July '44 until early January '45, died 30 Oct 86 in San Antonio, TX, where he had lived since retirement from the USAF. He had attended the Fort Worth reunion.

John M. Corsiglia, a clerk typist with the 449th subdepot, died 26 Oct 86 in Riverside, IL.

Robert C. Covey, a master sergeant in Group operations, died 21 Dec 86.

Raleigh W. Holloway, 369th gunner and engineer (Robert Riordan's crew), died 26 June 86 at his home in Camp Springs, MD. He was the 37th enlisted man in the 306th to complete a combat tour, finishing 9 Jul 43.

Oscar L. Keller, a master sergeant in Group headquarters, died 4 Jun 76.

LTC Donald C. MacDonald, a 367th copilot and pilot, died 29 Jan 87 in Vista, CA, after a brief illness and massive heart attack. He came with Gordon Donkin's crew, and was on Donkin's plane when it crashlanded 12 Sept 44 at Manston, one of nine planes lost on the Ruhland raid. He flew from early July 44 to April 45.

Harris H. Palmer, 367th navigator, (Irwin Schwedock's crew), has died. He joined the group 1 Feb 44 and was MIA to Switzerland 24 Apr 44 on the Oberpfaffenhofen raid.

Nelson G. Thomas, 369th, died 31 Jan 82 in Neosho, MO. He was an instrument inspector.

Leslie W. Turner, an original 367th crew chief, died 2 Feb 87 in Richmond, VA, after an extended illness. Les had attended several of the early reunions. Among the planes he had crewed were Fuddles Folly, Sweet Pea, and Maryland, My Maryland. ✓

## Evadees Meet

The Air Forces Escape & Evasion Society will "Remember the Alamo" May 24-28 when they hold their annual reunion in San Antonio, TX, at the Marriott Riverwalk Hotel. If you need further information, contact Heyward C. Spinks, PO Box 844, Beaufort, SC 29901.

## 8th Meets

The 13th annual reunion of the Eighth Air Force Historical Society will be held October 14-18 at Pittsburgh, PA.

## 26 Forts Over 50

The veteran 306th Bomb Group now has 26 Fortresses with over 50 combat missions accomplished. Top plane of the group is The Dingleberry Kids with 82 missions. Its crew chief is M/Sgt S. R. Gustafsen, assisted by Cpl. Kirtland Coburn, Cpl. Leslie Gedney and Pf. Aaron St. George—From Stars and Stripes.

## 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: C. Dale Briscoe  
11025 Whisper Valley  
San Antonio, TX 78230

# 367th Lists Varied Chiefs

The names of crew chiefs and other specialists are not always easy to find, and in hopes of generating lists from the other three squadrons, here is a list of men from the 367th.

Crew Chiefs—Nelson Ake, Leonard R. Barr, Joseph W. Broussard, C. Larry Emigh, William H. Feeser, William E. Futchik, Clay Ganes, Edward S. Gregory, John A. Halzel, Russell J.

Lamonica, John A. Stone, Jackson W. VanDever, and Adolph L. Visconti.

Other men of note: Clements Amundsen, line chief; C. M. Bayless, armament chief; Frank B. Bolf, propeller specialist; C. Larry Emigh, group engine change specialist; Ray N. Fields, electrical specialist; Harold J. Hartung, group chief, wing changes; Frank M. Iannucci, technical supply; G. Kieth Jackson, bomb sight and auto pilot specialist; Walter F. Johnson, bombsight specialist; John R. Kalb, instrument specialist; John Maziarski, welder, and Herbert McVickers, communications chief.

# Action Required of Each 306th Member

Below is a sample news story about our upcoming reunion. Please fill in your own name, address and telephone number where indicated and mail or deliver to your local newspaper. In this way we may be able to reach many 306th veterans who are not yet on our mailing list.

If your local paper uses all or part of this story, please send a clipping noting the name of the newspaper and the date of publication to the Association secretary. He would also appreciate receiving the names and mailing addresses of any persons who may contact you who were 306th members so that they can be added to the mailing list.

The 306th Bombardment Group, an original unit of the nation's largest air force in World War II, the Eighth Air Force which served in England from mid-1942 until the end of hostilities, will have its annual reunion September 16-20, 1987, in Arlington, VA.

More than 700 veterans and their wives are expected to gather in this Washington, DC, suburb for four days of renewing acquaintances, telling war stories, and seeing many of the historic sites in the area.

Retired Brig. Gen. William S. Rader, onetime deputy commander of this unit in 1943-44, is the chairman for the reunion, and promises an excellent program for the event.

Donald R. Ross, Federal circuit judge in Omaha, NE, is currently the president of the Association. During 1944 and 1945 Judge Ross served as the group bombardiering officer.

Locally, more information about the reunion may be obtained from

\_\_\_\_\_ would like to hear from any 306th veterans, whether they are able to attend the reunion or not. More than 2,000 men from this 10,000-man unit are currently on its Association mailing list, but it is felt that many more have not yet been located.

While the Association has an annual reunion, produces a quarterly newspaper and a biennial directory of its membership, it is unique in not having a dues structure. The association operates solely on the voluntary contributions of its members.

## Air Power and Victory (From page 1)

72 percent of the bombs that fell on Germany after July 1, 1944, and only 14 percent of all bombs were aimed at specific factories. Another factor that restricted the impact of the bombing was that, contrary to wartime intelligence, the Germans did not fully mobilize their economy until 1942. Until the summer of 1944, the bombing destroyed the slack and prevented the industrial increase from rising even higher. Regardless, the Germans were never short of weapons, and in a number of categories—tanks, submarines, and jet aircraft, for example—employed superior equipment. The bottom line is that the Germans had enough equipment; they lacked fuel and numbers.

The bombing's impact on morale is perhaps the least understood aspect of the bombing campaign. Clearly, German morale did not crack under the massive bombing assault; German workers continued to produce weapons of war and German soldiers continued to wage war. A number of writers go so far as to hold that the bombing stimulated German morale. The best available evidence indicates, however, that the bombing adversely affected morale.

Strategic bombing did not achieve the goals that some sought. It neither broke German morale nor deprived the German military of needed weapons. Despite tremendous efforts and costs, the war proved the prewar air prophets wrong. The bomber's potential and the airmen's promises exceeded bombing results: World War II strategic bombing of Germany was not a clean, quick, cheap, surgical, or revolutionary force.

Did strategic bombing win the war? While most hold that air power as contrasted with strategic bombing, was decisive or vital, none asserts that air power alone won the war. Although, some write that air power was a failure and that its strategic use prolonged the war, the record indicates that air power was important to Allied victory. How important depends on the definition of "vital," "decisive," and the like.

## Washington Reunion Tickets

September 17-20, 1987

To: B/Gen Wm. S. Rader  
1108 Key Drive  
Alexandria, VA 22302

Make checks payable to:

306th Reunion

Registration Fee (per person)	\$25.00 x _____	\$ _____
9/17 Buffet Dinner	\$25.00 x <u>2</u>	\$ <u>50.-</u>
9/19 Reunion Banquet	\$25.00 x <u>2</u>	\$ <u>50.-</u>
Total for Registration & Tickets		\$ <u>100.-</u>

Enclose check to assure purchase.

Reunion Data

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Spouse's name \_\_\_\_\_ Guest(s) name(s) \_\_\_\_\_

zip \_\_\_\_\_

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

Squadron \_\_\_\_\_ Crew position or otehr duty \_\_\_\_\_

Anticipated arrival date \_\_\_\_ hour \_\_\_\_ Departure date \_\_\_\_ hour \_\_\_\_

Hotel reservations made? \_\_\_\_ If so, where? \_\_\_\_\_

**306th BOMB GROUP  
HISTORICAL ASSOCIATION  
SEPTEMBER 16-20, 1987**

**HYATT REGENCY CRYSTAL CITY  
AT WASHINGTON NATIONAL AIRPORT  
TELEPHONE: (703) 486-1234**

Type of Room	No. of Rooms	Convention Rates	*Regency Club*
Single (1 person)		\$69	\$160
Double (2 people)		\$69	\$180
Triple		\$69	---
Quad		\$69	---
1 Bed Rm. Suite		\$200-250	\$450
2 Bed Rm. Suite		---	\$550

The above rates are subject to state and local taxes.

\*Regency club accomodations include special guest room amenities and special food and beverage services.

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone No. \_\_\_\_\_

Sharing room with \_\_\_\_\_

**Mail this Reservation Form to  
Hyatt Regency Crystal City  
Reservations Dept.  
2799 Jefferson Davis Highway  
Arlington, VA 22202**

Reservations must be received by 8/10/87

Reservations requested beyond the cut-off date are subject to availability. Rooms may still be available after the cutoff but not necessarily at the convention rate.

Your reservation will be held until 6 pm unless one night's deposit is received or guaranteed

by credit card below. Failure to cancel 24 hours prior to arrival will result in 1 night's charges billed to your credit card.

Hold until 6 pm only.

Guaranteed by one of the following:

Deposit of \$ \_\_\_\_\_

American Express  Diner's Club

Carte Blanche  MasterCard  Visa

Card # \_\_\_\_\_

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

Signature \_\_\_\_\_