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306th Echoes

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306th Bombardment Group Association

Your 1988 Fall Trip Should be to Las Vegas

POW Medals Now Ready

A medal honoring Americans held as prisoners of war now is available, three years after legislation calling for the decoration was introduced in Congress.

The Department of Defense announced March 25 that former POWs or their survivors can learn how to obtain the medal by calling a toll-free telephone number.

Callers will hear a tape-recorded message telling them the medal "was created to recognize the special and honorable service of American military personnel who were taken captive in World Wars I and II, Korea and Vietnam. The medal may be issued to living former prisoners of war or issued to the legal next of kin of deceased former prisoners of war."

A Pentagon official estimated that as many as 142,000 Americans have been taken prisoner by enemy forces since 1917. Most were in the Army.

Veterans requesting medals must prove eligibility with photocopies of discharge or repatriation certificates or other documents. An official said many records of former POWs have been destroyed, and efforts by the armed services to prove eligibility would be difficult and time-consuming even if records exist.

Application forms for the new Prisoner of War Medal are available from several sources, the Department of Defense has announced.

The military services have them, as do veterans' organizations and other public service agencies.

A toll-free number, (800) 873-3768, has been established to take requests for application forms and provide information via a tape-recorded message.

Written requests should be addressed as follows:

Former Air Force POWs, including Army Air Forces veterans, may write to the Air Force Reference Branch, National Personnel Records Center, 9700 Page Blvd., St. Louis, MO 63132-5199.

1988 306th
Directories
will be mailed
during May



Four Men Talk to America Through 8th AF Radio

Below is the script from a broadcast made in London 29 Jan 43. LTC Ben Lyon ran this branch of the 8th AF public relations effort, and his wife, Actress Bebe Daniels, did the interviewing. The four men from Thurleigh involved are listed early in the script. Other men from Thurleigh participated in this activity at various times during the war.

LYON: And now we come to Bebe Daniels' spot. Bebe, it's your turn to take over. What've you found for the customers this week?

DANIELS: Well America, I've got some men along from two of the most famous of the Fortresses over here. We'll get around to the names of the ships later, but in the meantime, here are four of the men who keep 'em flying—and I'm going to ask them to step up and introduce themselves. Go ahead, Lieutenant.

HENNESSY: Lieutenant Edward J. Hennessy, Chicago, Illinois.

BOWLES: Technical Sergeant Joe Bowles, Roanoke, Virginia.

HANKEY: Master Sergeant Dick Hankey, Hagerstown, Maryland.

HARNOIS: Master Sergeant Arthur J. Harnois, Furnace, Massachusetts.

DANIELS: Thanks boys. Lieutenant—you're not all in one crew, are you?

HENNESSY: No, we're not, Bebe. Sergeant Bowles is on the "Banshee"—you know, Casey's ship.

DANIELS: Sure, I know, that's the crew that got seven confirmed and five probables down in one raid—Joe got two of them.

BOWLES: Let's forget about them.

HENNESSY: What happened, Joe? Did they turn into you?

BOWLES: Oh, I guess those Jerries were just nosy.

DANIELS: Well, you got them anyway, Joe. Did they bail out?

BOWLES: Not those two—there was nothing to bale out of. Joe and Frances sure spoke up that time.

DANIELS: Joe and Frances? Who're Joe and Frances?

BOWLES: They're my two guns.

DANIELS: Well now, Joe—I can understand that, but who is Frances?

BOWLES: Frances is my wife.

DANIELS: Oh—now I get it. And what's the name of your ship, Lieutenant?

HENNESSY: "Little Audrey."

DANIELS: I've heard about "Little Audrey"—and from what I hear, you and "Little Audrey" were the first over Germany the other day.

HENNESSY: Well, I was flying "Banshee" that time—but the boys tell me we were first over Germany. The bombardier and navigator are still fighting it out for first place—they were both up in the nose of the ship.

DANIELS: And how did the Bombardier do after you got over the target?

HENNESSY: We weaved in through the flak, then we settled down and he laid them right in there.

Activities Open October 30; Register Now

What is being billed as the biggest reunion ever of the 306th Bomb Group, will open Sunday, October 30, in the Hacienda Resort Hotel, Las Vegas, NV.

Co-chairmen Ed Hennessy and Barney Rawlings are working hard to put together a fine show at the Hotel, with side trips here and there, with sightseeing and other entertainment for wives, and a bangup banquet to wind down the entire event.

If you did not receive, or have mislaid the registration materials, you can find a new set on the back page of this issue of Echoes.

Banquet Tables Seating

You will receive a Rendezvous packet when you arrive at the Group registration desk on 30 October 1988. Banquet tickets will be included in each packet. These tickets will specify the times and place where you must pick up your specific table assignment.

Get together with your friends and present your tickets at the same time in order to get seats together. If you round up 10 tickets and present them at one time, you will receive a reserved table for 10. Smaller parties will be assigned seating with others at tables for 10.

The Banquet room will be arranged by Squadrons and diagrams will be posted showing numbered table locations. This should eliminate any pressure or compulsion to get in the room first when the doors open since everybody will have a specific table assignment.

HQ and service unit personnel can be seated together by following the procedure described above.

We will not be able to handle any last minute switching, so please work out your plans in advance with the dinner partners of your choice.

Why You Ought to Come

If you have stayed away because you thought it would be a rerun of WWII, you were wrong. These are not debriefings, but rather, social events. Reminiscing is mostly about the good times, the funny times and a lot of what has happened in our lives between times.

If you thought these were

gatherings of heavy drinkers and hell raisers, you were wrong again. Conceding, of course that this might have been so in an earlier life. In our present state of maturity comportment is remarkably decorous, due no doubt to a combination of expanding wisdom and advancing years.

Therefore, unless you have evolved into a classic sourpuss, this is the kind of experience you will cherish. Everyone has mellowed over the years and become almost as loveable as Jimmy Stewart—whose youthful misfortune it was to become a B-24 pilot.

None of us are getting any younger, you know. Better start making plans for Las Vegas NOW, while we are still mobile, facile and not yet senile.

JOIN YOUR OLD FRIENDS for a few days of nostalgia and a few nights of temperate Bacchanalia.

What You Can Spend

Las Vegas is a destination for everybody and for every budget. Anybody who enjoys spending BIG BUCKS will find Las Vegas very accommodating. Folks with ordinary budgets will also find it marvelously accommodating. High rollers and glitzy resorts get a lot of publicity, but the fact is that Las Vegas' major accomplishment is its incredible hospitality to FOLKS. The vacation dollar goes farther here than anywhere in the United States.

To illustrate the point, Barney and Ed have made a day-by-day cost estimate for a typical 306th couple at Rendezvous. This is a realistic view of what most couples will do and what it will cost. Bear in mind that it can be done for less and it can be done for much more—depending on how enthusiastic you get about the entertainment and dining scene. The cost projection realistically assumes that a couple will sample the exciting night life and will be conservative on meal expense.

If you want to try a gourmet dining room for dinner be prepared to spend about \$90 per couple, including a cocktail, dinner, a bottle of wine and tip. It will be a very good meal in a very attractive setting, without a doubt, but you can



The 306th Bombardment Group Historical Association: Reginald L. Robinson, president; William F. Houlihan, vice president; Russell A. Strong, secretary; and C. Dale Briscoe, treasurer. Directors: John B. Grimm, Robert P. Riordan, Robert Starzynski, Ralph Bordner, John L. Ryan, Donald R. Ross, 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.

SECRETARY/EDITOR: Russell A. Strong, 2041 Hillside, Kalamazoo, MI 49007. Phone, 616/344-6466.

TREASURER: C. Dale Briscoe, 11025 Whisper Valley, San Antonio, TX 78230. Phone 512/492-9133.

The 8th AF Association contact man for the 306th is Wm. M. Collins, Jr., 2973 Heatherbrae Dr., Poland, OH 44514.

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

EXPENSE PROJECTION—PER COUPLE

ASSUMPTION: Arrive by air with hotel package prepaid, conservative life style.

SUNDAY, 30 October 1988

Limo, airport to hotel, round trip for two	\$ 10.00
Tip Limo Driver	1.00
Tip bellman, 4 bags to room	4.00
Squadron hospitality, cash bar*, 2 persons	8.00*
Garden Buffet, dinner for two	11.00
Tip waitress for beverage & supplementary service	1.00
Evening entertainment, lounge show, 2 drinks each	16.00

MONDAY, 31 October 1988

Tip room maid (under pillow)	1.00
Garden Buffet, breakfast for two	8.00
Tip waitress	1.00
Lunch included in sightseeing tour	8.00*
Squadron hospitality, cash bar*, 2 persons, tip incl.	8.00*
Buffet Dinner for two	11.00
Tip waitress	1.00
Evening entertainment, average show room, 2 drinks each included	35.00
Tip waitress	5.25
Tip Maitre'd for preferred seating	5.00
Cab fares & tip (estimate)	10.00

TUESDAY, 1 November 1988

Tip room maid (under pillow)	1.00
Breakfast, table service for two	14.00
Tip waitress	2.00
Garden Buffet, lunch for two	10.00
Tip waitress	1.00
Squadron photo included, 1 per couple	
Squadron hospitality, cash bar*, 2 persons, tip incl.	8.00*
Dinner for two, table service	24.00
Waitress tip	3.60
Evening entertainment, lounge show	16.00

WEDNESDAY, 2 November 1988

Tip room maid (under pillow)	1.00
Breakfast Buffet, 2 persons	8.00
Tip waitress	1.00
Optimal excursion—your choice	
Luncheon Buffet, 2 persons	10.00
Tip waitress	1.00
Cocktail reception	Included
Annual Banquet	Included
Cash bar after/during dinner (est.)*	10.00*

THURSDAY, 3 November 1988

Tip room maid	1.00
Breakfast Buffet, 2 persons	8.00
Tip waitress	1.00
Tip bellman, 4 bags, room to limo	4.00
Limo transfer, return half of round trip	
Tip Limo driver	1.00
Sky cap, curbside baggage check-in (4 bags)	4.00

PROBABLE EXPENSE PER COUPLE \$265.85**

*Assumes 2 persons, typical consumption average, 1.5 per person

**Singles can cut this approximately in half (unless they get lucky).

NOTE: No estimate included for gambling. SUGGESTION: Decide in advance how much you can afford to lose. Budget yourself \$X per day and when that evaporates, walk away. Tomorrow is another day. NEVER chase money—that is usually disastrous. Remember, there are more losers than winners.

get by for a lot less in a regular dining room.

You can readily see from reading the cost projection that a non-drinker would spend less—except at a show where the cost will be the same if your drink choice is

Gen. Kearney Dies Feb. 19

Maj. Gen. Lester T. Kearney, Jr., a 369th pilot from 23 Dec 44 until his return from overseas duty in mid-1945, died February 19 in Palm Desert, CA, where he was visiting.

Services and burial were in San Angelo, TX, where he had made his home since retirement from active duty in 1977, after 37 years of service.

Col. Kearney had moved to the Pentagon first in 1959 as deputy chief of staff for plans and operations, and after two promotions there, in 1964 became executive assistant to the director of the joint staff of the Joint Chiefs of Staff.

In 1966 he moved to Europe as executive officer, U.S. European Command, in France, then in 1970 became vice commander, 63rd Military Airlift Wing, Norton AFB, CA; in 1973 became commander of the 21st Air Force, McGuire AFB, NJ, during which period he was promoted to major general.

Once again moving to the Pentagon, in 1975 he became vice director, plans and policy directorate, Organization of the Joint Chiefs of Staff. He continued in that post until retirement.

Gen. Kearney's decorations included the Distinguished Service Medal with oak leaf cluster, Legion of Merit with oak leaf cluster, Air

soft or hard.

What our "experts" have not attempted was an estimate of what you might wager at the tables or in the slots. However, they do urge any players to give themselves a daily budget for this purpose. If you lose it, go to bed. If you win, rejoice, and maybe celebrate.

The projected probable expense per couple, not including gambling, is about \$265. A single person could probably spend about \$140. If you want a gambling statistic, the average player spends about \$35 per day in the casinos.

Cook to Fly New Plane to Reunion

L. G. Cook, a 368th pilot and flight commander from April to November, 1943, has made his home in Tucson, AZ, since retirement as a TWA pilot. Now he says it is his intention to fly to Las Vegas for the reunion in the plane he is currently building. Cook reports to the editor that he has been engaged in this project for a year, and all he needs to complete it is the electrical system, avionics and hydraulics, and a few other details! Anyone who flew with or around Lou in the 1943 period better come to Las Vegas and get a look at his creation.

Medal with five oak leaf clusters, Joint Service Commendation Medal and the Air Force Medal.

After retirement he became vice president of Southwest Bank of San Angelo.

He leaves his wife, three daughters, two stepchildren and four grandchildren.

Death Claims Bill Casey, 306th Pilot

William J. (Wild Bill) Casey, one of the more colorful figures of the early days of the 306th, died March 17 in St. Augustine, FL, just five days after his 68th birthday.

Casey was one of the original pilots in the 369th Squadron, and then moved to the 367th 12 March 4 to bolster the sagging numbers remaining in the Clay Pigeon organization.

A month later, 17 April 43, Casey's plane "Banshee" was one of ten shot down on a raid to Bremen, and he and most of his crew ended up in prison camp, after bailing out over Holland. Casey was in Staig Luft III at Sagan, Poland, from then until the end of the war.

His crew had gained fame earlier in the war when the gunners shot down seven Luftwaffe planes in 12 minutes during the return from St. Nazaire, France, 23 Nov 42. For several months this record stood for the 8th, only to be broken and the norm established for the war by another 306th crew.

One peer of Casey's labeled him "a rare character."

Casey stayed on active duty following the war, retiring as a major in 1960. He was later a college professor, and is survived by his wife, Charlotte. Both attended 306th reunions.

DEATHS

James D. Corcoran, 369th copilot on Richard Buttorff's crew, and later a pilot, died 19 Jan 88. He served with the 306th from April to July '44.

Herman Cothran, 423rd crew chief, died 16 Dec 87 in North Little Rock, AR. He joined the group in Wendover, UT, in 1942, and completed service in 1945 as a master sergeant.

William C. Ellery, engineer on Ivan Oberhelman's 368th crew, died 16 Sept 85 in Albany, NY. He flew his tour from mid-May to mid-September 44.

Ernest J. Gilbert, 369th waist gunner and prisoner of war, died 15 Dec 87 in Marietta, GA. Gilbert was MIA 14 Oct 43 at Schweinfurt, and the dramatic story of the last moments of Pilot Willard Lockyear's aircraft is related in *First Over Germany*, and the German tale was found in German town records by Gilbert.

Ernest H. Higham, 369th mechanic and gunner, died 3 Feb 88 in Springfield, OH. He was initially a member of Clay Isbell's crew, but Higham's own 306th career extended until he completed his tour in March 44. He was a member of the Dayton reunion committee.

Rudolph L. Mason, 423rd gunner on Harry Hill's crew, died 18 Jan 88 in Cincinnati, OH. He was with the Group 13 Apr 44 through Aug 44. Mason had been a member of the Dayton reunion committee.

Paul R. Mays, 368th crew chief and master sergeant, died 28 Jun 87 8n DeSoto, TX. He had joined the group at Wendover, UT, in 1942.

Charles D. Petitjean, engineer on William Wear's crew in 1945, died 15 Aug 84 in Birdsboro, PA. He had completed 35 missions.

Manny Klette, 306th Hero, Succumbs

Col. Immanuel J. Klette, who became a legend in the 8th Air Force while still flying combat, died 12 February in a Fairfax, VA, hospital after a long bout with leukemia.

Although he had very recently suffered the loss of his second wife and was terminally ill, Col. Klette attended the September 1987 reunion of the 306th Bomb Group in Alexandria, VA.

Col. Klette joined the 306th 12 March 43 as the co-pilot on Keith Conley's 369th Squadron crew. He became the fiftieth pilot in the group to complete a combat tour, and was the first to be permitted to fly additional missions.

On his 28th combat mission, 23 September 43, returning from Nantes, France, a large fuel leak caused problems and he brought his plane across the English Channel on two engines. They crashed in a woods near the coast and all the crew survived, with Klette and Lt. Eugene P. Madden, navigator, seriously injured.

Klette had earlier gained considerable local fame, as on the completion of his 25th mission, to Villacoublay, France, he lost two engines to flak, came back to the base on two, feathered a third engine in the traffic pattern and landed with one prop still turning, and with a flat tire.

After a long stint in the hospital, Klette returned to duty and was assigned to General Carl Spaatz' staff in London, where he became a briefing officer and developed a great friendship with LTC Henry W. Terry, Jr., an original 367th pilot and later both 369th C.O. and deputy group commander.

Out of that came an opportunity for further combat service at the 91st Bomb Group when Col. Terry became its C.O. Terry asked Klette to join him in July 44 as C.O. of the 324th Bomb Squadron, regarded as a "leper colony." Klette later said that he found the squadron an undisciplined rabble both on the ground and in the air, and felt that the only way he could control the unit was to be its leader in both places.

This decision later gave him a record of ninety-one missions with the 8th AF, a record for officers. This "second tour" began 6 August 44 on a mission to Brandenburg, Germany, and ended with a raid to Pilsen, Czechoslovakia, 25 April 45. He became C.O. of the 91st Bpmb Group in July 1945, serving until September.

During his career with two bomb groups he flew five division leads, one task force lead, six combat wing leads, 18 group leads, 35 squadron leads, one screening force lead, and seven element leads.

Col. Klette's exploits have been chronicled on numerous occasions: In "Yank" magazine, "Stars and Stripes," "Air Force" magazine, and Roger Freeman's book, *Mighty Eighth War Diary*.

At the Boeing Aircraft Co.'s birthday party for the B-17 on 1985, Col. Klette was cited for nine achievements: most heavy bombardment missions by a pilot in the ETO-91; most missions as a B-17



Conley's Crew

1Lt Keith Conley, pilot
2Lt Immanuel J. Klette, co-pilot
2Lt Kermit B. Cavedo, navigator
2Lt Roger S. Lindsay, bombardier
T/Sgt James J. O'Neill, engineer
T/Sgt Billy S. Brown, radio operator
S/Sgt. Steven H. Hollaman, gunner
S/Sgt. Carl E. Frymoyer, gunner
S/Sgt. Harry W. Hoser, gunner

pilot worldwide-91; most missions as a formation leader in the ETO-73; most combat hours by an ETO pilot in heavy bombardment—689 hours and 25 minutes; most combat hours as an ETO formation leader—572 hours and 25 minutes; first heavy bombardment pilot in ETO to fly more than 25 missions; first heavy bombardment pilot in the ETO to land on one engine and one tire; first B-17 pilot in the ETO to pull out of a spin over enemy territory and return safely to home base; first heavy bombardment pilot in the ETO to crashland a B-17 on instruments at night in a forest and have the entire crew survive; fewest losses in his group while leading a division, task, force, or the entire 8th AF-37 leads with a total of two aircraft lost in his group.

He retired from active duty in July 1967 as a colonel and a command pilot.

Col. Klette graduated from Gettysburg College in 1939, and earned his doctor of philosophy degree in international relations from Georgetown University in 1963. He also graduated from the Air War College in 1958 and from the National War College in 1962.

His decorations included the Air Medal with 14 oak leaf clusters, the Distinguished Flying Cross with three oak leaf clusters, Purple Heart, ETO ribbon with eight battle stars, the French Croix de Guerre, and the Air Force Commendation Medal.

In 1981 Col. Klette received the Silver Star for the mission of 21 November 44, the presentation being made at Plattsburgh AFB, NY.

After retirement he served at the deputy assistant secretary level on the Policy Planning Council, U.S. Department of State; as a manager at the Battelle Memorial Institute, Columbus, OH; as a research associate with the Council on Foreign Relations, New York, and lastly as science and technology advisor to the Kingdom of Saudi Arabia.

In recent years he had made his home at Pleasant Pheasant Acres, Lovettsville, VA. Col. Klette was buried in Arlington National Cemetery.

Klette's Missions

306th BG

18 Mar 43 Vegesack, Germany
22 Mar 43 Wilhelmshaven, Germany
31 Mar 43 Rotterdam, Holland
16 Apr 43 Lorient, France
17 Apr 43 Bremen, Germany
13 May 43 Meaulte, France
14 May 43 Kiel, Germany
15 May 43 Helgoland, Germany
17 May 43 Lorient, France
19 May 43 Kiel, Germany
11 Jun 43 Wilhelmshaven, Germany
13 Jun 43 Bremen, Germany
25 Jun 43 Northwest Germany
26 Jun 43 Tricqueville, France
27 Jun 43 Huls, Germany
28 Jun 43 St. Nazaire, France
29 Jun 43 Paris, France
4 Jul 43 Nantes, France
10 Jul 43 Caen, France
24 Jul 43 Heroya, Norway
26 Jul 43 Hanover, Germany
29 Jul 43 Kiel, Germany
12 Aug 43 Ruhr Valley, Germany
17 Aug 43 Schweinfurt, Germany
24 Aug 43 Villacoublay, France
(25 missions)
15 Sep 43 Romilly, France
16 Sep 43 Nantes, France
23 Sep 43 Nantes, France

91st BG

6 Aug 44 Brandenburg, Germany
11 Aug 44 Brest, France
15 Aug 44 Ostheim, Germany
26 Aug 44 Gelsenkirchen, Germany
8 Sep 44 Ludwigshafen, Germany
11 Sep 44 Lutzendorf, Germany
19 Sep 44 Mainz, Germany
25 Sep 44 Frankfurt, Germany
27 Sep 44 Cologne, Germany
3 Oct 44 Nuremberg, Germany
6 Oct 44 Neubrandenburg, Germany
7 Oct 44 Freiburg, Germany
9 Oct 44 Schweinfurt, Germany
15 Oct 44 Cologne, Germany
17 Oct 44 Cologne, Germany
19 Oct 44 Speyer, Germany
25 Oct 44 Hamburg, Germany
26 Oct 44 Munster, Germany
30 Oct 44 Hamm, Germany
5 Nov 44 Frankfurt, Germany
21 Nov 44 Mersburg, Germany
(50 missions)
25 Nov 44 Mersburg, Germany
26 Nov 44 Altenbeken, Germany
29 Nov 44 Misburg, Germany
30 Nov 44 Zeitz, Germany
4 Dec 44 Kassel, Germany
9 Dec 44 Stuttgart, Germany
11 Dec 44 Frankfurt, Germany
18 Dec 44 Luxembourg, Luxembourg
24 Dec 44 Kirch Gons, Germany
28 Dec 44 Remagen, Germany
31 Dec 44 Bitberg, Germany
2 Jan 45 Prum, Germany
5 Jan 45 Koblenz, Germany
20 Jan 45 Ludwigshafen, Germany
22 Jan 45 Sterkrade, Germany
8 Feb 45 Dresden, Germany
15 Feb 45 Dortmund, Germany
21 Feb 45 Nuremberg, Germany
26 Feb 45 Berlin, Germany
27 Feb 45 Schwerta, Germany
2 Mar 45 Chemnitz, Germany
3 Mar 45 Chemnitz, Germany
4 Mar 45 Ulm, Germany
(75 missions)
8 Mar 45 Huls, Germany
9 Mar 45 Kassel, Germany
14 Mar 45 Vlotho, Germany
19 Mar 45 Plauen, Germany
22 Mar 45 Dorsten, Germany
24 Mar 45 Vechta, Germany
30 Mar 45 Bremen, Germany
4 Apr 45 Fassberg, Germany
9 Apr 45 Oberpfaffenhofen, Germany
10 Apr 45 Oranienburg, Germany
15 Apr 45 Bordeaux, France
16 Apr 45 Regensburg, Germany

'12 O'Clock Hi' Story Retold in 'Air Classics'

"The Making of Twelve O'Clock High" is another tale of the making of the movie of the 918th Bomb Group and its command problems. This one is by James A. Farmer, a frequent author of WWII materials, and appears in the March '88 issue of *Air Classics*.

It covers in considerable detail the origins of the book by Sy Bartlett and Bernie Ley, and carries it on through the entire movie-making process. It is perhaps more detailed than a couple of other versions of this story that have been told earlier in other publications, and because it is now generally available, you may wish to check in on it and read the whole thing.

This piece by Farmer is really a chapter taken from his 1984 book "Celluloid Wings," (Pub by Tab Books). It also earlier appeared in the journal of the American Aviation Historical Society. "Celluloid Wings" is about aviation in the movies and has a lot of interesting material on the making of WWII movies. Ask your library to get it on inter-library loan.

One Co-Pilot's Harrowing Tale

This is the tale of one co-pilot in the 306th. We wonder how many others had this same experience?

"I had three missions in (milk runs) as a co-pilot and had never shot landings in a B-17 nor had any formation flying training. I felt sorry for the pilots I flew with.

"After my first mission the squadron leader asked my pilot if we were flying evasive action, to which he answered: 'Hell no—this guy's never flown formation!'

"When I took over controls at 10,000 feet while the pilot put on his oxygen mask, I had a rough time. I felt like I was flying a hog up a hill that was covered with grease.

" 'Cowboy' Tackmeir showed me the ropes of formation flying. I enjoyed my missions with 'Tack.' We both stuck our wing tips in the waist gunner's window, the tighter the better."

Does this sound familiar to many other pilots and co-pilots? It certainly wasn't only a problem in the 306th, but must have occurred in every other multi-engine unit.

17 Apr 45 Dresden, Germany
20 Apr 45 Brandenburg, Germany
21 Apr 45 Munich, Germany
25 Apr 45 Pilsen, Czechoslovakia
(91 missions)

ECHOES Now Available on Microfiche

Please send me _____ set(s) of 306th Echoes on microfiche. At \$5 per set, my check for \$ _____ is enclosed. (Please make check to 306th BG Association).

name _____

street address _____

city, state, zip _____

Send to: Russell A. Strong
2041 Hillside
Kalamazoo, MI 49007

Vegas Sign Up

Registrations are coming in steadily for the 1988 reunion at Las Vegas, and on 25 March totalled 350 persons, reports Co-chairman Edward Hennessy.

It is expected that they will continue to flow at an almost constant rate throughout the remaining time period until the reunion opens Sunday, 30 October, at the Hacienda Resort Hotel.

Co-chairing the event with Hennessy is M/Gen G. Barney Rawlings, a longtime resident of Las Vegas.

The registration list now includes:

Ake, Nelson and Kathryn
Alexander, Kermit and Lucinda
Alleman, Harry and Mildred
Amrey, Jack and Marie

Baker, Hollis
Balcom, Howard and Jean
Banas, Charles and Carley
Barber, Rex and Delsa
Bennett, Charles and Phyllis
Bisignano, Frank and Beth
Blackshaw, Kenneth
Bloom, John and Marie
Bordner, Ralph and Nell
Boring, Wallace and Betty
Brakebill, Jack and Laura
Breslin, William and Dorothy
Briscoe, Dale and Beti
Brooks, Everett
Brotzman, Elwood and Mabel
Broussard, Joseph and Dada Lee
Buchanan, Bennett and Marie
Burwick, Ben and Helen
Burton, Dudley and Dolores
Busch, Cyril and Carol

Carlile, William and guest
Cavaness, William and Dorothy
Charles, Foil and Ruth
Christianson, Chris and Em
Clemetson, Donovan and Sylvia
Conley, Calven and Thelma
Conroy, Anthony and Patricia
Cook, Dennis and Evelyn
Corcoran, John and Marjorie
Corderman, Delmar and Mary
Crane, Robert
Cronin, Joseph and Sophia

Damaso, Louis and Betty
Daniel, Robert and Ruth
DeWolf, William and Anne
Dodge, Robert and Hilda

Ebert, James and Cynthia
Edeler, James and Verna
Edwards, Milton and Elizabeth
Edwards, William and Ruth
Efird, Irwin and Josephine
Endicott, John and Vera

Fatigati, Mace and Marie
Ferguson, William and wife
Fields, Robert and Anna Lee
Flanagan, William and Helen
Funk, William and Valerie

Gallegos, Leo and Elizabeth
Gaston, Ralph and Jean
Gedney, Herb and Lois
Concher, Stanley and Sue
Goodwill, Forest and Hazel
Goss, Marvin and Blanche
Gransie, George
Grimes, Thomas and Dorothy
Grimm, John and Ruth

Hansen, Leif and Anne
Hansen, Robert and Ann
Harkin, Ted and friend
Hathaway, Joseph and Patricia
Hennessy, Edward
Hickey, John and Elizabeth
Hill, Richard
Hinman, Jerome and Françoise
Hogan, William and Elaine
Hopper, Ray and Norine
Houghton, Russell
Houlihan, William and Ruth
Hutchinson, Howard and Dorothy

Jang, Harry and Ruth
Jenkins, Richard and Dorothy
Johnson, William T. and June
Jones, Casey and Luise
Jones, Ralph and Dorris
Jordan, Edward and Sarah
Jung, William and Margaret

Kate, Hendrick and Irene
Kessler, Lee and Marguerite
Kimsey, Taylor and Eloise
Kolger, William and Helen
Krajcik, August and Dorothy
Krische, John
Kruse, Gerald and Frances
Kupferman, Saul and Dorothy

Lanfard, William and Betty Jo
Lanyon, Phillip and Robbie
Lateano, Guy and Ysleta
Latscha, Walter and Mary Jane
LeRoy, Jacob and Bernice
Leasman, Frank and Dorothy
Leben, Joseph and Tillie
Lenaghan, James and Mary
Lightbown, Harold and Arlene
Lifes, Walter and Bobbie
Love, C. L.
Lynch, William and Jean

Maliszewski, Edward
McKay, Mack and Joyce
Meaux, Allan and Genevieve
Mottley, Toode and Helen
Murphy, Edward and Virginia
Murphy, John and friend
Mutz, William and Athena

Nabors, Owen and Gladys
Nelson, Robert and Clare
Norris, Kenneth and Lena

Olmsted, Walter and Eva
O'Hara, Richard and 'T'

Pappas, Peter and Harriet
Peckham, Wallace and Georgia
Percic, Henry and Lucy
Peterson, Edward and Mary
Peterson, Loy
Phelan, Hugh and Evelyn
Phillips, Daryl and Helen
Poray, Maynard and Mary
Prentice, Albert and Margaret

Radnofsky, Matthew
Ramsey, Frank and Rosemary
Randall, Charles and Grace
Reioux, Paul and Margaret
Reynolds, John
Riordan, Robert and Miriam
Roberts, George and Norma
Robinson, Reginald and Verna
Ronczy, Edward and Jo
Roth, Robert and Barbara
Rotter, Gerald and Lois
Rozett, Walter and Kathryn

Samway, Jack and Vivian
Sanders, Jerroll and Cleone
Santoro, Anthony and Margaret
Schmidt, Jack and Gail
Schoolfield, Charles and Frances
Sherman, Fred and Addie
Shuller, Thurman and Joan
Silverstein, Stanley and Bernadette
Holzer Smith, William S. and Betty
Starzynski, Robert and Louise
Steiger, Clifford
Stephens, George and Elizabeth
Stevens, Barney and Margaret
Stewart, Forest and Ann
Strong, Russell and June

Tarr, William and Rebajane
Taylor, William and Audrey
Terry, Henry and Hazel
Thorn, John
Tinklenberg, John and Alice
Traver, Marvin and Frances
Troutz, Robert and Martha

Valenti, Jasper and Elaine
Vetterman, Herbert and Ethel
Vickers, Robert and Helen
Visconti, Adolph and Rose
Toscano Vondrachek, Charles and Bette

Wagoner, B. D. and Jeanne Judd
Walsh, Patrick and Golda
Warren, Henry and Lorraine
Werlin, Sol and Lillian
Wilson, Warren and Marilyn
Wirth, James and Margaret
Witt, Thomas and Barbara
Wright, John and Shirley

Yerak, Raymond and Regina
Young, Harry and Mary

There will also be attending a group of friends and relatives of 306th people. They are listed in room-sharing groups, and include:

Athlyn Basivell and Jean Driver
Arlene Del Fosse
Robert Dismang and Mary
Marian Hall
Claire Hosfelt
William Houlihan's daughter and guest
Wayne Montie and Estelle Theriot



06th aircraft in the target area at Schweinfurt 24 Feb 44.

SCHWEINFURT!

A Target with a Special Impact on Fliers from the 306th

The following story is taken from Vol. 1, No. 4, of "FIRST over Germany," a publication of the First Air Division published during 1945.

Further evidence of the effectiveness of the Eighth Air Force's strategic bombing of industrial centers in the Reich was obtained early this week when a survey was made of the bomb damage inflicted on the enemy's key bearing production center at Schweinfurt.

For more than an hour, a B-17 circled over the bomb blasted town at an altitude of only a few hundred feet while photo technicians of 1st Division headquarters and the 351st Bomb Group made still and motion pictures of the ruins of the three plants, which at one time were turning out more than fifty percent of Germany's total supply of ball and roller bearings.

As observed from the low-flying Fortress, the entire industrial center of Schweinfurt, about 70 miles east of Frankfurt, and the adjacent residential section to the east, presented a scene of lifeless devastation. Most of the buildings still standing are roofless, empty shells; others contain only twisted girders and collapsed roofs, while the wreckage of the buildings that had been completely destroyed has been cleared away, leaving gaping empty spaces in the once crowded factory area. The only sign of life in the bombed area at that time was a few townspeople in

Schweinfurt Books

If you are further interested in the Schweinfurt raids, you may want to check out one of the following books from your local library:

Black Thursday, by Martin Caidin, New York, Dutton, 1960, 320pp.

Decision Over Schweinfurt, by Thomas M. Coffey, New York, McKay, 1977, 341pp.

Double Strike, by Edward Jablonski, Garden City, NY, Doubleday, 1974, 271pp.

The Schweinfurt-Regensburg Mission, by Martin Middlebrook, London, Allen Lane, 1983, 363pp.

First Over Germany, by Russell A. Strong, 1982, 351pp.

Schweinfurt, Disaster in the Skies, by John Sweetman, New York, Ballantine, 1971, 159pp.

M. M. Reioux
John L. Reynolds, Jr., and guest
Ed Sobie and Helen
Marie Dickey Spencer
Pat Vanik
Wilma A. Yeager and Florence Holstein

the battered buildings, apparently digging among the wreckage for fire wood.

All of the buildings that comprised the three bearing plants—Kugel-Fischer and the two big Vereinigte Kugellager Fabriken (VKF) factories—which had a high priority in the Eighth's strategic bombing program because they were the best means of cutting across Germany's military production as a whole, appeared to have been out of action for a very long time.

In addition, the Fichtel-Sachs plant, which produced aircraft components; the Deutsche Star Kugelhalter factory, which turned out cages for ball bearings, and the railroad marshalling yard, with its two roundhouses, were equally hard hit.

The importance of the Schweinfurt bearing center to the German war machine was indicated by the heavy opposition thrown up by the Nazis whenever the Eighth Air Force struck at this key strategic objective. On the first Eighth attack, the First Division was under constant assault by hundreds of enemy fighters throughout the time the bombers were over enemy territory. As soon as the Fortresses crossed the German border the Luftwaffe rose in great strength and pressed home repeated attacks with fanatical fury in a desperate attempt to disrupt the formations and turn the bombers away before they reached their objective.

On each subsequent attack the Forts met the same opposition from the Luftwaffe and usually ran into intense and accurate anti-aircraft fire.

But each blow struck at this important objective was a crippling blow to the enemy's war industries and helped to pave the way for the invasion of the continent by our ground forces.

The 306th at SCHWEINFURT

17 August 1943—Thirty A/C, led by Maj. William S. Raper flew this mission. No losses for the 306th, three seriously damaged. Flak meager at target. Total flight time varied from 6 hours to 7 hours, 24 minutes. Average fuel consumption was 1488 gallons. 1Lt. O.B. Tillery and Capt. G. E. Bennett were the lead navigators, and Capt. Hugh Toland was the lead bombardier. Other first pilots were: Maj. George R. Buckley, 1Lt Lawrence W. Koolma, 1Lt Zias

- A, KugelFischer Werke
- B, Fichtel and Sachs A.G.
- C, V.K.F. Werke II
- D, Deutsche Star Kugelhalter
- E, V.K.F. Werke I
- F, Large Factory Building
- G, Ultra Marine Factory
- H, Malt Factory
- I, Fruit Preserving Factory



Schweinfurt Ball Bearing Industry, approximate bomb plot of 14 October 1943 • position of well defined bursts; // areas of heavy concentration of bombs; I.B., areas in which incendiary bombs fell.



Aircraft outbound for Schweinfurt on the 17 Aug 43 raid.

D. Davis, 1Lt Woodrow W. Thomas, 1Lt Laek L. Robinson, Capt. David W. Wheeler, 1Lt Clarence E. Munger, Lt. Alphonse H. Maresh, 1Lt William P. Cassidy, F/O Virgil H. Jeffries, Lt. Immanuel J. Klette, 2Lt John D. Jackson, Lt. Byron C. Bryant, Lt. Robert W. Porter, Lt. William A. Price, F/O Edward M. Murphy, 2Lt John H. Lewis, 1Lt George Reese, Capt. Robert Fryer, Capt. George Paris, 1Lt Reginald Robinson, Capt. Louis Cook, 1Lt Leo S. McIntire, 1Lt William J. Dooley, 1Lt Toy Husband, 1Lt Ferdinand H. Onnen, and 1Lt Joseph Beiser. Enemy aircraft credited to: Sgt. Edward F. Gramm, S/Sgt. George Monser, S/Sgt. William J. Tremper, S/Sgt. John Coulson, T/Sgt. David A. Philpot, S/Sgt. Daniel J. Antonelli, S/Sgt. Alfred W. Jenniges, S/Sgt. Harold E. Rogers and S/Sgt. Walter R. Clark.

14 October 1943—Eighteen aircraft, led by Capt. Charles T. Schoolfield, began this mission. Lt. David B. Dash and Lt. John Mazanek were the lead navigators, and Capt. Floyd A. Evans was the lead bombardier. Five aircraft bombed the target and

returned to base on the 7 hour, 30 minute mission: Capt. Schoolfield, Lt. John P. Noack, 1Lt William S. Kirk, 1Lt Virgil H. Jeffries, and 1Lt Kenneth R. Bickett. Planes which turned back soon after crossing the enemy coast were: 1Lt Clarence E. Munger, 1Lt William J. Tackmier and 1Lt Zias D. Davis. Those lost to enemy action before the target were: 1Lt Douglas H. White, 1Lt Willard H. Lockyear, 1Lt John D. Jackson, 1Lt William C. Bisson, 1Lt George C. Bettinger, 1Lt Gustave S. Holmstrom, 1Lt Ralph T. Peters, 1Lt Vernon K. Cole, 2Lt Robert McCallum and 1Lt Richard Butler. Enemy aircraft were credited to S/Sgt. William L. Threatt, Sgt. Bennett Ball, T/Sgt. James S. Porter, T/Sgt. Robert J. Conley, 2Lt Dudley H. Fay, Sgt. Duncan J. Williams.

24 February 1944—Twenty-one aircraft were led by Lt. Col. William S. Raper. One plane aborted, and an hour before the target, near Osnabruck, the high squadron leader, 1Lt Norwood L. Garrett, and the low squadron leader, 2Lt Loren Page, were both shot down by ME-109s. Other pilots of the re-

Dodson Record Takes a Turn

The records keep changing!

According to the 369th Squadron Diary, S/Sgt. Clifford B. Dodson was KIA 8 Aug 44 over Caen, France, while flying as ball turret gunner for 1Lt Joseph L. Murphy.

That's not true! S/Sgt. John H. Jenkins was the one who died that day. After the load lists were prepared, etc., Dodson and Jenkins traded positions from waist gun to ball. A further examination of the crew interrogation form shows it has the correct data.

All of this came to light when a copy of an order issued 25 Sept 44 shows Dodson among those enlisted men who were reassigned to the U.S.

At that point the historian asked Bob Lavery, 369th, and a resident of Akron, OH, with a penchant for searching out lost people, to investigate. Bob has been helpful in the past in locating ex-306th people all over Ohio.

He found Dodson's widow and got the story of the change in positions. Dodson himself died 29 Oct 69 in Akron.

maining seventeen planes are unavailable at this writing. T/Sgt. Ernest B. Jackson was credited with downing one FW-190.

Special Orders Tell Much of Group Story

When one is reading through the daily Special Orders issued at Thurleigh, one finds that a good many of them are pretty humdrum. Interspersed with them are those that announce the arrival of new crews, and also those long lines of enlisted men for promotions or verification of their flight status.

But among the orders read, that of 8 August 1943 stands out for the list of appointments and departures:

Lt Col Henry W. Terry is appointed deputy group commander, effective 22 June 1943.

Major Robert C. Williams is appointed group operations officer, vice Lt Col James W. Wilson, effective 22 June 1943.

Capt Walter H. Coons is appointed assistant group operations officer, vice Capt Edwin L. Sterling, effective 6 Aug 1943.

Capt Hugh J. Toland is appointed group bombardier, vice Capt Chester M. May, effective 4 Aug 1943.

Capt John H. Dexter is appointed group navigator, vice 1st Lt Charles F. Jones, effective 4 Aug 1943.

Capt John A. Bairnsfather is appointed group intelligence officer, vice Major John B. Wright, effective 1 Aug 1943.

Capt Fred C. Baldwin is appointed assistant group intelligence officer, vice Capt John A. Bairnsfather, effective 6 June 1943.

2nd Lt Robert Hogg and Capt Donald M. Eckstein arrived and were billeted with the 423rd squadron. 2nd Lt Howard C. Sharkey, a new pilot, joined the 369th squadron.

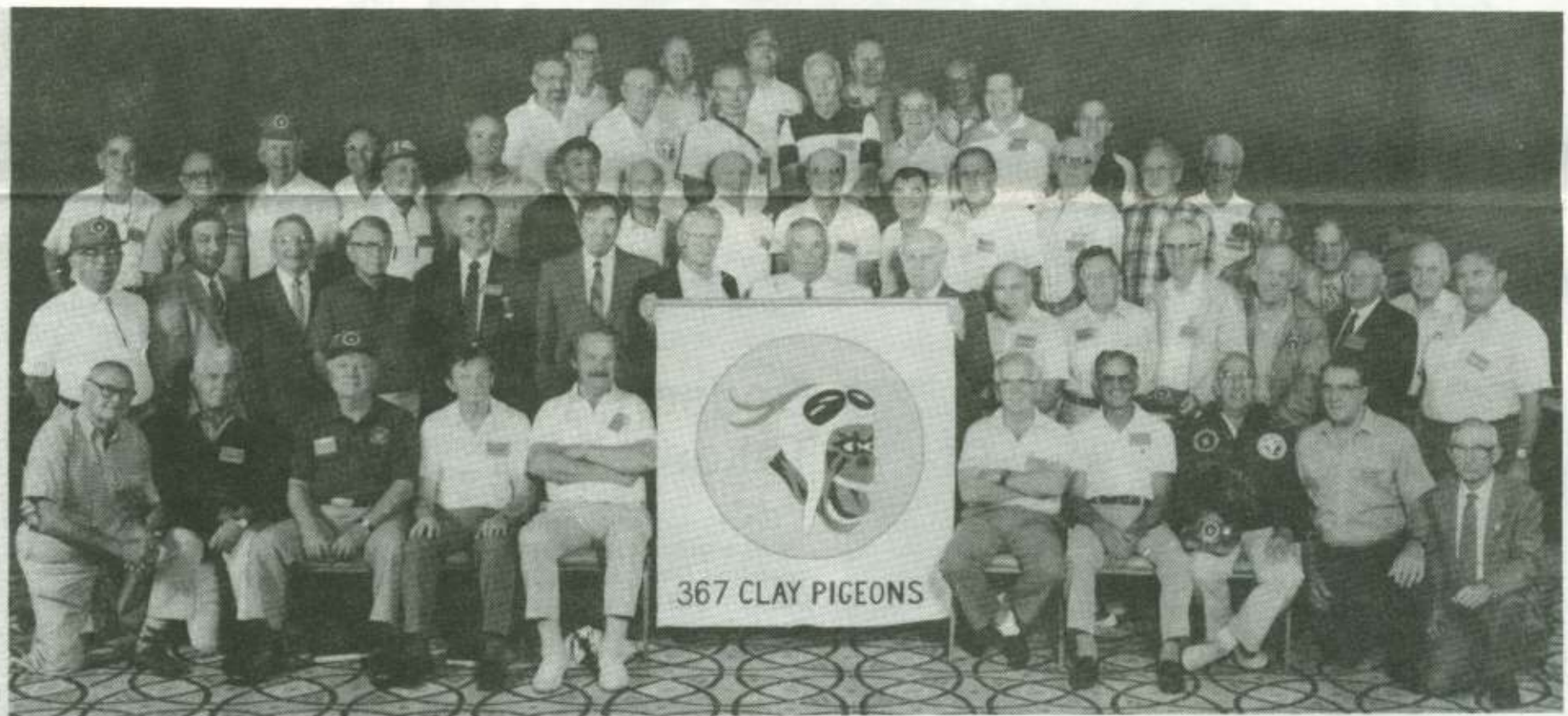
2nd Lt James E. Winter and his crew joined the 367th; 2nd Lt Ralph T. Peters and his crew joined the 369th, along with a crew which had neither pilot nor co-pilot, but was lead by 2nd Lt George M. Belknap and 2nd Lt Curtis L. Dunlap, navigator and bombardier, respectively; and F/O James F. Sylvester and his crew came to the 423rd.

The sole other item among the 12 paragraphs involved the transfer of S/Sgt John T. Callahan, 367th, to the Detachment of Patients, 49th Station Hospital.

All of this housekeeping, and that is what it mostly is as evidenced by the belated noting of certain high ranking appointments, was ordered by Lt Col Robinson, group commander, issued by Lt Col D. R. Coleman, executive officer, and attested as official by 2nd Lt Paul J. Baillie, acting assistant adjutant.



How the Squadron Looked at Washington Reunion



Cycle Relay Kept Reeder in ETO Until After Normandy Invasion

After completing his 28th and last mission, Bill Reeder was reluctant to leave Thurleigh and England, knowing full well that the invasion of Normandy could not be far off. When he offered to stay for an extra operational assignment, he was given a choice of two opportunities:

Check out in a P-51 which would go in at 30,000 feet ahead of the bomber stream on each mission to "call out cloud tops" as an advance scout; the other was to fly "Cycle Relay," a B-17 equipped with a high power VHF transmitter to relay operational reports from formation leaders to 8th Air Force headquarters so that the progress of the mission could be monitored.

"This B-17 would go out an hour ahead of the mission on the same course as the bomber stream to report the weather conditions at mission altitude to the point of penetration of enemy territory. On occasion, the Luftwaffe would send up fighters to intercept, only to find that Cycle Relay had turned back to England, thus causing the GAF wasted missions.

"For the duration of a mission, Cycle Relay would stand off over the Channel to receive reports from formation leaders. An additional duty of Cycle Relay was to follow the returning formations as they departed enemy territory to serve as an Air/Sea Rescue coordinator at the scene of any aircraft ditching.

"Being rather partial to more than one engine on an aircraft, I elected to fly Cycle Relay in view of my experience with the B-17 and due to my earlier experience as an airborne radio operator during my days as an enlisted man.

"Various combat crew members would be assigned with me to fill out my Cycle Relay crew. We received credit for 'combat hours' on each mission since we were often exposed to enemy attack. But, having a plane with no bombs, we were almost as fast as the enemy planes coming after us. RAF Fighter Command kept us on their radar, giving timely warnings and 'steers' to keep us out of trouble. On occasion Spits or American fighters would come out to cover us.

"Perhaps our most anxious hours would come when there would be a lack of coordination on the ground and we would be held off in the Channel by the RAF and anti-aircraft fire by eager crews who thought we were a German-manned B-17 trying to slip in through the screen, as they sometimes tried.

"Two events stand out in my mind about Cycle Relay missions: On one occasion we rendezvoused with a B-17 returning from a mission to Germany low on fuel. He ran out of gas and ditched in the Channel. In fading light we were able to find him in the water, and to circle over him while signaling the location to RAF Air/Sea Rescue operations. We watched as the crew was transferred to the rescue craft before the stricken plane slipped under the waves. Recognition for our work came through a Distinguished Flying Cross award to me.

"The second eventful day was 6 June 44 when Cycle Relay flew two missions. Before daylight we went into the Calais area of France to provide deception to the Luftwaffe trying to make them think that the main bombing thrust would come in that area, hence the invasion would be there. Then we stood at altitude over the Channel to relay reports from the 8th AF bombing missions over the battle area behind the Normandy beaches.

"Following a short stop at an air base near Southampton for refueling and lunch, we went back to our station just off the beaches at 25,000 feet to relay messages, to confuse enemy radar and to watch from our grandstand seat the massive armada of men and weapons and supplies flowing into Northern France.

"Soon it was time to end this phase of my military career and to head for the USA."

Bill Reeder came to the 306th late in 1943 and stayed around until the summer of 1944 as a 368th pilot. During his tour he received an Air Medal and three oak leaf clusters, and was perhaps the only 306'er to earn a Distinguished Flying Cross and THREE oak leaf clusters. Col. Reeder has spent his retirement years in Clarksville, TN.

Delta Offers Special Fares to Las Vegas

Delta Air Lines is offering the 306th special rates which afford a 5% bonus off Delta's published round trip fares, within the 50 United States and San Juan, providing all rules and conditions of the air fares are met.

To obtain reservations, Delta invites attendees to call 1-800-241-6760, a toll free call. This nationwide number is staffed seven days a week by fully trained meeting specialists who will assist attendees or their travel agents in making airline reservations. Delta will handle every call regardless of the airline needed or desired.

If special fares don't coincide with travel dates, a 40% discount off Delta's unrestricted round trip coach rates will be offered. Seven days advance reservations and ticketing will be required in these cases.

Refer to File Number: D0472.

These discounts are available only through Delta's toll-free number, not through your travel agent's computer system. Be sure, if you use a travel agent, that they call in on this 800 number.

Oakes Invites You to 'March'

Curtis Oakes, 423rd pilot, invites all interested parties to visit the March Field Museum at March AFB, Riverside, CA. Among their collection of WWII combat and training planes is a B-17G, a Douglas-built plane of July 1944 which saw combat duty in the Mediterranean. From time to time, they also have another B-17, belonging to Restauratuer David Tallichet, as a visitor there.

Oakes is also not reluctant to point out that the March Field Museum is now in the midst of a \$4,500,000 fund raising effort to enhance its collection and its housing, and any contributions you might wish to make can go to the March Field Museum Foundation, March AFB, CA 92518.



Unfortunately, it has proven extremely difficult at the last two reunions to try to get identifications of the men pictured in the squadron groups, and it's hard to explain. However, if you have been a part of one of these ever-changing groups you may better understand. Therefore, once again we present the squadron pictures, and also inform you that the charge has been given to the Hennessy-Rawlings team in Las Vegas to make it work for 1988.



Mechanics for Aircraft Came From Shepard

As research began on a list of men who had served the 306th Bomb Group as master sergeants, Clay Ganes, 367th, provided the editor with a roster of men who graduated from the first class of the 318th Technical School Squadron, Sheppard Field, TX, 21 March 1942.

"Many of the master sergeants in the 306th were in this first graduating class," commented Clay.

There were 336 men in this class at Sheppard and ninety-seven of them were assigned to the 306th, checking in at Wendover, UT, 3 April 42, just a month after the 306th had been formed under the command of Lt. Col. Charles Overacker.

Seventy-six of that original group of ninety-seven actually went with the 306th to England, twenty-one of them being transferred to other organizations including three of them moving into the aviation cadet program.

Twenty-two men out of the group going to England became master sergeants by the time the war was over, including Kenneth G. Aldrich, Marvin L. Armstrong, Henry S. Balawajder, Howard J. Bauman, John M. Bassett, Robert F. Beckerle, Max M. Bowles, Michael P. Capaldi, William F. Cavaness, Orval V. Clark, B. F. Crossland, William M. Drumm, James H. Edney, C. Larry Emeigh, Joel E. Estes, Clay Ganes, Lewis M. Gideon, William H. Gilbertson, Forrest W. Goodwill, Hamilton Griffin, Richard B. Hankey, and Harold J. Hartung.

The ninety-seven men who went to the 306th came out of the first 122 names in the graduating class, ending with Charles H. Heins.

But there was one more from that class who came to the 306th—Leo R. Kisamore. He was the odd one in the group because he arrived as a copilot with Alden Mann's crew late in April of 1943. Kisamore first joined

MASTER SERGEANTS

the crew in November of 1942 for crew training, and then there ensued a lengthy trip by air across the South Atlantic, and eventually to England. Kisamore was killed 15 May 1943 when Mann's crew was shot down on a raid to Wilhelmshaven.

Others out of the seventy-six elected to try their luck with the flying crews, most of them taking this option at Wendover. A total of twenty-one men, and their fates included:

William Blakesley was among those lost en route to England when Robert Leahy's ship disappeared off Greenland;

Dudley E. Fuller died in a training accident before combat began;

Rupert W. Arnold, Kenneth R. Aulenbach, Richard L. Beers, James L. Carberry, Raymond C. Clifton, William E. Cherry, Thomas H. Gilliland, Ervin Grenke and Peter Greyno were all killed in action;

Charles E. Edinger, Wilson Elliott, Stanley C. Garner and Robert E. Hansen became prisoners of war;

Andrew Bezak, Clude A. Christian and Benjamin Gordon completed combat tours;

Lyle V. Edwards, Rudolph C. Garcia and Wyndom S. Haynes were at some time on combat crews, although Haynes held ground jobs at a later date.

The Sheppard class also provided the following mechanics for the 306th: Raymond E. Abernathy, Nelson E. Ake, Milton Albert, Chester V. Alberts, Elmer N. Barry, James L. Belding, Frank L. Berg, Allen E. Bertenshaw, Franklin A. Blum, Sanford A. Byers, Dahn S. Clary, Louis T. Cowley, Donald W. Dougan, Jesse R. Ellis, James E. Fairchild, William H. Feeser, Joseph M. Retsch, Virgil C. Fite, Stewart J. Fritz, Jr., Robert W. Goldsberry, Theodore J. Grabovitch, LeRoy C. Guthrie, Bernard C. Hagen, Joe W. Haire, Joe C. Harkrider, Claude M. Harrington, Loren G. Harritt, Lewis O. Hefner, LeRoy C. Heintzelman and Charles H. Heins.

The list below shows 145 men whom the historian has identified as having been Master Sergeants with the 306th. Please notify him of any additional names which should be added to this listing, corrected or additional unit assignments, or duties that should be shown, changed or added to. Those names with an asterisk (*) are on our current roster of addresses, known to be deceased (d). The organizations shown are the four combat squadrons: 367 368 369 423. Other units are 306th GP, 39th Service Group, 449th Sub Depot, 1208th Quartermaster Company, 1628th Ordnance Company, 4th Station Complement Squadron, and 2976th Finance Detachment.

NAME	SQDN	DUTY
ALBERT, HERMAN	369	CREW CHIEF
ALDRICH, KENNETH G	369	CREW CHIEF
ALLEN, GEORGE H	368	
AMUNDSEN, CLEMENTS A *	367	FLIGHT CHIEF LINE CHIEF
ANDRESS, JOHN C *	369	CREW CHIEF
ARMSTRONG, MARVIN L	367	CREW CHIEF
BAKER, MARSHALL E *	368	1ST SGT
BALAWAJDER, HENRY S *	423	MAINTENANCE CHIEF
BARBER, REX *	369	SGT MAJOR
BARKS, WILBUR S (d)	GP	CHIEF CLERK
BARR, LEONARD A JR *	367	CREW CHIEF FLIGHT CHIEF
BASSETT, JOHN M	423	
BAUMAN, HOWARD J	423	FLIGHT CHIEF
BAYLESS, ROBERT M	367	CHIEF ARMORER
BECKERLE, ROBERT F	423	
BECKWITH, FRANKLIN C	39	
BENNETT, CLYDE M	369	LINE CHIEF
BERGERON, EDWARD A *	423	CREW CHIEF
BERGERON, WALTER H *	423	CREW CHIEF
BEVER, JOHN W	449	
BLACK, OCEL R	368	CREW CHIEF
BONE, CHARLES W *	368	SQDN ENGINEER
BOWERS, RUSSELL H	423	MESS SERGEANT
BOWES, FRANCIS J	423	ENGINEER
BOWLES, MAX M	423	
BRADLEY, ROBERT V *	368	FLIGHT CHIEF
BRIGHT, GEORGE M *	423	CREW CHIEF
BYRD, SIDNEY N	423	ORDNANCE CHIEF 1ST SGT
CAMPBELL, BENNIE E *	423	CREW CHIEF
CAPALDI, MICHAEL P	423	FLIGHT CHIEF
CAVANESS, WILLIAM F *	368/GP	FLIGHT CHIEF GP MAINTENANCE POOL
CEGLARSKI, WALTER J *	369	CREW CHIEF
CLARK, ORVAL V	368	CREW CHIEF LINE CHIEF
COBB, SAMUEL J	GP	SGT MAJOR
COLLINS, RICHARD L	423	CREW CHIEF
COOLEY, COLVIN M	423	CREW CHIEF
CORDERY, HENRY C *	368	1ST SGT
COTHRAN, HERMAN (d)	423	CREW CHIEF
COVEY, ROBERT C (d)	GP	OPERATIONS
CROSSLAND, B F	368	FLIGHT CHIEF
CUVELIER, HARLEY L *	369	CREW CHIEF
DANIELS, EVERETT V *	369	CREW CHIEF
DAVIDSON, RALPH E *	423	1ST SGT
DES ROCHES, JOSEPH A A	368	CREW CHIEF
DONOVAN, JAMES F	GP	ADM SPECIALIST
DRUMM, WILLIAM M	368	CREW CHIEF
EDNEY, JAMES H (d)	368	CREW CHIEF
EGGLESTON, ALDRICH G	GP	WEATHER OFFICE
EMEIGH, C LARRY *	367	CREW CHIEF GP ENGINE CHANGE
ESTES, JOEL E	367	CREW CHIEF
FAHEY, BERNARD A	368	FLIGHT CHIEF
FREDLUND, INGVALD J	39	ORDNANCE CHIEF
FUTCHIK, WILLIAM E *	367	CREW CHIEF GP ENGINE CHANGE
GABRISH, JOE P *	368	CREW CHIEF
GANES, CLAY *	367	CREW CHIEF LINE CHIEF
GIDEON, LEWIS M *	367	CREW CHIEF GP ENGINE CHANGE FLIGHT CHIEF
GILBERTSON, WILLIAM H	367	CREW CHIEF GP ENGINE CHANGE
GOODWILL, FORREST W *	369	CREW CHIEF
GREGORY, EDWARD S *	367	1ST SGT CREW CHIEF
GRIFFIN, HAMILTON *	369	CREW CHIEF FLIGHT CHIEF
GUNDERSON, ARNOLD G *	369	AIRCRAFT INSPECTOR
GURR, WOODROW C *	368	ARMAMENT CHIEF
HALFAR, VALENTINE	39/449	SHEET METAL CHIEF
HALZEL, JOHN A *	367	CREW CHIEF
HANKEY, RICHARD B *	369	CREW CHIEF FLIGHT CHIEF



Front row, left to right: Edward Gregory, Russell Lamonica, Lewis Gideon and Toode Motley. Back row: Wilfred Trombley, Edgar Terry, Clements Amundsen, Francis McGarvey, C. Larry Emeigh and Clay Ganes. (This rare picture of a large contingent of top 367th enlisted men came from Clay Ganes' collection.)



Edward Bergeron
HARNOIS, ARTHUR J *



Lawrence Foster
AIRCRAFT INSPECTOR
LINE CHIEF



Joe Terrana



Harry Tzipowitz



John Ziarko

HARTUNG, HAROLD J *	369	CREW CHIEF
HARTZELL, ROBERT C	39	1ST SGT
HATFIELD, GILBERT W	369	
HAWTHORNE, WILLIAM J	423	CREW CHIEF
HAYS, CARL J JR	39/449	
HENRY, KENNETH	449	
HUFF, RICHARD W	1628	ORDNANCE CHIEF
JAMES, RICHARD L JR	423	
JOHNSON, MARSHALL O	369	CREW CHIEF
JOHNSON, WALTER F	367	1ST SGT
		ARMAMENT CHIEF
JOHNSON, WILLIAM F *	369	COMMUNICATIONS CHIEF
KALB, JOHN R	367	INSTRUMENT CHIEF
KARARO, JOHN B	39/449	
KASBEROVICH, THOMAS J	367	FLIGHT CHIEF
KIDWELL, MELVIN E	1628	ORDNANCE CHIEF
KOLMOS, ALFRED P	4	
KUHLMAN, CLARENCE E	2976	FINANCE CHIEF
LAMONICA, RUSSELL J *	367	CREW CHIEF
LE GATES, JAMES S (d)	GP	
LOVELADY, GEORGE H *	GP	SGT MAJOR
MAJAIKA, LEWIS	423/369	
MASON, JAMES R	39/449	
MAUTH, RUBEN W.	1628	1ST SGT
MAYS, PAUL R (d)	368	CREW CHIEF
MC GARVEY, FRANCIS O	367	A/C INSPECTOR
MC GARY, HERBERT G	369	CREW CHIEF
		FLIGHT CHIEF
MC VICAR, HERBERT L *	367	COMMUNICATIONS CHIEF
MILLER HOWARD M	GP	TECHNICAL INSPECTOR
MILLER, HAROLD A	1208	
MOTLEY, TOODE *	367	CREW CHIEF
		GP ENGINE CHANGE
		GP A/C MAINTENANCE
MUELLER, LOUIS D	39/449	1ST SGT
MULLEN, VINCENT T (d)	368	
OWEN, GEORGE G	368	COMMUNICATIONS CHIEF
PATTERSON, LEEROY *	368	1ST SGT
PLOEGER, ROY I (d)	367	GUNNER/ENGINEER
		GP PERSONAL EQUIP CHIEF
RAPIER, ESTILL H	369	FLIGHT CHIEF
ROACH, WIGHTMAN	369	ARMAMENT SECTION CHIEF
ROLPH, JESS H	369	RADIO SHOP CHIEF
RULIFSON, ROBERT L *	369	CREW CHIEF
SACKETT, JAMES L	368	ARMAMENT CHIEF
SAMPSON, GEORGE J *	423	COMMUNICATIONS CHIEF
SAMPSON, JOHN P	368	TECHNICAL SUPPLY CHIEF
SANFORD, CHARLES G	369	ARMAMENT CHIEF
SANFORD, N W	423	
SCHUMPERT, WILFRED O	369	CREW CHIEF
SEASHOLTZ, FRED	449	
SHAFFER, ELROY J	369	
SHEPHERD, JAMES P	367	1ST SGT
STOKOSKI, EDWARD J *	423	
STONE, JOHN A *	367	CREW CHIEF
		FLIGHT CHIEF
STRAUGHN, FRANKLIN D *	423	CREW CHIEF
TERRANA, JOSEPH S *	423	CREW CHIEF
TERRY, EDGAR A (d)	367/GP	LINE CHIEF
		GP INSPECTOR
TOMPKINS, GLENN K (d)	367	CREW CHIEF
TONKS, ELMO	423	LINE CHIEF
TOWNSLEY, WALLER J (d)	369	CREW CHIEF
		FLIGHT CHIEF
TROMBLEY, WILFRED *	367	FLIGHT CHIEF
		LINE CHIEF
TROUTZ, ROBERT J *	368	CREW CHIEF
		LINE CHIEF
TUREK, FRANKLYN A	423	
TURNER, LESLIE W (d)	367	CREW CHIEF
TYLER, JAMES F	368	LINE CHIEF
TZIPOWITZ, HARRY *	369	CREW CHIEF
VALLUZZO, JACK T *	369	TECHNICAL SUPPLY CHIEF
VAN DEURZEN, LEO H	423	1ST SGT
VISCONTI, ADOLPH L *	367	CREW CHIEF
WALKER, GILBERT E	368	
WALLACE, RICHARD *	367	CREW CHIEF
WARD, PAUL R *	39/367	1ST SGT
WARHOLAK, HARRY	449	ELECTRICAL SHOP CHIEF
WATTS, ROBERT D	369	
WECH, MALCOLM H	423	
WENTWORTH, SELDEN M	423	
WEST, HOWARD A (d)	423	ARMAMENT CHIEF
WHITE, EVERETT P	368	
WITZKE, HERBERT J	423	CREW CHIEF
WOOD, JACK *	369	1ST SGT
WOODMANSEE, RODERICK L	423	CREW CHIEF
YARSKY, FRANCIS O (d)	369	CREW CHIEF
ZIARKO, JOHN P *	423	CREW CHIEF



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A Baltimore News Columnist Finds 306th Men Intriguing

The column below was taken from the Baltimore Sun and was authored by Ivan H. (Cy) Peterman, who roamed the American airbases in England to find story material for the home front.

SOMEWHERE IN ENGLAND, Dec. 1, 1942

The ground men—the boys in the tent—were plenty proud when the B-17 "Banshee" zoomed back to this base Thanksgiving Day. They were not only proud but grateful—because members of the ground crew can only stand and wait after their ship takes off.

But when they heard the exciting story of the "Banshee's" newest bag of seven Focke-Wulf 190's and Messerschmitts in 12 minutes they didn't wait to repair the holes before bringing out the red paint. Whenever the Flying Forts bag a Nazi the faithful ground boys bring out red paint and inscribe a tiny swastika near the gun that nailed it.

Needless to say, the "Banshee" now looks like a case of measles with almost a dozen little crosses marking the nose. There were three for Reggie Harris, the cold-eyed Texan who killed the King's rabbit; two on the latest raid, and one previously marked down under the "Banshee's" belly.

The boys painted on two for Joe Bowles, hard-shooting master of the ball turret. Parley Small in the tail watched them put one on the rudder, while Sergeant Wilson Elliott had one painted on his position. Sergeant Allan Meaux, of Madison, Wisc., who took a grounded man's place, accounted for the seventh—all of them picked off during an hour's jamboree over the Bay of Biscay.

"It's a fact we should be in a pursuit squadron," the ground personnel declared gleefully daubing the big bomber's grey exterior with the crooked device that was the fruit of another tedious job of maintenance, of patient repair, and minute attention to detail.

It was the spectacular side of an all-around job of demolition, for in recounting the thrilling flights of these B-17's one is prone to forget their main mission. Before Lieutenant Bill Casey and his crew got around to wing shooting they had, as usual, dropped a hefty bomb load on the submarine pens in St. Nazaire.

Along with Lieutenant Lemuel (Lem) Smith and Major Harry Holt of Chevy Chase, Md., who led the squadron which accounted for two more Nazi fighters, the "Banshee's" redoubtable crew could look back to a job well done by the unusual boys on the ground.

"Who camps in the tent?" I asked Sergeant Elliott, as we finished crawling all through the bomber. "Nobody lives there—it's to store tools and provide shelter for the ground men," he replied. I decided to have their story too.

There is an understanding that it requires four or five times as many men on the ground as are required to take a bomber into the air, and after hearing Master Sergeant Dick Hankey of Hagerstown, Md., tell me about it, I know why work is never done on a bomber. If the boys aren't replacing demolished surfaces or fixing motors they are cleaning, adjusting or loading the guns—all part of the laborious courses they study in training.

To me this combat side of the American war effort is doubly intriguing. It completes a picture unfolded last spring when from coast to coast I saw these planes manufactured, their parts assembled, and the guns developing from lifeless forgings under the hands of men and women who bent over machines in factories throughout the U.S.

Likewise, I saw the boys of the ground crews getting ready at Lowry Field, Denver, and in San Antonio. In places like Atlantic City where technical forces are prepared for active duty I heard Captain Pete DePaolo tell how important is this job: how vital it is that machine guns operate efficiently in the freezing temperatures of high altitude where a speck of oil carelessly left in the works or a badly turned bullet may jam them.

At Randolph Field, Tex., in California, and all over the South, I saw fliers being trained and now, on a secluded plain in the British Isles, I beheld the combination gone to work. The brilliant young officers, their equally bold non-coms, the operations, intelligence and ground command—these are the more heroic so far as the public knows, but back in the tent at the edge of the field are just as worthy chaps who keep 'em flying.

Sergeant Hankey is 24 years old and has charge of six men—non-coms like himself. As background for nursing an Army bomber he worked most of his life in his dad's ice cream factory and will tell you confidentially that that experience has little connection with his present duties—none of the boys have seen ice cream cones since arriving last September.

As crew chief, Hankey supervises, making sure equipment is in prime condition and repairs completed carefully and quickly. His boys like Richard just as the fliers go all out for Casey, the ship's captain, who as "Wild Bill of St. Bonaventure" once won an amateur boxing championship of the U.S.A., which may account for his ability to land blows and avoid same, thus giving the "Banshee's" complement about as high morale as this or any armed force can boast.

Ken Aldrich, 23, is a technical sergeant (they're mostly that or staff sergeants), from Woodward, Okla. He left his sophomore studies at Oklahoma City University to report at Fort Sill. Ken is said to be enough like the radio Aldrich to be Henry's brother and livens up the tent while the boys await their bomber.

Having worked as a mechanic, farmer, rancher, and bellhop, he draws from a variety of experience and can imitate his adventurous namesake until his companions howl.

Fruit farming and chicken raising never pointed to a career as bomber repairman in Bob Rulifson, but Salem, Ore's., 23-year-old son enlisted for that duty one year ago this month, and here he is. Outside of



the damp, chilling cold Bob has no complaint with England.

An armorer is Staff Sergeant Nick Guzie, of Minneapolis, and one of the best. Nick, 22, with a brother in the Navy, services guns, bomb-racks, feed belts, and supplies ammunition; also making any necessary repairs. Upon him rests responsibility for the expert condition of the weapons. That few have ever balked is a testament to his skill.

"I suppose being from Minnesota you knew about guns before joining the Army," I asked Sergeant Nick. He just grinned. "I never handled one before," he confessed.

Everett Daniels is 22, a big blond from Glidden, Ia., which is not far from the home of Parley Small, the tail gunner. A farmer, he always wanted to be a mechanic, and is delighted with his job. Like most boys over here, he has a girl back home and wishes mail came more often.

Out of the logging camps of White Fish, Montana, comes Corporal Earl Ellis, a husky lad of 25. Formerly a teamster back in the woods, as yet he has sprung no Paul Bunyan tales on the boys but as the "Banshee" continues its record, Earl may begin to compose.

Another Pennsylvania boy is Corporal Elmer Frey from Lancaster. Smallest of all, he is therefore assigned to crawl into the wings when a repair job is required.

Including her entire personnel the "Banshee" represents 24 states. Like the flying non-coms who, incidentally, spend much time around the ship when it is aground, they double-check to make sure of the guns and vital instruments that insure her success. The ground men stick together, live in community bunk houses and eat together. Playing low stake poker while their officers indulge for bigger dough, off-duty, they try the movies in the village, or when possessing extra funds, they may take a run to London.

The ever-useful command car, or jeep, is a shared conveyance and, except for mud and blackouts, life is not too bad at the base. Enlisted men in the Air Corps take more personal interest in the object of their work—the bomber—than any other service except, perhaps, the Navy. A sailor must love his ship for it is his home and refuge; airmen adore their bomber because it brings them from destruction and death and for those on the ground ends hours of apprehension.

"We know what they're enduring up there, but anyone would gladly trade and go flying if only to quit fretting till they return," said Sergeant Hankey. This willingness includes specialty crews like riveters who are not members of the regular ground unit.

I climbed back into the jeep, leaving the "Banshee" to vigilant care as bombers are guarded every minute. Her rents and bullet holes were almost repaired but little did I surmise that in only a couple of more days she would be back again over France bombing and blitzing like no other Flying Fortress, bringing new glory and achievement for her debonair crew and new swastika scalps to adorn her fuselage.

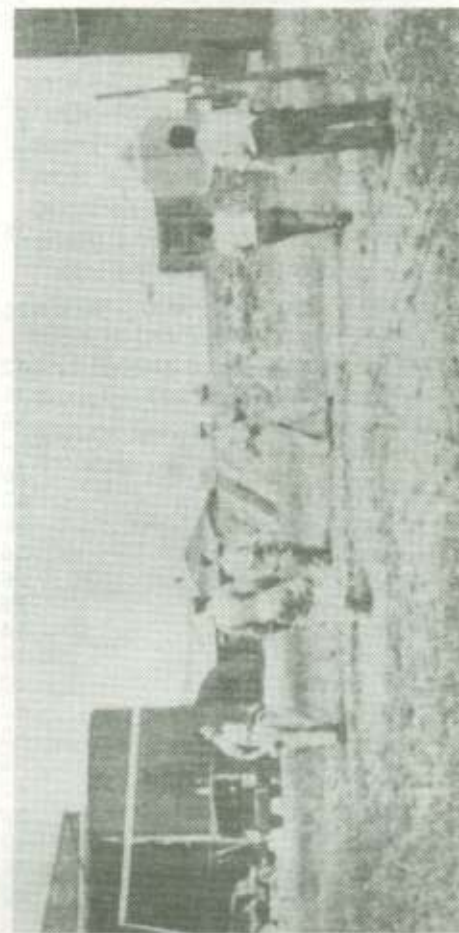
XVII-B Boasts 306th Leaders

The Stalag XVII-B organization, once headquartered in Krems, Austria, has just published its new directory.

The 306th is much involved in this organization, as Leo Gallegos, 368th waist gunner, is the treasurer, and his wife, Betty, serves as adjutant. Both work closely with the 306th secretary in constantly comparing records. They live in Albuquerque, NM.

Fletcher M. DeWolf, 367th gunner in Bristol, NH, is XVII-B North-eastern director and Luther D. Victory, 369th tail gunner of Baytown, TX, is the XVII-B South-western director.

Stalag XVII-B, American Former Prisoners of War, will hold its 1988 reunion May 26-28 in Omaha, NE. Contact Hubert M. Davis, commander, PO Box 3254-ESS, Tuscaloosa, AL 35404 or phone 205/553-3832.



Many Blocks Face Listings of Enlisted

The listing of 306th pilots evoked considerable interest among the readership of the January issue of *Echoes*. Several corrections were made to the list, and some omitted names were added.

John Corcoran, 367th ball turret gunner from Wellesley, MA, wrote:

"In an idle moment, I checked off the pilots I either knew, knew of, flew with or could recognize, in the 367th. This would cover the period Apr 43 to 22 Dec 43. Here are the results: I knew 24 pilots: 10 finished a tour, 7 were KIA, 5 were MIA/POW, one was interned, and one was wounded (did not finish a tour). About 42% of them finished their tours.

"I await with baited breath the stats on ball turret operators."

The Problem

The pilots was obviously the easiest group to work with. Their records are better! The editor has included in this issue Master Sergeants. This group has had as many or more problems than the pilots list which was eight times longer.

The Master Sergeants list has been mailed to every master sergeant who could be located. From this has come additions, deletions, better data, and some misinformation.

Work has also been done on the bombardiers and navigators. They aren't quite as easy to work with as pilots, and there are still 20-30 names for which we cannot identify the rated specialty. But we will keep working on it.

Now come the real problems: enlisted flying personnel, and ground enlisted personnel.

1. There are a lot of names.
2. Available records often do not show what the EM flying specialties were.
3. As to how to handle the ground personnel, the editor is not quite sure.
4. Ground officers will only take some searching and most of the names will pop up.
5. Ground enlisted personnel may ultimately be handled largely by squadrons, by depot and assignment in other services.

How You Can Help!

Anyone reading this who has lists of any kinds, particularly copies of orders and rosters, should contact the editor. If he does not have your list he would like a xerox copy of your list, or the opportunity to copy your list.

Check your Christmas card list,

Interview in London

(From page 1)

DANIELS: Did any of the flak hit you? Did you get any damage?

HENNESSY: Not a scratch. That's why Hankey is speaking to me today.

DANIELS: So that's why you have that broad smile on your face, Hankey?

HANKEY: Yes, he brought my baby back O.K. . . .

HENNESSY: You see, Hankey's the crew chief on my ship.

HANKEY: Your ship, Lieutenant? Why, I only loaned it to you for that day!

HENNESSY: O.K.—you win.

DANIELS: Well, exactly what does the crew chief do?

HANKEY: It's up to us to fix up all the trouble that these other guys get them into.

HENNESSY: Yes, he comes out to see if there are any holes in the ship first—and then he asks if there are any holes in the crew!

Evadees of the 306th

Recently the historian was asked to supply a list of 306th men who had become evadees while flying combat missions over Europe. There are 54 in all, including Glenn Loveland, who escaped from a German prison camp and made his way to Italy. Any corrections or updates of data will be appreciated.

Name	Rank/ Grade	Crew Pos.	Sq.	Mission Date	Target	Pilot	Present Status
William J. Gise	2 Lt.	Nav	367	9 Oct 42	Lille	John Olson	Seguin, TX
Erwin Wissenbeck	T/Sgt	Eng	367	9 Oct 42	Lille	John Olson	College Place, WA
Richard D. Adams	Capt	P	369	8 Nov 42	Lille		Deceased 5 Apr 71
Forrest D. Hartin	2 Lt	Nav	423	9 Nov 42	St. Nazaire	Loyal Felts	Deceased 24 Mar 76
John R. McKee	Capt	P	367	20 Dec 42	Romilly		Audubon, NJ
John S. Trost	2 Lt	Bomb	367	20 Dec 42	Romilly	Danton Nygaard	Deceased
Robert E. Kylius	1Lt	Bomb	423	16 Feb 43	St. Nazaire	William Warner	Riverside, CA
Allen N. Robinson	S/Sgt	WG	367	16 Feb 43	St. Nazaire	Joseph Downing	Deceased 21 Feb 67
Claiborne W. Wilson	T/Sgt	Eng	423	16 Feb 43	St. Nazaire	William Warner	Sanford, NC
Howard W. Kelly	2 Lt	CP	367	16 Feb 43	St. Nazaire	Joseph Downing	Deceased 16 Jan 69
Robert E. Biggs	1 Lt	CP	367	5 Mar 43	Lorient	Earl Tunnell	Unknown
John L. Ryan	Capt	P	367	6 Mar 43	Lorient		Albuquerque, NM
Ernest T. Moriarty	Sgt	WG	368	8 Mar 43	Rennes	Otto Buddenbaum	Orange, MA
Raymond E. Walls	S/Sgt	TG	368	5 Apr 43	Antwerp	Robert Seelos	Baltimore, MD
Glenn Loveland	S/Sgt	WG	368	13 Jun 43	Bremen	William Marcotte	Ashtabula, OH
Lionel E. Crew, Jr.	1 Lt	Bomb	423	26 Jun 43	Romilly	Raymond Check	Savannah, GA
Edward F. Maslanka	2 Lt	CP	368	6 Sep 43	Stuttgart	Wesley Peterson	Unknown
George S. Monser	S/Sgt	WG	368	6 Sep 43	Stuttgart	Wesley Peterson	Peoria, IL
William E. Scott, Jr.	Sgt	WG	368	6 Sep 43	Stuttgart	Wesley Peterson	Deceased 1 Nov 69
William L. Utley	T/Sgt	Eng	368	6 Sep 43	Stuttgart	Wesley Peterson	Unknown
August Winters	1 Lt	Bomb	368	6 Sep 43	Stuttgart	Wesley Peterson	Deceased 20 Mar 78
Warren W. Cole	S/Sgt	TG	368	11 Jan 44	Halberstadt	W. Dale Reed	Unknown
Howard F. Snyder	1 Lt	P	369	8 Feb 44	Frankfurt		Sedona, AZ
Louis Rodriguez	1 Lt	Nav	368	25 Feb 44	Augsburg	J. Ray Coleman	Stamford, CT
Martin Cech	S/Sgt	WG	423	6 Mar 44	Berlin	Arthur Admas	Unknown
Guy H. Golden, Jr.	S/Sgt	WG	423	11 Feb 44	Frankfurt	Geno DiBetta	Pine Bluff, AR
Eldo C. Weseloh	S/Sgt	TG	423	11 Feb 44	Frankfurt	Geno DiBetta	Deceased 8 Dec 71
Earl J. Wolf, Jr.	2 Lt	CP	423	11 Feb 44	Frankfurt	Geno DiBetta	Indiatlantic, FL
Arne G. Ziem	S/Sgt	TG	423	15 Jun 44	Nantes	Wilbur O'Brien	Unknown
Herman E. Ehrhard	S/Sgt	TG	367	17 Jun 44	Noyen	Joseph Pedersen	Unknown
William A. Smith	1 Lt	Bomb	367	17 Jun 44	Noyen	Joseph Pedersen	Unknown
Ragnar E. Gustafson	1Lt	Nav	367	17 Jun 44	Noyen	Joseph Pedersen	Deceased
Wilbur H. Pensinger	S/Sgt	TG	367	17 Jun 44	Noyen	Virgil Dingman	Lady Lake, FL
Robert J. Starzynski	S/Sgt	TG	367	17 Jun 44	Noyen	Virgil Dingman	Chicago, IL
Virgil W. Dingman	1 Lt	P	367	17 Jun 44	Noyen		Unknown
Jack E. Blackwell	S/Sgt	BT	367	17 Jun 44	Noyen	Joseph Pedersen	Unknown
Leon J. Blood	2 Lt	CP	367	17 Jun 44	Noyen	Joseph Pedersen	Waterville, VT
John H. Griffiths	Sgt	Eng	369	16 Jul 44	Munich	Fred Jones	Unknown
Fred G. Jones	2 Lt	P	369	16 Jul 44	Munich		College Park, GA
Milton Katz	Sgt	WG	369	16 Jul 44	Munich	Fred Jones	Deceased 5 Feb 71
Robert A. Price	Sgt	RO	369	16 Jul 44	Munich	Fred Jones	Unknown
Clifford K. Hammersley	2 Lt	CP	369	16 Jul 44	Munich	Fred Jones	Deceased Jan 74
Charles H. Weaver	2 Lt	N	369	16 Jul 44	Munich	Fred Jones	Pittsburgh, PA
Woodie N. Rose	S/Sgt	BT	369	16 Jul 44	Munich	Fred Jones	Unknown
Robert J. Stalnaker	2 Lt	B	369	16 Jul 44	Munich	Fred Jones	Unknown
Arthur A. Flores	Sgt	TG	369	16 Jul 44	Munich	Fred Jones	Unknown
Allen L. Babin	1 Lt	P	369	10 Apr 45	Oranienburg		New Orleans, LA
Gilbert J. McGuff	2 Lt	CP	369	10 Apr 45	Oran . . .	Allen Babin	Unknown
Donovan B. Clemetson	2 Lt	N	369	10 Apr 45	Oran . . .	Allen Babin	Janesville, WI
William R. McKillop	S/Sgt	NG	369	10 Apr 45	Oran . . .	Allen Babin	Unknown
William L. Ferguson	S/Sgt	Eng	369	10 Apr 45	Oran . . .	Allen Babin	Henderson, TX
Henry P. Deutsch	S/Sgt	RO	369	10 Apr 45	Oran . . .	Allen Babin	Unknown
Robert J. Zamiska	Sgt	BT	369	10 Apr 45	Oran . . .	Allen Babin	Unknown
William M. Quinn	S/Sgt	TG	369	10 Apr 45	Oran . . .	Allen Babin	Deceased 25 Jun 86

your WWII address book, etc., for names and addresses.

Replacement crews appearing from late 1942 thru mid-1944 frequently do not show crew positions in Special Orders. It would be helpful if flying crew members would send a list of their crew, positions flown by the respective members, and the date of arrival at Thurleigh. In some cases this would clarify a lot of records.

HANKEY: Sure we do—and then we spend hours fixing up what those guys do in minutes.

DANIELS: And, Sergeant Arthur Harnois, are you part of this ground crew too?

HARNOIS: In a way—my job's a little different than Hankey's. You see, Bebe, "Banshee" is his only child—I've got a lot of babies.

DANIELS: What are the names of some of your children, Art?

HARNOIS: Well, there's "Little Audrey"—that's the Lieutenant's—and there's "Banshee," and "Wahoo" and "Geezil," "The Devil's Workshop" . . .

DANIELS: "The Devil's Workshop"?—nice kid.

HARNOIS: Yeah, he's one of those Dead End Kids.

DANIELS: And you have to look after that whole family by yourself?

HARNOIS: Not by myself, Bebe. All our ships have a good little mother—like Haney, here.

HANKEY: Wait till I tell the rest of the boys that crack. You'll sure be in a spot.

HARNOIS: Go ahead. I'll make things rough for you.

DANIELS: Hey, Lieutenant! Will you please step in and break this up?

HENNESSY: No, not me, Bebe. I've got to have a ship to fly. I don't want to aggravate these two.

DANIELS: Well, then, how about you, Joe?

BOWLES: Not me. I don't want that ball turret to drop off over the English Channel . . .

DANIELS: Well, I wouldn't want that to happen, so I guess we'll just have to let the family feud go on.

HENNESSY: Yes, I guess we'd better finish it somewhere else over a couple of cups of coffee or something.

DANIELS: Well that's one more than you'll get at home these days, so look after each other and look us up next time you come to town.

ALTOGETHER: We will, Bebe. So long. We sure will. Goodbye etc.

New Addressees

Arruda, John, 286 Goodwin St., Fall River, MA 02724 423
 Awe, Robert W., 1203 Norton St., Alton, IL 62002 368
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 Beirne, Joseph V., 4712 Dohn Rd., Louisville, KY 40216 368
 Blix, Millard J., 7913 Tripp Ave., Skokie, IL 66076 368
 Boyle, Jr., John W., Rt. 1, Box 212K, Nags Head, NC 27959 367
 Caldwell, Warren, 202 N. Main, Maiden, NC 28650 423
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 Vidacovich, Clayton J., 3617 Wanda Lynn Dr., Metairie, LA 70002 GP
 Walczak, Robert J., 1621 Kenwood, Apt. 306, Duluth, MN 55811 1204
 Watson, Richard F., PO Box 92, Moody, ME 04054 GP
 Whitney, Vernal H., 27620 Bond Ln., Halsey, OR 97348 423

RENDEVOUS: LAS VEGAS 1988

PROGRAM

SUNDAY - 30 OCTOBER, 1988

1000 TO 1800 HOURS: Registration, Convention Area, Hacienda Squadron Hospitality Rooms, Convention Area
 1400 HOURS: Rooms Available for Occupancy
 1400 TO 1700 HOURS: Show Reservation Desk Open
 1600 TO 1800 HOURS: Cash Bar, Convention Area Dinner On Your Own

MONDAY - 31 OCTOBER, 1988

0800 TO 1000 HOURS: Registration for Sunday Night Arrivals, Convention Area
 0600 HOURS: Busses leave for Nuclear Test Site - All day tour, Lunch included.
 1730 HOURS: Back at Hacienda
 0900 HOURS: Busses leave for combined sightseeing of Strip, Residential, Downtown Center and Nellis A.F.B. for Red Flag Orientation, Base Tour. Lunch included.
 1530 HOURS: Back at Hacienda
 1600 TO 1900 HOURS: Squadron Hospitality Rooms Open, Cash Bar Available, Show Reservation Desk Open, Dinner On Your Own

TUESDAY - 1 NOVEMBER, 1988

0900 TO NOON: Annual Meeting, Convention Area
 1200 TO 1700 HOURS: Show Reservation Desk Open
 1500 HOURS: Squadron Pictures, Pool Area
 1600 TO 1800 HOURS: Squadron Hospitality Rooms Open, Cash Bar Available, Dinner On Your Own

WEDNESDAY - 2 NOVEMBER 1988

FREE DAY for Optional Activity
 Shuttle Busses on Strip, 20 Minute Intervals

0900 TO 1500 HOURS: Optional Nostalgia Flight to Wendover
 0800 TO 1600 HOURS: Optional Grand Canyon Flightseeing
 1800 TO 1900 HOURS: Cocktail Reception, Convention Bar
 1900 TO 2030 HOURS: Annual Banquet, Convention Area, Cash Bar
 2030 TO 2330 HOURS: Dancing, Cash Bar Service

THURSDAY - 3 NOVEMBER, 1988

Departure Day
 Checkout before Noon

NOTE: Meal prices are reasonable in Las Vegas. Hacienda Garden Buffet charges \$3.95 for Breakfast, \$4.95 for Lunch, and \$5.95 for Dinner.

WENDOVER OPTION

Especially for those who joined the 306th at Wendover in 1942 there will be charter flights, numbers permitting, on 2 November 1988. Expected departure 0900 with return about 1500. The old field is still there plus a few of the old buildings. Wait until you see what has happened to the Stateline Inn and Wendover on both sides of the state line! Approximately two hours will be spent on the ground. Charter flight cost will be \$176 per person. Buy your own lunch in Wendover. Transfers provided in Las Vegas and Wendover.



Fly Scenic Airlines De Havilland Otters to Wendover or Grand Canyon 19 seats, panoramic windows, high wing.

GRAND CANYON OPTIONS

A - ALL AIR flightseeing tour over and through Grand Canyon, 3-4 hours duration. Includes transfers from hotel and return. \$126 each.

B - AIR & GROUND tour over and through by air, along the rim by bus, 7-8 hours total time. Includes buffet lunch and audio-visual canyon program. Transfers provided from hotel and return. \$176 each.

NUCLEAR TEST SITE OPTION

THE D.O.E. will welcome 135 members on 31 October 1988 on the official Test Site Tour. Included are test areas, underground storage facilities and the control center. You will be briefed on the history and mission of the Test Site. Lunch will be included at the area 2 cafeteria. The first 135 applicants will be booked for this tour in lieu of the Nellis A.F.B. excursion on the same day. We will wait list later applications but could not expect much turnover. The D.O.E. requires your full legal name, year and date of birth, home address and Social Security number. We must present the alphabetized list with all this information thereon by 12 September 1988. We regret that this interesting program must be limited to 135. NO CAMERAS OR BINOCULARS PERMITTED AT THE TEST SITE. When reserving, use your legal name as it appears on the identification card (driver's license) you must show at the test site on 31 October, 1988.

FLY DELTA AIR LINES TO LAS VEGAS

Delta has authorized a special discount of 5% off most published fares to Las Vegas and return. No discounts on Instant-Savers nor on any California or Trans-Atlantic fares. Discounts will apply from Hawaii and Alaska. In addition, for those who prefer to avoid capacity controlled, long advance purchase and non-refundable fares, Delta will give a 40% discount from FULL COACH fares. If you purchase such tickets at least 7 days before departure.

PACKAGE PRICES

	If Paid By 31 Aug. 1988	If Paid After 31 Aug. 1988
DOUBLE ROOM, EACH OF 2	\$139	\$164
TRIPLE ROOM, EACH OF 3	\$126	\$151
SINGLE ROOM	\$214	\$239
RV PARK, 1 RV & CAR, EACH OF 2	\$86	\$111
RV PARK, 1 RV & CAR, 1 PERSON	\$108	\$133
SUITE, ONE BEDROOM, EACH OF 2	\$417	\$442
SUITE, ONE BEDROOM, 1 PERSON	\$770	\$795

Extra Hotel Nights, Before 30 October or after 2 November 1988

DOUBLE OR SINGLE, PER ROOM	\$60 + 7% Tax
SUITE, DOUBLE OR SINGLE	\$165 + 7% Tax
RV PARK, 1 HOOK-UP	\$10 + 7% Tax

PACKAGE PRICE INCLUDES: Accommodation as selected for four nights - 30 October 1988 to 3 November 1988, Nellis A.F.B. or Nuclear Test Site tour including lunch, squadron picture, pre-banquet cocktail hour, banquet dinner with music and dancing, show reservation services and administrative costs for 306th. NOTE: Special low package room prices are based on four night stay, Sunday to Thursday. There can be no credit for shorter stays nor can earlier arrivals or later departures be substituted since weekend room rates are substantially higher than package rates.

RESERVATIONS, PARTIAL AND FINAL PAYMENTS: Send all package, option and extra night requests to the Hacienda with check or money order covering \$25 per person partial payment. Full payment must be received by the Hacienda by 31 August 1988 to protect low rate -payments made after 31 August 1988 must include \$25 per person late charge.

FORM OF FINAL PAYMENT: Check, money order or major credit card. If making final payment by credit card, you must state name of card (Visa, Master, American Express, Diners) the full 16-digit number, month and year of expiration, name to whom issued and signature.

CANCELLATIONS: Full refund will be made if cancellation in writing is received by the Hacienda by 14 October, 1988. After that date a \$25 per person cancellation fee must be charged.

AIRPORT TRANSFERS: Regular Limo transfer service is available at curbside, \$3.00 one way or \$5.00 round trip for the Hacienda.

RENDEVOUS: LAS VEGAS 1988
 306TH BOMB GROUP
 30 OCTOBER 1988 TO 3 NOVEMBER 1988

MAIL COMPLETED FORM TO THE HACIENDA HOTEL

PLEASE RESERVE ACCOMMODATIONS AND OPTIONS CHECKED ()
 Double* each of 2 totalling \$ _____
 Single Room, total cost \$ _____
 Triple Room, each of 3 totalling \$ _____
 Suite, each of 2 totalling \$ _____
 Suite, for single occupancy \$ _____
 RV parking, each of 2 totalling \$ _____

*Reserve double to be shared with who will send separate reservation. Most rooms are equipped with 2 queen size beds. There are a limited number of rooms with king beds. Triples normally share room with 2 queen beds.

() We prefer room with king bed.

OPTIONAL EVENTS REQUESTED:

() Nuclear Test Site Tour, self and _____ totalling \$ _____
 () Wendover Charter, self and _____ totalling \$ _____
 () Grand Canyon "A", all air, self and _____ totalling \$ _____
 () Grand Canyon "B", air/ground, self and _____ totalling \$ _____

GRAND TOTAL \$ _____
 \$25/each partial payment \$ _____
 Bal. Due 31 August 1988 \$ _____

**FULL LEGAL NAME: _____

DATE OF BIRTH: MONTH: _____ DAY: _____ YEAR: _____

SOCIAL SECURITY NUMBER: _____

**SPOUSE LEGAL NAME: _____

DATE OF BIRTH: MONTH: _____ DAY: _____ YEAR: _____

SOCIAL SECURITY NUMBER: _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE () _____ SQUADRON _____

CREW POSITION OR DUTY ASSIGNED _____

**AS SHOWN ON I.D.

PLEASE: Did you join 306th in 1942 at Wendover? YES () NO ()

*Only needed for Test Site visitors.

Send check or money order payable to Hacienda Hotel. All partial payments must be made by check or money order. Final payments may be made by Major Credit Card.