

5323 Cheval Pl
Charlotte, NC 28205

January 1989
Vol. 14, No. 1

Non-Profit Organization
U.S. Postage
PAID
Permit No. 34
Charlotte, NC



FWD & RET Postage Guaranteed—ACR

306th Bombardment Group Association



John Bairnsfather

Bairnsfather Dies at 88; Headed S-2

John A. Bairnsfather, esteemed long-time Group intelligence officer, died 23 Dec 88 of kidney failure in Cincinnati, Ohio. He was 88 years of age.

Bairnsfather had served in the Marines in WWI and proudly wore the Victory ribbon for that involvement on his WWII uniform. He joined the 306th Bomb Group 5 Apr 42 at Wendover, UT, and was assigned as intelligence officer for the 367th squadron.

He was third man to become group intelligence officer, assuming the duties 8 Aug 43 following Watts Humphrey and John B. Wright, both of whom were promoted to higher organizations in the 8th AF. Bairnsfather had become a captain 1 Dec 42, and was promoted to major 20 Sept 43. (Turn to page 3)



William F. Houlihan

885 Largest Turnout for 306th Group

Since the magical reunion of Omaha in 1982, the 306th has annually turned out larger groups of men, spouses and friends. This past fall in Las Vegas set the alltime record with 885 attending the Wednesday night banquet, a humdinger of an affair that ended up on a very high note.

Edward J. Hennessy and G. Barney Rawlings were co-chairmen for the four days of activity in the desert, and it was evident that they had put in long hours to bring everything to a peak.

Events were centered in the Hacienda Resort Hotel on the south end of the famed Strip. People began arriving late in the week before the Sunday start, and they just kept coming. It was sometimes a bit difficult to locate everyone because the gaming tables were but a short distance from the hotel's front desk and one had to work through them to get to the elevators for rooms.

One 306th man was seen late one evening carrying all the silver dollars he could handle. Some frequented the slots and other games, while groups were observed pooling their resources and when they lost the \$5 or \$10, they all left.

But the 306th crowd did not congregate in the gaming area, rather the ballroom was crowded with men and women from morning 'til night, because that's where the people were. The large tables and ample chairs gave them places to sit and talk, to quaff a beer or a coke, to spread out pictures and photo albums, to show off photos of the grandchildren, to expand on their Thurleigh experiences, and to tell about their trip to Las Vegas and where they were headed on the way out of town.

Obviously, many from the east found it an excellent time to head northwest or southwest to the Pacific coast, before turning eastward. Many came in their motor homes of all descriptions, parked immediately adjacent to the hotel.

There were more than a hundred in attendance who had not previously attended a 306th reunion, and many, many wives came for the very first time.

Side trips had been planned to the Grand Canyon and Wendover, Utah, and the Nevada atomic test site brought out a crowd, as did the tour of nearby Nellis Air Force Base. Others found their way to Boulder Dam, either en route to Las Vegas or headed back home.

The real highlight of the whole event came about Wednesday evening at the banquet in the Hacienda ballroom. Arrangements were in charge of Rawlings, and he was also the star performer. Having been an entertainer in Las Vegas many years ago, and working since then close to the entertainment business, Rawlings opened the festivities dressed in his major general's uniform from the

(Turn to page 2)

Stalag Luft III Studied In New Book by Durand

Stalag Luft III: The Secret Story
by Arthur A. Durand
Louisiana State University Press, 1988

by Joe Consolmagno

One by one, seventeen hundred air crew men of the 306th had to face the eye of the needle, defined by historian Arthur A. Durand as "that indescribably small window between life and death that virtually all downed fliers had to squeeze through on their brutal journey from cockpit to prison camp."

It was a trying and lonely passage. As Durand notes, "Airmen came out of the sky one by one and usually faced their captors the same way, adding a significant dimension to an already traumatic experience."

Fliers shot down late in the war faced the real danger of lynchings and mob actions, often condoned and abetted by the German authorities as their cities were being pounded into rubble. At least 165 of the downed airmen learned about the horrors of concentration camps from stints at Buchenwald before being routed to Stalag Luft III and other Luftwaffe camps.

Nine hundred of the 306th casualties made it through the needle. Among them most of the officers and some of the NCOs wound up at Stalag Luft III, a POW camp run by the Luftwaffe at Sagan in Silesia, 90 miles southeast of Berlin.

Stalag Luft III: The Secret Story is the result of an exhaustive study of the Sagan camp undertaken by Durand.

This is not just another old soldier's story, with hardships and heroics magnified by the passage of time. It is a serious work that had its beginnings some 15 years ago as a doctoral dissertation by a military scholar. Born in 1944, Colonel Durand is not of the same generation as the people and events he is examining. Consequently, he has no ax to grind, no personal justifications to make.

Thanks to several popular books and movies based on the camp, some aspects of the Stalag Luft III story have become well-known, particularly events surrounding the Great Escape of March, 1944, and the subsequent murder of 50 of the escapees. With meticulous accuracy, Durand covers the familiar terrain of the mundane daily routine of the kriegies, as the POWs were known, as well as their persistent escape attempts. But he also covers other aspects that will be new even to many former kriegies.

The book reveals that covert activities went beyond the much-publicized escape efforts. After forty years, it is now declassified information that military intelligence picked up by captured airmen en route to POW camps was secretly transmitted to Allied Intelligence encoded in personal letters from Stalag Luft III. Information and instructions were sent into the camp by the same method.

Some 40 prisoners in the South Compound and an unspecified number in the other compounds were engaged in the operation. Clearly falling within the legal definition of espionage, Durand points out, the activity carried with it risks beyond those encountered in escape efforts, which were a soldier's recognized duty acknowledged under the Geneva Convention.

(Turn to page 2)

Houlihan in President's Post for '89

A major piece of business before the annual meeting was the election of officers, with President Reginald Robinson presiding.

Donald R. Ross chaired the nominating committee, and the slate presented included:

William F. Houlihan, president
Marshall E. Baker, vice president
Russell A. Strong, secretary
C. Dale Briscoe, treasurer

Leo VanDeurzen was the sole candidate for a director's post.

The entire slate was elected to office without opposition.

Holdover directors are John R. Grimm, Robert P. Riordan, and Robert J. Starzynski.

Also serving as directors during 1989 are Reginald Robinson, as immediate past president, and Hugh Phelan, chairman of the 1989 reunion.

Baker Receives Dubious Honor

According to a study made by Bombardiers, Inc., Hollis H. Baker, 423rd bombardier in 1944-45, was the fifth oldest bombardier to be commissioned during WWII. He was 28 years, 12 days old when he received his gold bars 15 Jan 44. He came to the 306th 8 July 44 with Wallace Wood's crew, became squadron bombardier 1 Oct 44, and retired from the USAF in March 69 as a colonel.

885 at Vegas

(from page 1)

Nevada National Guard Reserve.

After dinner he switched to pinks and his WWII flight jacket with the death head of the 367th squadron, and proceeded to sing a bevy of WWII songs that were familiar to most of the crowd. For this he received an overwhelming response.

Between the greeting to the group and the evening's entertainment, during dinner two large screens in front ran video tapes of WWII days, especially featuring the rare footage taken by the late Wendell Hull, group mess officer, in early 1944 on color 16mm film. Several years ago this had been borrowed from Mrs. Hull and placed on video tape for preservation. Now it is rare footage indeed of ground activity around a bomber base, as well as showing a couple of crash landings.

Dancing concluded the evening.

And on Thursday morning those remaining breakfasted in the hotel dining rooms, and evidenced the same problem seen in earlier years — it is difficult to part from good friends of the 306th!

Six Squadron Leaders at Vegas

Six former 306th squadron commanders were in attendance at the Las Vegas reunion.

Bill Lanford, 368th, was the only one of the four original commanders to attend, making it his first reunion.

Mack McKay, who followed Lanford at the 368th, also registered, as did John Regan, the third 368th commander.

Henry Terry, the second 369th commander, came up from Tucson, and Robert Riordan, Terry's successor at the 369th, was there.

Robert C. Williams, commander of the 367th in mid 1944, attended.

There were 24 squadron commanders in all for the group during the war. Others who have attended prior reunions include John L. Ryan, William S. Raper, Charles Flannagan, Thomas F. Witt, John L. Lambert and John Buie.

Those deceased are Harry Holt, George R. Buckley, Earl W. Kesling, 367th; James A. McKinney, 369th; and John S. Chalfant, 423rd.

Yet to appear at the reunions are: Maurice Salada, Thomas Hulings, Ralph L. Oliver, J.W. Wilson and Eugene C. Lavier.



The 306th Bombardment Group Historical Association: William L. Houlihan, president; Marshall E. Baker, vice president; Russell A. Strong, secretary; C. Dale Briscoe, treasurer. Directors are: John R. Grimm, Robert P. Riordan, Robert J. Starzynski and Leo VanDeurzen; Reginald L. Robinson, immediate past president, and Hugh E. Phelan, 1989 reunion chairman.

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, 5323 Cheval Pl., Charlotte, NC 28205. Phone 704/568-0153.

TREASURER: C. Dale Briscoe, 7829 Timberport Drive, Boerne, TX 78006. Phone 512/755-2321.

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



Stalag Luft III

Reprise from page 1

correspondence. I knew Don Eldredge of the 367th was involved because he recruited me for the activity shortly after my arrival at the camp. And I learned that Fred Gillogly of the 368th was another one of us only when we were being flown together from Paris to Washington for debriefing shortly after liberation.)

Former Air Force Academy Superintendent, Lt. General A.P. Clark, who spoke at the 306th's Colorado Springs reunion, figures prominently in the Sagan story. Then a lieutenant colonel and shot-down Spitfire pilot, Clark directed American clandestine operations at Sagan that by his count involved 60 to 70 percent of the prisoners.

But what was probably Clark's most significant and lasting contribution to the lives of the Luftwaffe krieges was not of the stuff that *Iliads* are written. He redesigned the latrine system.

Dysentery and impetigo were rampant when Clark arrived in the East Compound in the summer of 1942. Drawing on memories of visits to Civilian Conservation Corps camps with his father, an Army doctor, Clark set about correcting the primitive abjects that were the source of the epidemic. His model was adopted by the Luftwaffe for all of its POW camps.

In the complex structure of German prison camps that at one time held as many as six million persons, the six camps that the Luftwaffe administered for downed Western airmen came closest to adhering to provisions of the Geneva Convention for the humane treatment of prisoners of war. Camp administrators and prisoners alike give credit for this fact to the express direction of Luftwaffe commander-in-chief and World War I ace, Hermann Goering, who was elsewhere completely steeped in the full catalog of Nazi crimes.

As a sidelight, author Durand notes that one of the earliest treaties on the treatment of prisoners of war by nations not at war with each other was reached between Prussia and the United States in 1785. It was prompted on the American side by ill-treatment of its Revolutionary soldiers captured by the British. During World War I it was the only effective agreement between the United States and Germany for the treatment of POWs.

Under the command of a traditional military man, Luftwaffe Colonel Friedrich Von Lindeiner, Stalag Luft III was probably the most favored of the Luftwaffe camps. Food parcels provided by the International Red Cross sustained life and health of the prisoners above the bare subsistence level of German rations. There was never the slightest evidence of pilfering of the Red Cross stores at this camp despite the desperate food shortages the Germans themselves were suffering.

In one of the major anomalies of the war, while the German war machine was looting food supplies and starving all of its conquered lands, it was providing minesweepers to clear the Baltic Sea ahead of the Swedish ships transporting Red Cross food for the prisoners.

Books, athletic equipment, and musical instruments provided by the International YMCA were put to good use by the prisoners. They organized bands, sports teams, theaters, and extensive educational programs to sustain physical and psychological fitness.

"The prisoners in Stalag Luft III made such excellent use of the limited diversions available to them that many people gained erroneous impressions about the camp, impressions that obscured the dismal and unpleasant realities of life in a prisoner of war camp," Durand notes. "In terms of what a prisoner of war camp is supposed to offer captives, as specified in the Geneva Convention of 1929, Stalag Luft III was only the norm and not the exception."

In the 23 months of Von Lindeiner's tenure there were 262 escape attempts and 100 tunnels dug from the camp. He paid a bitter price for trying to go by the book in running Stalag Luft III. He was arrested by the German authorities the day after the Great Escape, and received a one year sentence from a court martial. After the war he spent two years in a British prison camp.

The mass escape that was Von Lindeiner's downfall was the final straw that gave victory to Heinrich Himmler, commander of the SS and Gestapo, who had been waging an unrelenting struggle to wrest control of the prison camps away from the Luftwaffe. In the summer of 1944 the whole German POW apparatus was placed under his Waffen-SS. Fortunately, the change came too late in the war to have much adverse effect on the krieges.

Durand's chapter on the evacuation of Stalag Luft III before a Russian advance reads like something out of Tolstoy. Krieges from the South Compound, which included most of the 306th officers, led the Americans exodus at 11:00 PM on the night of January 27, 1945. As they set out they saw flames over in the North Compound consume RAF Barracks 104 from which the Great Escape was tunneled nine months earlier.

The South Compound seems to have suffered the most on the forced march in driving snow and sub-zero temperatures, according to Durand. Noting that the Geneva Convention specifies that prisoners of war are not to march more than 12.5 miles a day, Durand records that the men of South walked 34.5 miles in 27 hours, with one 4-hour stop, arriving at Moskau at 2:20 AM on January 29. Ahead of them, they had another day's march of 15.5 miles to Spremberg, where they were jammed into 40 & 8 boxcars for the final leg of their journey to Stalag VIIA, outside Munich.

Durand's history of Stalag Luft III draws from official records of the Allied and German governments, as well as those of the neutral protecting power, the International Red Cross and YMCA, whose representatives made frequent visits to the camp throughout the war. The author also had access to published and unpublished memoirs, diaries, and manuscripts of key participants among the Allies, Germans, and neutral powers. He was editor of the memoirs of Colonel Von Lindeiner.

His extensive personal interviews and correspondence included the senior American officers of each compound and many former krieges. Al LaChasse, the 306th's earliest POW and self-styled "First Pigeon" from the 367th, is cited as one source for the early history of the compounds.

Because of the thoroughness of Durand's research, the completeness of his documentation and his access to key eye-witnesses, many of whom are no longer around, there probably can never be a more accurate and complete story of Stalag Luft III than this account.



Combat B-17 Now Displayed At Wright-Pat

Shoo Shoo Baby took the long way home, but after a tortuous existence in the 91st Bomb Group (triangle A), and an even more hectic career in the European air lanes after the war, it all came to a grand finale 15 October when the restored plane landed at Wright-Patterson AFB, Ohio, and is now housed at the USAF Museum.

It had long been an important goal of Museum officials to replace the B-17 on display, which had never left the States during the war.

Shoo Shoo Baby (B-17G-35-BO #42-32076) was a Boeing-built plane that joined the 401st Squadron of the 91st 24 March 44. Two months later, on its 20th mission, it ended its tour of duty in Sweden.

The Swedes acquired the airplane and converted it into a passenger and cargo plane. From there it became the property of the Royal Danish Air Force, and in 1955 was purchased by the Babb Company of New York. In turn, it was sold to the Institute Geographique National in Paris. It was finally retired in 1961.

Legend has it that it was found in a dump in France by an eagle eyed American, and was later given to the United States Government by France. In 1972 it arrived in boxes, having been unceremoniously and not too intelligently cut into pieces, at Wright-Patterson AFB, OH. It sat on the ramp at the USAF Museum until July 1978, no nearer restoration than it was when it arrived. This was due to a 20-year backlog of such work at the Museum shops.

Then the 512th Military Airlift Wing at Dover AFB, DE, volunteered to undertake the restoration, and the parts went east once again. The work was undertaken there with great dedication and care, and the result now awaits hundreds of thousands of visitors annually in the WWII display at Dayton, OH.

Our pictures were taken by Jack Grimm, now a 306th director.



Gen. Hansell beside plane named for his son. (1943).

Hansell Dies; Headed ICBW

Maj. Gen. Haywood S. Hansell, Jr., commander of the First Bombardment Wing of the 8th Air Force from 1 Jan. '43 to 15 June '43, died 14 Nov. '88 in Hilton Head, SC.

He joined the Air Corps in 1928 to learn how to fly, and became a member of the Air Corps Aerobatic and Demonstration team known as "The Men on the Flying Trapeze." Claire Chennault was its leader.

Hansell commanded both the third and first combat wings of the 8th, and later commanded the 21st Bomb Group in the Pacific. He retired in 1946, was recalled in 1951 and retired in 1955.

Hansell authored *The Air Plan That Defeated Hitler* and privately published it in 1972. He also wrote a manuscript that was never published.

Appeal for Funds to Aid Projects

After consideration for more than a year, the board of directors of the Association, has activated a proposal to seek additional funds for special projects which it feels will enhance the future of the Association membership.

No goal has been set, say President Wm. F. Houlihan, but it is felt that whatever is raised can be used in years ahead to insure that the 306th Bomb Group Association will maintain a stability that might become precarious once the membership starts its inevitable decline.

It is believed that many may be willing to make a substantial contribution to the organization on a one time basis, although multiple gifts from individuals will be welcome.

Finances of the association have been handled through voluntary contributions and through profits realized from the annual reunions.

Don Ross, president in 1986-87, says, "We would hope that you may wish to contribute from \$100 to \$500, depending upon your circumstances. At the same time, I would hasten to add that there will be no change in status for persons who are unable to or do not wish to make such a contribution."

"We plan to make use of this money for current and upcoming projects developed by the officers and directors," says Reginald Robinson, immediate past president.

"Upon dissolution of the Association, the balance of any monies will become a part of the 306th Bombardment Group Endowment Fund established with the Association of Graduates of the U.S. Air Force Academy."

"We haven't made any firm determination yet of projects," says Houlihan.

While some members of the Association have received a letter signed by the current president and two past presidents, all persons on the Echoes mailing list are asked to consider participation.

Checks of any amount should be marked for the 306th Project Fund and mailed to the 306th Association treasurer, Dale Briscoe, 7829 Timber Top Dr., Boerne, TX 78006.

Everyone is reminded that the 306th Bombardment Group Association is recognized by the Internal Revenue Service as a veterans' organization under its code 501 (c)19, and that contributions are therefore tax deductible.

A ground loop that impaired the Confederate Air Force B-17, "Sentimental Journey," astride a fence at the Burbank, CA, airport in November, put the plane out of commission for some weeks until repairs can be made. Its brakes failed after landing.

Bairnsfather

(from page 1)

Not content with just briefing crews and running the base intelligence operation, he also took it upon himself to fly five combat missions and add the Air Medal to his ribbon collection.

He began an advertising career in Cincinnati in 1919, moved to Chicago in 1928, and in 1960 was back in Cincinnati with the Leonard M. Sive Company as a vice president. He continued to work actively in advertising until last fall.

He owned a farm at Loveland, OH, where he and his wife, Kathleen, raised cattle and thoroughbred horses. In earlier years he had been a player with both the Cincinnati and Chicago Polo clubs.

Besides his wife, he leaves a son, one daughter and three grandchildren.

Elliott's Jacket Comes Home After 45 Years

Wilson Elliott got a "new" bomber jacket for Christmas — or at least it seemed like a Christmas present.

Actually, the jacket had once been Wilson's, and he had it with him on 17 Apr '43 when he bailed out of Bill Casey's plane after the 306th's disastrous day over Bremen (10 planes were lost!)

It all goes back to Moosberg, Germany, where Wilson was a prisoner of war.

"I was one of the men selected to work on escape kits for those who needed ID's when they were able to get out. I had teamed up with a Greek named Titus, who had been captured along with the French Army and was in a POW camp.

"French POWs were allowed to go in and out of the compounds, and could visit our area. They brought in news to us, and while none of us trusted these wanderers, I learned that Titus knew about picture taking, and he was also a source for photographic paper and developing chemicals.

"We made a 'pin hole camera' out of an old chalk box, something I had learned from my grandfather, who had been a photographer for Teddy Roosevelt in the Spanish-American war. It worked and we produced some of the pictures needed.

"One day two or three German soldiers came into our compound and went directly to the closet where we kept our photographic materials and cleaned it out. Titus was not there that day and there were only a few chemical stains on the floor.

The next move was to find Elliott and accuse him of taking ID pictures.

"Come with us," they ordered Elliott.

At that juncture he turned to a good friend, K.J. Kurtenbach, now of Waterloo, IA, and Elliott said: 'Kurt, will you take my flight jacket and keep it? The Germans will just confiscate it and this way it may help to keep you warm.'

Elliott was put in a holding pen, and then shipped out to another camp for the duration of the war.

The flight jacket was lost from Elliott's memory for the remainder of the war and beyond. It was also 'lost' to Kurt Kurtenbach — that is, until about a year ago.

Kurt later reported to Elliott that in late 1987 he was going through his old duffel bag and came across the jacket, which bore a "Banshee" logo for the plane which Elliott flew his last mission in as engineer, and there was a tab with the initials, W.C.E.

Elliott says that he and Oliver Tilli, copilot for Casey, designed and painted the "Banshee" blazon on 41-24488. They also painted three jackets: for Casey, Tilli and Elliott.

Once he had unearthed the jacket, Kurt began searching the Stalag 17B roster for a name that would fit the WCE. He wrote several times to an old address in Florida for Elliott, each time getting the letter back. Then, working with Chico and Betty Gallegos, a 306th team that manages 17-B records, a new address for Elliott was obtained, and just before coming to Las Vegas last October Elliott received the letter from Kurtenbach, called him immediately, and the jacket was shipped in time for Bill to bring it to Las Vegas.

It was a joyous reunion for these two "old Friends". While the two had been together on all of his Eighth Air Force missions, the jacket missed an opportunity to participate in Bill's Korean War missions as an F-86 jet pilot.

Little Rock Make Plans For September 306th Meet

This year the 306th Bomb Group will hold its annual reunion in Little Rock, Arkansas, September 21-23. Headquarters will be Arkansas' Excelsior Hotel. 350 rooms have been reserved at this beautiful 19-story atrium hotel located along the banks of the scenic Arkansas River.

Additional sleeping rooms are available at the Capital Hotel, located directly across the street from the Excelsior. The Capital, a smaller hotel, originally opened its doors in 1876 and has been recently restored. It is now listed on the National Register of Historic Places.

A relaxed schedule is planned for the Reunion. Thursday evening a buffet will be served just outside the Excelsior Hotel in Riverfront Park. The "Taste of Arkansas" buffet will feature chicken, barbeque, fried catfish and other Southern favorites.

Friday will be a day for shopping, visiting antique shops and sightseeing. No group schedules will be arranged for this day as the Committee wants to allow plenty of time for catching up with one another.

Mainstreet Mall, located in the heart of downtown Little Rock, is within easy walking distance of the Excelsior and offers a wide variety of shopping and eating establishments.

A trip to Marlsgate Plantation is also on the schedule of events. Marlsgate Plantation, located just 13 miles outside of Little Rock, is the oldest operating plantation in Arkansas. This beautiful antebellum mansion, is an excellent example of southern architecture.

The Little Rock airport is just ten minutes from the downtown reunion headquarters, and there will be free transportation to and from for those flying. Six major airlines serve the city: American, Delta, Northwest, Southwest, TWA and United.

Those who will be driving will find Little Rock located at the junction of I-30 and I-40. Parking will be available on a complimentary basis for such travelers.

RV parking with hookup will be found in Burns Park in North Little Rock, only ten minutes from the downtown area. The cost will be about \$10 per day there.

Hugh Phelan, reunion chairman, says the committee is looking forward to meeting everyone attending the 1989 event.



Bill Elliott holds his long lost jacket, after 45-year absence.

Roskovitch Story Brings More Tales

As one might well guess, the story on Mike Roskovitch and his son evoked considerable comment from the readership, especially as those attending the Las Vegas reunion read the story while there.

Ray Stymacks Recalls:

First, Ray Stymacks, 423rd radio mechanic and later a flying radio operator, was the first to respond: "I have many wonderful memories of the times and adventures Mike and I shared.

"Mike and I were buddies from the very start at Scott Field Radio School in September of 1941. We completed school in February of 1942 and were shipped to Wendover Field, Utah. We were both with the 423rd, and after training went to Thurleigh, England, where we completed our missions.

"We remained very good friends until I returned to the USA in July or August, 1943. I did not hear of Mike's tragic death until late in 1944.

"Mike and I double dated in Bedford and I am sure I knew Mary Smith. To find out that Mike has a son by Mary certainly surprised me. I would love to be able to contact Mary, and David, their son, and let him know what a wonderful guy his father was."

Elmer Heap Writes:

"The report in Echoes stated that the trip to Scotland was a 'joy ride' with a group of 306th officers. This is not correct and my explanation follows:

"My crew was given a two-week R and R after we had finished approximately half of our required missions and had just returned from a very rough trip to Brunswick, Germany (we had lost two engines, one feathered and one running away, both on the same side. We were unable to stay with the formation so flew back to England alone, escorted by FW-190s until they were driven off by some P-47s). We were without an aircraft until repairs were made, so were offered the R and R, which was quickly accepted.

"In seeking transportation, I checked with 423rd operations and was informed that a B-17 was available if I could find a crew to fly it back. Arthur Moseley, a friend of mine, wanted some flying time, and said he would get a crew to go along on the trip.

"Rosky learned of the flight and wanted to go also. I think he enjoyed flying and it would give him a chance to see Scotland.

"I landed at RAF Edinburgh after dark, and my crew and I caught a bus into the city, and from there went by bus to "The Bridges", a nearby hotel I had learned of.

"Moseley and his crew stayed over night, and planned to return to Thurleigh in the morning.

"When we returned to Thurleigh I was informed of the incident, which also claimed the lives of two English soldiers who were riding south, as well. I was told they hit a gun emplacement on takeoff.

"My crew and I were devastated, if that is the correct word as to how badly we felt. We had lost the friends who had helped us to get away from combat for a short time.

"The crux of this letter is that this trip was not just a bunch of men out for a joy ride, but was friends trying to help a crew they knew had done their best and needed a rest."

Douglas Bowles, 367th, received his POW medal in October at a ceremony in Durham, NH.

Rendezvous in Las Vegas ... Rendezvous in Las Vegas ...



Janice and Don Ross



Mr. and Mrs. Helmut Roeder



Robert P. Riordan



Joyce and Mack McKay

GROUP HEADQUARTERS: Front: Don Ross, Henry Terry, George Robinson and Robert C. Williams; Back: John MacPherson, H. Rex Jones, unidentified, Thurman Shuller, Ray Hopper, Don Chamberlain, unidentified, Don Upchurch and Jerome Hinman.



Henry W. Terry and William Lanford



Mattie Argento, John Regan and Henry Cordery.

Rendezvous in Las Vegas ... Rendezvous in Las Vegas ...



Harold Lightbown and Victor Rose



Bill Seelos, Frank Yaussl and Al LaChasse



George Roberts and Reginald Robinson

449th SUBDEPOT: Left to right: Ernest Michel, Robert Brenner, William McHale, Francisco Puente, Robert Vaughn and Dewey Stewart.



Jo Ronczy, Ed Ronczy and Talmadge McDonough



Thurman Shuller and Bill Houlihan, Group surgeon and chief clerk at the hospital, visited the Grand Canyon.



Barney Rawlings danced with Col. George Robinson's daughter



Herbert McVicar, Ed Gregory and Russell Strong



Ruth Houlihan, John and Muriel MacPherson

Casey Jones' Centers on 306th Work

A caller recently asked the editor: "I flew with the Casey Jones Project. What were we doing?"

Now you can find the answer in a new 60-page booklet, *Project Casey Jones 1945-1946*. A subtitle somewhat tells the story, "post hostilities aerial mapping: Iceland, Europe, North Africa."

Written by Dr. Robert J. Boyd, chief of the history division, Strategic Air Command, the book draws heavily on the experiences of 306th men, an effort that began for Boyd when the 306th held its first reunions in Omaha. The work by Boyd continued at the Fort Worth reunion, and was completed through extensive correspondence and interviews with participants. The names of those 306th men who assisted are listed in the forward to the book.

Boyd tells much of the story in the following quotations from the 'conclusion': "Germany's surrender meant that World War II was over in Europe and no further bombing missions would be flown there. Rumors were rife and one started floating that the 305th and 306th Bombardment Groups, Heavy, would not accompany the Eighth Air Force to the war in the Pacific. Instead, these two units, with the greatest amount of service in the European theater, would be detailed to a new mission — photographic mapping of the continent of Europe, North Africa and Ireland.

"The initial reaction of the crews that were to fly the new mission was that the stringency of the task made its successful completion nearly impossible... Everyone had to adapt, but the former gunners who were converted into cameramen had to face the greatest amount of change.

"Project Casey Jones was a vast undertaking completed in a very short period of time. It was probably the largest single photographic mapping project ever accomplished so quickly. . . The people of the two bomb groups deserve all the credit for the precision with which the mission was executed as well as for the speed of completion."

For those wishing to read the entire booklet, copies can be obtained by sending a check for \$1.25, made out to the Offutt Accounting & Finance Office, to the Office of the Historian, SAC/HO, Offutt AFB, NE 68113-5001.

October Issue Reprise:

Halberstadt

The PFF ship which flew as deputy lead for the 306th on the mission to Halberstadt came out of the 482nd Bomb Group, which at that time supplied all radar ships to First Division formations.

The plane went into the Zuider Zee, with three men bailing out on land. The plane was one of many to be found after the war, and this ship was pulled from the icy waters 22 Oct. '69. In the plane, the co-pilot's body was found still in his seat.

Film was in the bomb strike camera, was later developed and showed area near the target, although nothing of the target itself was seen. One other crew man's body was found, but the remainder of the crew's whereabouts is still a mystery.

"Wasn't it a great reunion!

"Hennessy and the others sure did a great job.

"It was a pleasure seeing everyone — and leaves many memorable moments to reflect upon."



War Brides in Las Vegas

Twenty-two war brides were registered at Las Vegas for the reunion. Unfortunately, it was not possible to get a "left to right" for the picture. Those who attended were Patricia Wood (Jack), Bedford; Eunice Upchurch (Don), Luton; Doris Allen (John), Birkenhead; Joyce Smith (?), Thurleigh; Edith Chamberlin (Don), Bedford; Jill Castro (Ralph), Wellingborough; Bess Karpman (Irving), London; Ruth Akenson (John), Manchester; Clare Nelson (Robert), Sudbury Hill; Audrey Taylor (Bill), Keysoe; Dorothy Cavaness (Bill), Bedford; Hazel Terry (Henry), Norwich; Mavis Davis (Charlie), Bedford; Laura Brakebill (Jack), Kempston; June Johnson (Bill), Bedford; Lucy Alexander (Kermit), Bedford; Dorothy Gunderson (Arnold), Norwich; Jean Tzipowitz (Harry), Goldington; Constance Richwine (Jim), Bedford; Mabel Brotzman (Elwood), Loughton; Peggy Corderman (Delmar), London; Mary Hurd (Jason), Warrington.

Deaths

Merle D. Causey, 367th ball turret gunner (Thomas Ledgerwood's crew), died in July 87 in Frankford, TX. He was the 125th enlisted man to complete a combat tour, in Dec 43. Causey also received a Purple Heart.

Carl Costello, 449th subdepot, died recently in Duluth, MN.

Edgar L. Countryman, 423rd, died 18 Oct 88 in Greenpond, AL.

James F. Czinder, 368th postal worker, died 24 Sep 88 in Muskegon, MI.

Leland P. Deck, 368th navigator from May - October 44, died 7 Dec 88 in Tucson, AZ. He made his home in Green Valley, AZ.

Warren M. Doman, 369th co-pilot (George Schneider's crew) and pilot, died 17 Dec 88 in Harlingen, TX, where they had gone for the winter. He had been ill only a short time. Doman arrived with the group 29 Jun 44 and completed his tour about the end of the year, including landing a heavily damaged plane 15 Oct 44 at Brussels.

CMSgt. Steven H. Holleman, 369th waist gunner, died in '70 in Eglin AFB, FL, where he was stationed at the time. He arrived with the 306th 12 Mar 43 (Keith Conley's crew) and was the 72nd EM to complete a combat tour.

Merle B. Immerman, a 368th gunner in 44, died Oct 86 in Delano, MN.

John A. Latchford, Jr., a 369th navigator (Richard Adams' crew), died 5 Nov 75 in San Rafael, CA. He was a POW on the 8 Nov 42 raid to Lille (w. Adams).

Victor N. Keuer, tail gunner on harlan Laughlin's 369th crew (late 44 and early 45), died 2 Aug 86 in Brillion, WI, after a long illness.

Harry T. Niggle, 367th navigator (Richard Jenkins' crew, Apr 45), was KIA in Korea.

Charles K. Russell, 369th from Feb 44 to the end of the war, died 22 Oct 88 in Mentor, OH.

John W. Shopes, 423rd, died recently in San Antonio, TX.

Woodrow W. Thomas, 367th pilot in 9143, died 27 Nov 88 in Baltimore, MD. He earned a DFC for bringing his plane home on two engines all the way from Hanover, Germany, 26 July 43, crash

List Opens Story of Loss of Navigator

The navigator list in the October '88 issue of Echoes evoked more response than other lists, partly because there were more omissions, but also because data was hard to find on some men.

As an example of the difficulty in pinning down people, the following letter of Philip J. Field of Independence, MO, tells the story of 1Lt. Charles W. Leake, a 368th navigator:

"1st Lt. Charles W. Leake, 0-685946, was the navigator in my crew and was killed in a night takeoff crash, while substituting with another crew on 22 Mar '44. He had completed 13 missions in the 368th.

"This crash happened after my crew had been transferred to the 305th BG. Apparently the pilot saw runway lights indicating 'half' runway distance, and thought that they were 'end' runway lights, so pulled into the air with less than enough air speed. The plane munched into a tree then into a barracks building. Myself and others attended the funeral at the Cambridge Cemetery for those killed, approximately ten in the aircraft and 13 in the barracks.

Ed. Note: All of this happened at Chelveston, hence there was no mention of it in 306th material because the crew had been transferred to the 305th.

"Probably the loss of record was due to my crew from the 368th and another crew from the 369th (?) being transferred to the 305th as radar crews to fly PFF planes.

"On 13 April '44 IBD changed its mind

landing at Hawkinge. He was the 85th officer to complete a tour, Dec 43. He retired from the USAF as a major in Sept 57, after having been seriously injured in a traffic accident in Formosa. Later, one leg was amputated as a result of the injuries received.

William Wiersma, 368th waist gunner and MIA 25 Aug 44 at Augsburg (w. J. Ray Coleman), died in July 87 at Ramsey, NJ.



Allan Richardson was the oldest person attending the 1988 reunion, at 89 years of age. He traveled alone from Winchester, Va to Las Vegas for the event.

and issued orders placing the two crews on detached service only with the 305th, rescinding the prior permanent change of station.

"Since PFF planes were based in a separate squadron at the 305th, each crew on detached service flew to their home unit the night before a mission to provide the lead ship and deputy lead ship for the following day's work. This then let us fly our missions with our own group."

Other members of Field's original crew were: Clarence J. Crowl, co-pilot; Burton C. Gustafson, bombardier; James G. Brownell, engineer; Roy N. Nupen, radio; Sidney M. Salupsky, gunner; Karl C. Madsen, gunner; Hurl N. Millikin, gunner, and Bennie L. Jefferies, tail gunner.

As there are many 306th men who live in cities with multiple listings in the 306th Directory geographical section, it will of great help to the secretary if each of you in such a situation will help in keeping track of others.

If there are mentions in the daily press (and we hate to think of the obituary columns), or if you become aware of a change of address, please inform the secretary.

If you become aware of the death of a 306th buddy, a former crewmate, or someone you have come to know through the reunions, please let the secretary know. In such cases, a copy of the obituary or information as to the date and place of death is helpful.

In preparation of notes for Echoes on those deceased the editor usually manages to exhaust the file of information on a person.

'First Over Germany' Now a Simulation

First Over Germany, a computer simulation, has just been completed and is published by Strategic Simulations Inc., and distributed by Electronic Arts.

This computer simulation was designed by John Gray, (a USAF flight engineer and pilot of the Korean War era). It took two years to develop this simulation, with the help of Russell A. Strong as a technical advisor, and assistance of Col. John M. Regan.

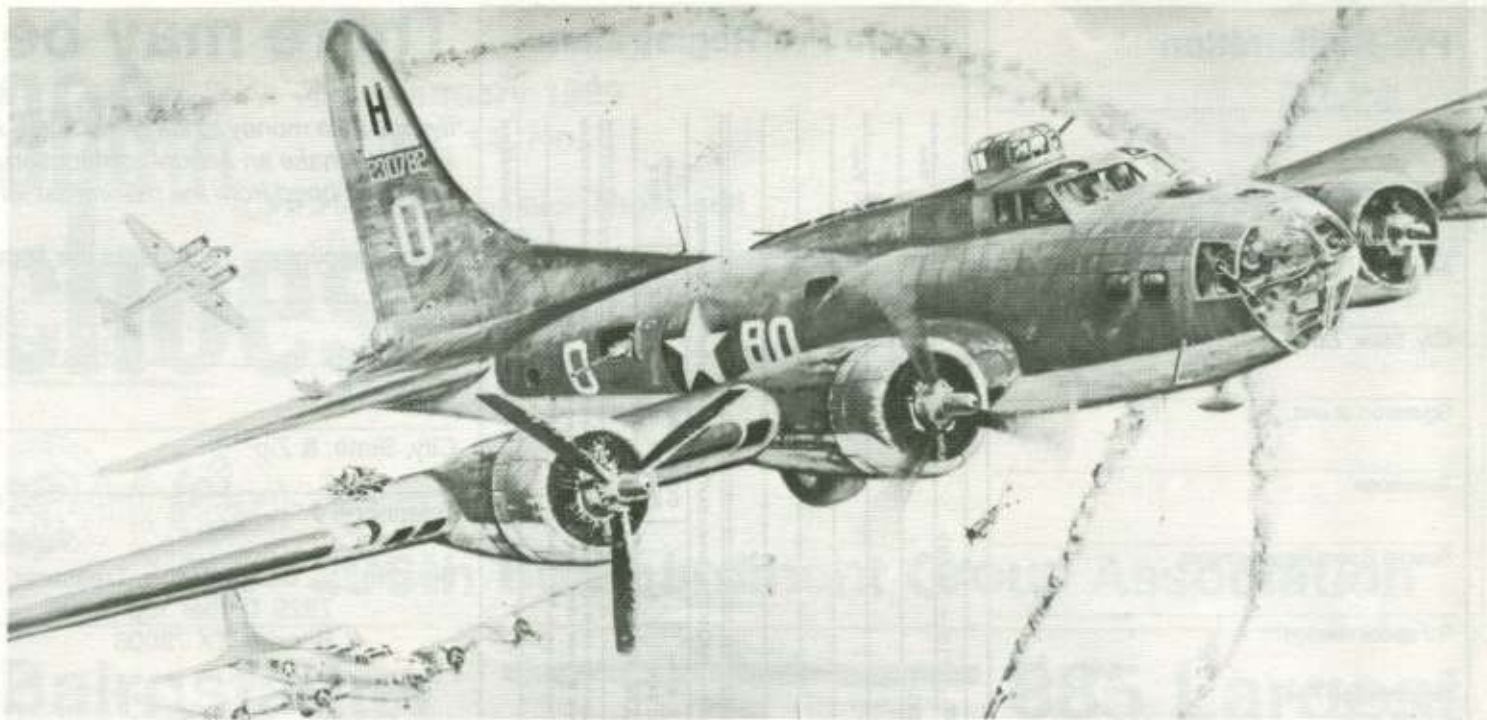
Some may call this a computer game, but it is really meant to be an interactive three-dimensional book that would let the player experience the plot as it unfolds as if you were there. In computer game terminology, you could describe it as a roll-playing flight simulator war game.

As you play the game, you start as a new second lieutenant at Wendover. You select your crew for your B-17-E, then go through training to learn how to fly this aircraft. You will learn how to take off, navigate, join formation, bomb, gunnery, and land.

When training is completed, you will fly to Chanute Field, IL., and then on to Westover, where you will be given a new B-17-F. Then fly to Gander, Prestwick, and at last, Thurleigh. You will be graded as to your efficiency from the start and will be promoted as to your efficiency as you continue the adventure to the end. You may be killed, captured, wounded, or with luck and skill, it is possible to finish 25 missions as a Brigadier General.

All 25 missions are real missions flown by the 306th. The aircraft simulates the B-17 as close as possible, including an occasional engine malfunction. Damage due to fighters or flak are quite real. The real excitement starts when you start taking damage. What do you do when you have one engine feathered, one on fire, minor structural damage, tail gunner wounded, and low on ammo? You are close to the IP, and struggling to stay in formation. Do you abort and try to get back alone? Do you go on? Maybe you can get the fire out. Will you bail out and risk capture? You might make it home or at least to an alternate field on the coast of England. It is your decision. You are the aircraft commander.

This Simulation is dedicated to the 306th Bombardment Group. As a thank you for letting us tell your story, Electronic Arts will honor any member of the 306th Bombardment Group Historical Association with one-third discount. The retail cost is \$49.95. However anyone wishing to purchase a copy using the form below will get the discount price of \$32.95. + \$3.00 for handling and shipping. (California residents please add applicable sales tax.)



"BLACK THURSDAY", painted for THE BOEING COMPANY by Art Schultz. 300 B-17s attacked ball bearing plants at Schweinfurt, 14 October 21943. When fuel-short P-47 escorts broke away, hundreds of Focke-Wulfs and MESSERSCHMITTS attacked the bomber formations, shooting down 60. Captain Charles T. Schoolfield, leading the 306th Bomb Group in this B-17F, completed the mission. Gunner T/Sgt R.J. Conley lost a hand when struck by a 20mm shell, but subsequently shot down an attacker.

Forty Miles Short for Want of Gas

Aircraft # 42-30163 had a problem — it was a gas hog.

This fact was well known to the crew chief and to others who flew or worked around the plane. It frequently burned the most fuel of any aircraft on a mission, thus making it a problem to even bring 163 home on some days.

Wesley Peterson was pilot of the 368th plane on 6 September 1943 to Stuttgart.

When orders came down from 8th Bomber Command fuel loads were always listed and adhered to.

The crew chief realized that the fuel loading would not be sufficient to get the plane back to Thurleigh with any margin of safety under normal flying conditions and requested of the line chief that he be permitted to add to the fuel load.

This was against regulations and the problem was bucked to group operations for permission. From there it went on to Bomber Command.

The message came back, an unequivocal "No!"

Peterson and his crew took off for Stuttgart and never made it back.

They ran out of gas forty miles from the French coast and bailed out. All of them made it to prison camp and home, except for T/Sgt. William B. Plasket, radio operator, who is believed to have died in the plane.

And all for the want of fifty gallons of 100 octane fuel!

RECENT ADDITIONS TO OUR ROSTER

Anderson, Gordon, 4123 Highland Dr., Mogadore, OH 44260	537
Antoon, Mitchell K., 475 Karl Dr., Richmond Heights, OH 44143	368
Bentley, Robert K., 6412 Fairbrook St., Long Beach, CA 90815	423
Borysoff, Michael, 117 Berry Rd., Fredonia, NY 14063	423
Bowen, Vincent F., 30 Lower Brook Rd., South Yarmouth, MA 02664	367
Butz, Jerome, 833 Stones Crossing, Easton, PA 18042	423
Cargile, Vinson S., 9411 Mill Brook St., San Antonio, TX 78245	367
Casey, Mrs. William J., 7464 A1A South, St. Augustine, FL 32086	W369
Catlett, John E., 23 Ashburnham Ct., Ashburnham Rd., Bedford, England	449
Dilley, Joseph, 602 St. Charles Dr., #4, Thousand Oaks, CA 91360	423
Dismag, Robert G., 5221 N. Long Ave., Chicago, IL 60630	367
Ebert, James L., 5229 N. Llano, Chicago, IL 60630	367
Efird, Irwin R., 14720 S. Cedar Ave., Fresno, CA 93725	368
Evenson, Jerome, 3701 Harding St., Riverside, CA 92506	369
Everett, Gordon H., Missions Commons #330, 10 Terracina Blvd., Redland, CA 92373	39th
Faulkner, George R., 476 Eaton Way, West Chester, PA 19380	368
Franco, Victor H., 4309 Ridgecrest Dr., Colorado Springs, CO 80918	368
Frederick, Vincent S., 1775 Oaklawn Dr., Parma, Oh 44134	369
Gorzycza, Harry E., 4941 W. Phelps Rd., Glendale, AZ 85306	368
Hitchcock, ROBERT H., 112 Ardmore Way, Venecia, CA 94510	423
Holdson, William, 15925A E. Radcliff Pl., Aurora, CO 80015	S369
Hopkins, Ben R., 3570 Proctor Valley Rd., Bonita, CA 92002	368
Hunter, Opal R., 508 S. Woodlawn St., Okmulgee, OK 74447	369
Johnson, Irving, 316 N. 36th Lane, McAllen, TX 78501	423
Kurtz, Jack, 419 Bucknell, Pittsburgh, PA 15208	
Leonard, John F., 84 Decker Parkway W., Elmira, NY 14905	GP
Lockard, John M., Rt. 1, Box 543, Mt. Joy, PA 17552	423
Lorendo, George A., Box 44 Birch, Ewen, MI 49925	423
Marcotte, William H., PO Box 257, Lorida, FL 33857	423
Matthews, George R., 1316 W. Clarendon Ave., Phoenix, AZ 85013	367
McCauley, Daniel, 1640 Colby Ave., #6, West Los Angeles, CA 90025	368
McDonough, James E., 4911 Spring Creek Rd., Arlington, TX 76017	423
McLaughlin, D.C., 6949 Boone Dr., Baton Rouge, LA 70808	527
Miller, Richard V., Box 1092, Cottonwood Cove, NV 89046	367
Moses, William A., Tustin News, Tustin, CA 92680	367
Moulis, MSgt. Ralph E., 4111 N. US-19, Palm Harbor, FL 34684	423
Neary, William F., 11-A Dewitt St., Jacksonville, NC 28540	423
Ramirez, Richard, 1809 S. Winnipeg Ave., San Antonio, TX 78225	369
Rockwell, DeWitt A., Central Bridge, NY 12035	368
Schultz, Wilmer, 4382 Parklawn Dr., Box 192, Windsor, WI 53598	423
Semler, Robert L., 230 Bower Ave., Rt. 2, Williamsport, MD 21795	368
Sheahan, William, 3642 E. Palm Ln., Phoenix, AZ 85008	367
Sobie, Ed., 110 Pleasant St., Hoffman, IL 60194	367
Smoot, James E., 1552 Dent St., Garland, TX 75042	423
Sutton, Kenneth E., 1003 Young Ave., Maryville, TN 37801	423
Thompson, Joseph J., 3 3400 Kuhio Hwy C302, Lihue, Kauai, HI 96766	367
Tonks, Elmo, Box 158, Victor, ID 83455	423
Torrano, Herman J. Jr., 7924-A N. Oracle #233, Tuscon, AZ 85704-6316	423
White, Donald H., 312 Lookout Mtn Dr., Ellensburg, WA 98926	369
Williams, Floyd Jr., 4339 N. 63rd Dr., Phoenix, AZ 85033	876
Yator, Lawrence L., Box 337, Bergholz, OH 43908	423
Zuiches, William, 2015 NE 63rd, Otis, OR 97368	368
**39th Service Group, 527 Postal Unit, 876 Chemical Warfare	

306th Bombardment Group Historical Association Special Discount.

Electronic Arts
PO Box 7530
San Mateo, Ca. 94403

Please send me First Over Germany for the following computer:

IBM or Compatible _____

Commodore C 64 _____

Apple II _____

Commodore Amiga _____ (Not available until Apr. 1989)

For information call Electronic Arts. 1-800-245-4525 or John Gray (206) 898-3415

Address:

Gen. H.H. Arnold, commanding general of the U.S. Army Air Forces during WW II, is now honored on the new 65 cent U.S. Postage stamp, issued early in November. That's what you can now use on your three-ounce first class letters.

Pre-Registration

Name _____
 Spouse's name (if attending) _____
 Address _____
 City, State, Zip _____
 Squadron or unit _____
 Telephone _____
 Special Room Requirements _____

RV space needed	#	Amt.
Registration Fee		\$25.00 each
Feast of Arkansas Buffet		\$21.00 each
Reunion Banquet		\$25.00 each
Ladies Breakfast		\$8.50 each
Total		\$

Make check payable to:
 306th Bomb Group Association

Complete form and return to:
 306th Bomb Group Association
 c/o Little Rock Convention Bureau
 P.O. Box 207
 Little Rock, AR 72203

Room Pre-Registration

ROOM RESERVATION REQUEST 9/18 - 24/89
 Group 306th BOMBARDMENT REUNION

ARRIVAL	Month	Day	Time
DEPARTURE	Month	Day	Time

Print Last Name _____
 Street Address _____
 City _____
 Names of Additional Guests Sharing Room: _____
 Phone No. _____

INDICATE (X) ROOM PREFERENCE — SUBJECT TO AVAILABILITY AT TIME RESERVATION RECEIVED

<input type="checkbox"/> Single \$64	<input type="checkbox"/> Double \$64	<input type="checkbox"/> Triple \$64	<input type="checkbox"/> Quad \$64	<input type="checkbox"/> Concierge Floor \$82	<input type="checkbox"/> Suite \$82
--------------------------------------	--------------------------------------	--------------------------------------	------------------------------------	---	-------------------------------------

RESERVATIONS ACCEPTED ON SPACE AVAILABILITY 8/21/89
 AFTER THIS CUT-OFF DATE. Prices do not include 7% sales tax.
 Reservations must be guaranteed by a firm night's deposit or approved credit card by cut-off date. Please add refundable \$10.00 for telephone coverage on cash deposits. To avoid no show billing, please cancel 24 hours prior to arrival.
 American Express _____ Mastercard _____ Visa _____ Discover _____
 Card Number _____ Exp. Date _____
 SUITES AVAILABLE (\$180 - \$225) — PLEASE CALL TO RESERVE

ARKANSAS' EXCELSIOR HOTEL
 Three-Breastroom Plaza
 Little Rock, Arkansas 72201
 TOLL FREE RESERVATIONS
 1-800-327-1746
 1-501-333-8888 (Arkansas)

CHECK IN TIME AFTER 3:00 PM
 CHECK OUT TIME 12:00 NOON

There may be no dues, BUT

it does take money to keep the 306th Association afloat. Those who are able are asked to make an annual contribution to keep everything running smoothly. No one is dropped from the mailing list for non-payment!

Please accept my 1988 gift to the 306th BG Association: \$ _____

Name _____
 Street & # _____
 City, State, & Zip _____
 Telephone # _____ 306th Unit _____

Send to: C. Dale Briscoe, Treasurer
 7829 Timber Top Drive
 Boerne, TX 78006

ORDER VIDEO TAPES and GIFTS from RENDEZVOUS: LAS VEGAS

VHS or BETA tapes are available, all developed from the Rendezvous Gala in response to hundreds of requests. Sixty minutes each.

- No. 1: HISTORIC footage shot at Thurleigh in 44. \$50
- No. 2: GALA entertainment program - unique, emotional, apropos. \$50
- No. 3: HISTORIC and GALA edited and combined. \$50
 \$90 for two - \$130 for three

-- IN ADDITION, OR INSTEAD, YOU CAN ORDER --

- 306th "Black Thursday" 8-1/2" x 11" color reproduction of painting. Suitable for framing. See illustration. \$2
- 306th T-Shirts with 4 squadron insignias on breast, B-17 formation on black, tan or blue, S-M-L-XL. State first color choice. (\$15 for two) \$8
- 306th Sports Jacket, small only (34-36). Blue nylon, knit collar, cuffs and waist, modern 306th emblem. Great for young relatives. While they last... \$20
- 306th Knit Sport Shirt, small only (34-36). Blue with gold 306th emblem or white with blue emblem. State first color choice. While they last... \$10
- 306th License Frame: State first choice for bottom line... "First Over Germany" or "Thurleigh-England 1942-1945". \$8
- 306th Patches: Approximately 4-1/4" - 43/4" each diameter. 306th, 367th, 368th, 423rd. While they last... each \$5
- 306th Car Window Decals, First Over Germany. Send stamped, self-addressed envelope if ordering only decals. One decal free with any other order. \$1

All orders (except decals) include postage

How to Order

Mail your order with check payable to
306th Bomb Group Association
 -- to --
Ed Hennessy
 2013 Plaza del Padre
 Las Vegas, Nevada 89102



Don Chamberlain talks with Mr. and Mrs. Sol Werlin.

Back Issues

If you have a yen to read issues of 306th Echoes from 1976 through the 1987 issues, they are still available on microfiche for \$5. Send a check made out to the 306th Bomb Group Association to Russ Strong to receive your packet of six microfiche films. You can read them at any library.

More '88 Reunion Pictures in April

**AMERICAN AIRLINES
 IN COOPERATION WITH
 THE 306th BOMB GROUP ASSOCIATION
 OFFERS SUPER MEETING SAVER FARE DISCOUNTS
 TO
 LITTLE ROCK
 SEPTEMBER 21 - 24, 1989**

Through special arrangements with American Airlines our group has arranged for convention participants to receive a special airfare discount via AMERICAN AIRLINES. For a 40% discount off the coach air fare, or 5% discount off any promotional air fare for which you qualify, call the 800 number below.

**1-800-433-1790
 ASK FOR STAR FILE #S57605**

YOU MUST CALL THIS 800 NUMBER TO RECEIVE THE DISCOUNT - IF YOU CALL THE REGULAR AMERICAN AIRLINES NUMBER, YOU WILL NOT RECEIVE THIS DISCOUNT FARE.

- *Call American's Meeting Services Desk 7 days a week from 7:00 AM to 12:00 midnight central time.
- *You may purchase your tickets either through American or your local Travel Agent.
- *If you qualify for a lower fare, American will offer an additional 5% discount off the lower fare at the time of ticketing. ALL RULES AND REGULATIONS FOR THE LOWER FARE WILL APPLY.

THE EARLIER YOU MAKE YOUR RESERVATION,
 THE GREATER YOUR POTENTIAL FARE DISCOUNT.