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306th Echoes



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306th Bombardment Group Association

Rip Riordan Elected 306th President

The annual business meeting for the 1989 year of the 306th Bomb Group Association convened in the Arkansas Excelsior Hotel, Little Rock, on Saturday morning, 23 Sept 89, at 9:30 a.m., led by President William F. Houlihan.

Treasurer C. Dale Briscoe reported that the Association had received \$12,200 in contributions during the year, and in addition had banked \$10,200 in gifts to the Special Project Fund.

Two major projects for the Fund were disclosed as the planned 1992 reunion in England and the accumulation of complete Mission Report data so that it can be made available to members.

The report of the nominating committee was presented by Reginald Robinson: Robert P. Riordan, president; M.E. (Chris) Christianson, vice president; Russell A. Strong, secretary; C. Dale Briscoe, treasurer, and George C. Roberts, a three-year term as director. The slate was unanimously elected.

Following the business meeting the

new board met to name Jack Wood to fill the one-year vacancy on the board created by the election of Riordan as president.

Holdover directors are John G. Grimm and Leo Van Deurzen, while Houlihan continues for a year on the board as past president and Delmar Wilson joins as the 1990 reunion chairman.

Lowell Burgess, 369th, and Charles Wegener, 367th, were both introduced and each stood with five other members of their original crews who were in attendance.

Saul Kupferman made a presentation on the proposed 8th AF Memorial Museum project at Savannah, GA, and action was deferred to the board of directors.

It was also disclosed that the memorial tree, planted in Dayton, OH, at the USAF Museum, Wright-Patterson AFB, during the 1986 reunion, has died but will be replaced by museum officials.

The meeting adjourned at 11:50 a.m.

'92 Reunion In England

During the 1989 annual meeting, Donald R. Ross, a past president of the Association, announced that a 50th anniversary reunion of the 306th was being planned for September, 1992, in England.

Ross had been appointed as the 1992 chairman during the past year by President William F. Houlihan. Russell A. Strong is working with Ross at this time on tentative arrangements.

Flight and reunion schedules will be more fully announced by the time of the 1990 reunion, and reservations will be taken at an early date.

At the moment, plans call for travel from the U.S. to London, where hotel accommodations will be provided. A day will be set aside for the entire group to go to Bedford, Thurleigh, and possibly Mildenhall and Duxford.

During the rest of the week members of the Group will be free to sight-see and shop in London and the area.

Consideration is also being given to several other bus tours during a second week so that individual travel desires may be met to some extent.

"We hope to build a very flexible program that will serve the largest number in the best way possible," says Ross. "We know that some will only want to go for a week, and that others will want to travel with smaller groups to perhaps Scotland, Southern England, and even Northern France."

"We also are giving serious consideration to enable those who can to use their service stand-by flight privileges and for those with civil aviation connections to utilize their special opportunities."

Strong reported that two travel agencies had been contacted for information but that much more would be done in the year ahead to provide the very best arrangements possible at a reasonable cost.

Mayor Sends Her Greetings

On the occasion of your Annual Reunion, I send the members of the 306th Bombardment group warm greetings on behalf of the Council and people of North Bedfordshire.

Only a few weeks have passed since I had the pleasure of meeting several of you at the Mayor's Parlour in Bedford, an occasion I enjoyed immensely and trust that the remainder of your visit has left you with many happy memories.

The bond of comradeship and friendship that has brought you together in Little Rock is the same as that which you brought to England during the period 1942-45 and shared with the people of North Bedfordshire.

This special relationship between our two people is as strong now as it was then and long may it remain so. I wish you all a most enjoyable 1989 Reunion.

Councilor Mrs. Sylvia Gillard
Mayor of North Bedfordshire



Luther D. Victory, 369th and a resident of Baytown, TX, has been elected national vice commander of the American Former Prisoners of War, Stalag XVII-B. Helmuth V. Roeder, 367th, Weimar, TX, is Southwest director, and Leo L. Gallegos, 368th, Albuquerque, NM, and Betty Gallegos, continue as treasurer and adjutant, respectively. Dr. Victory had a 19-day career with the 306th, becoming a prisoner on the ill-fated mission to Oberpfaffenhofen 24 Apr 44, when the 306th lost ten aircraft. He was on Carroll Biggs' crew.

Richard Buttorff, a 369th pilot in the summer of 1944, has made a contribution to the association "in memory and recognition of the crews of 'Steady Hedy,'" the aircraft in which he flew most of his missions.

San Antonio For 1990

Mark your calendar now! The dates are 6 to 9 September for the 1990 reunion of the 306th at the Marriott Riverwalk hotel in San Antonio, TX.

A hotbed of Air Force history, and a place visited by many cadets, prospective cadets, and career officers during WWII, San Antonio will feature a number of exciting events and opportunities for 306th men and their spouses.

C. Dale Briscoe, treasurer of the 306th, has put together a reunion committee and he will serve as the coordinator of the project.

Maj. Gen. Delmar E. Wilson, the first deputy commander of the Group, will be the chairman. Others on the committee at present are Donald Bouchelle, William F. Cavaness, Alfred D. Hawley, Edward E. Jordan, John J. Lawlor, Paul E. Morgan and Gordon A. Spencer.

The January issue of *Echoes* will include much more about the reunion, the program, and entertainment.

470 Attend Reunion At Little Rock

306th enthusiasts began arriving at Little Rock's Excelsior Hotel on the Sunday before the formal activities began, and by the time the smoke had cleared on Saturday the group had come to at least 471, and perhaps larger.

Thursday was the major registration day, and with waits for room occupancy the norm now in American hotels, there was plenty of time to roam through the lobby looking for, greeting and talking with old and new friends.

That evening the crowds lined up on the terrace to the north of the hotel in a delightful park between the building and the banks of the Arkansas River to take part in the buffet dinner afforded there.

Friday brought people out early for the first of two tours to Marlsgate, a thousand acre working plantation that has been in the same family for more than 150 years. Eight hundred acres are devoted to cotton.

The grandson of the present owner was the guide for a tour through two floors of exquisite rooms, and entertained the group grandly. Once the tour had wound its way through the large, well furnished rooms, the final stop was in the dining room where the 90 guests in morning had a buffet lunch that defied description. Tea was served to the 90 afternoon guests in the same grand manner.

Two tours also took hundreds in the afternoon on a sternwheeler craft up stream a ways and then drifting downstream well beyond the hotel to relate a bit of the history of the river and the city.

Friday evening was once again devoted to dinners among friends, not only in the Excelsior and neighboring hotels, but throughout the city.

Saturday opened with a buffet breakfast for the ladies and the unusual entertaining skills of Willie Oates, the hat lady.

The annual business meeting opened in an adjoining room. In the afternoon group pictures were taken, as well.

Saturday evening a sumptuous dinner-dance was held in the hotel ballroom, with a nice throng of people.

Entertainment had been planned as a new edition of the Las Vegas program by G. Barney Rawlings. Knowing that his wife was seriously ill and her condition deteriorating rapidly, a call was received Tuesday afternoon telling Chairman Hugh Phelan that the entertainer would be unable to leave his wife's bedside. Hazel Rawlings died Thursday at their home in Las Vegas.

Larry Emeigh had come from Bethel
(Turn to page 2)

470 Attend

(from page 1)

Park, PA, to serve as an accompanist to Barney, and to gather a local orchestra together for the dance. So, Larry stepped into the breach and the entertainment went on for the evening, concluding with a large contingent of dancers as the night proceeded. Earlier in the week Larry had been on hand to tickle the ivories for those who wanted to sing and those who sought to heighten their nostalgic feelings.

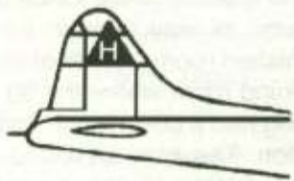
Bill Houlihan, the outgoing president, presided for the evening, and a greeting came from Col. Pluchinsky, base commander at the Little Rock AFB. The colonel spent the evening with the 306th, even though he had been up all the previous night mobilizing supplies for air shipment to the Charleston AFB, following its devastation by Hurricane Hugo. Col. Colohan, base chaplain, gave the evening's invocation.

Sunday morning found the hotel lobby busy, as those rushing for planes came out early, while those waiting for later flights had lots of time to talk. Ed Ronczy later reported that what he was hearing from those who drove to Little Rock was that their trip home would be at a leisurely pace to see grandchildren, to go sight seeings, or to continue the reverie in companionship with other 306th veterans who lived along the home bound route.

REUNION REFUNDS

Hugh Phelan, '89 reunion chairman, reports that if you are due a small refund, you may contact him. If you do not, that money will become a part of the Group treasury.

Squadron pictures are still available, if you did not pick yours up. Contact Phelan at Rt. 1, Box 1051, Donaldson, AR 71941.



The 306th Bombardment Group Historical Association: Robert P. Riordan, president; M. E. Christianson, vice president; Russell A. Strong, secretary; C. Dale Briscoe, treasurer. Directors are: John R. Grimm, George G. Roberts, Leo H. Van Deurzen, and Jack Wood; William F. Houlihan, immediate past president, and Delmar E. Wilson, 1990 reunion chairman. C. Dale Briscoe is 1990 reunion coordinator.

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 Timbertop 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).

More Gifts Urged For Project Fund

Some 98 persons gave to the Special Project fund, inaugurated during this past year, and at the annual meeting the treasurer reported that \$10,200 had been contributed.

The Board of Directors has taken action to permit the use of part of this fund for the development of the 1992 trip to England, which is available to all 306th members and friends; and additionally to augment the collection of Combat Mission Reports, and upon request, to make them available to any persons desiring information about their role on specific missions.

Both of these opportunities will be spelled out in greater detail once the time is ready to proceed.

Now, as the end of this calendar year is approaching, Donald R. Ross, who helped bring the fund into being, is once again urging that those who can to make a second donation to the Special Project Fund.

"If you have tax considerations that should be addressed, we hope that you will remember to include the 306th Association among your beneficiaries," points out Ross.

The 306th Bomb Group Historical Association is a 501(c)(19) organization in Internal Revenue Service parlance, and therefore is eligible to receive charitable contributions for which the donor can receive some tax credit.

"Several men have indicated that they will make an annual gift to the Special Project Fund," says Ross, "in addition to their contributions to the operating funds. We hope that each year others will find it within their ability to begin this practice."

Ross also points out that when the time arrives that contributions begin to slow down because of the decline in membership that monies from the Special Project Fund can assure the continued operation of the organization, including the quarterly publication of *Echoes*.

8th AF Members

Below is an application for membership in the 8th Air Force Historical Society. The 306th has always had one of the larger Group representations in the 8th, and at the first of this year it totaled 557 persons.

If you wish to join the 8th, use this form, make out your \$10 check to the 306th BG Association, and the 306th will receive a \$5.00 rebate for each new member, or each member who has not paid his dues for two years will bring the same \$5.00 rebate to the 306th when the arrearage is cleared through the 306th. Mail to the 306th Secretary.

_____	A
_____	C
_____	U
(For office use only. Do not write above these lines.)	
Name _____	
FIRST	M.I.
Address _____	
ZIP CODE _____	
8AF Unit 306th BG	
Dates of 8AF Service _____	

Recent Deaths

William P. Cassidy, a major participant in one of the most heroic 306th actions of the war, died 8 June 89 in Clearwater, FL, where he had lived since retirement as a government attorney. He came to the 306th 12 Mar 43 as a co-pilot (Robert Denny crew). He later flew many of his missions as a co-pilot for Raymond (Pappy) Check, a 423rd orginal. On 26 June 43 Check was flying his last mission, and was joined in the cockpit by Lt. Col. J. W. Wilson, former 423rd commander, who returned to the base to take the last ride with an old friend. Cassidy did not want to remain home and took a waist gunner's position for the trip to Tricqueville, France. After leaving the target the Group was attacked by Luftwaffe fighters and Check's plane was hit by 20mm cannon shells. One came through the cockpit, hitting Check in the head and killing him instantly. A fire quickly developed and Col. Wilson's hands were literally burned to the wheel. Cassidy sensed that something was amiss and headed forward to check on things. Col. Wilson

Dowden Tells Unusual Tale As Prisoner

"One and One Half Missions," by Leland A. Dowden. San Mateo, CA, 1989. \$19.95. Available from the author.

Leland Dowden spent a very brief time with the 306th Bomb Group, arriving 1 Oct as the bombardier on Bill Hilton's 369th crew, and departing 14 Oct 43 on the mission to Schweinfurt as the bombardier for George Bettinger.

The book has very little to do with the 306th, but is more the meticulous accounting for his time and treatment as a prisoner of the German Luftwaffe, and detained under very special circumstances.

He suffered a compound fracture of one leg when he parachuted out, and was captured. By some of those strange quirks that befall some people, Leland did not end up in the normal POW camps, but spent most of the war at Obermassfeld in a small British-run facility.

It is this rather special environment that occupied most of his waking hours, and during which he kept rather detailed records.

Thus, his tale is one that is quite different and affords a look at a side of the war that few people observed. Then, the end came early for him as he found himself on the way home aboard the SS Gripsholm, one of hundreds of difficult medical problems that the Germans willingly sent back to America through the services of the International Red Cross.

Other 306th Men

Leland Dowden wasn't the only one of the 306th aboard the Gripsholm in February 1945. Others included: T/Sgt. John G. Champion, 423rd, serious eye injuries; Sgt. Walter W. Garr, 369th; S/Sgt. Roland Magee, 368th, lost an eye; S/Sgt. James J. Melillo, 423rd; S/Sgt. Fred H. Nabors, 368th; Sgt. Lee A. Prugh, 368th; S/Sgt. Marcel J. St. Louis, 367th; 2Lt Fremont Jewell, 369th; T/Sgt. Joseph Musial, 369th, foot shot off.

Another known repatriate from the 306th, although his name does not appear in any of the orders Dowden shows, was 2Lt Louis Means, 367th, who had a leg amputated in Germany.

left the controls to be treated by a flight surgeon, who happened to be aboard, and Cassidy got into the pilot's seat. He flew the plane back home, landing downwind on the runway away from the crowd waiting for Check. He later received a DFC for his efforts. Later Cassidy brought a badly damaged plane back, 28 Jul 43, and crash landed it in England. He was C Flight commander at the time he flew his 25th and final mission 25 Aug 43.

Francis J. Clayson, 423rd radio operator (George Broz crew), died 7 Mar 89 in Winter Park, FL. He arrived with the 306th 7 Jun 44 and completed his combat tour in Oct 44.

Travis DuBois, Jr., 423rd radio operator (Harry Hill crew), died 8 Sep 89 in Waco, TX. He flew his tour between April and August 44. DuBois earned two degrees at Baylor University, and later served his alma mater as dean of men and as director of facilities and inventory, retiring in 1988. In 1978 he also served as mayor of Waco.

Charles G. Duy, Jr., who began his 306th service in the spring of 42 as 367th Squadron adjutant and who finished as Group deputy for administration and air inspector, died 15 Aug 89 in Dallas, TX. From the 367th he moved to Group adjutant 2nd in mid-44 become Group executive officer. He left the 306th as a lieutenant colonel. A longtime resident of Philadelphia and later in retirement at Mansfield, OH, Duy and his wife had earlier this year moved to Dallas to live with their daughter. He spent many years in advertising, and kept his hand in for some years at Mansfield handling one industrial account.

Donald R. Huddle, 368th engineer and POW, died 15 Jun 89 while returning to his Simi Valley, CA, home from Iowa. He became a POW 8 Mar 43 on a mission to Rennes, France (w. Otto Buddenbaum).

Martin J. Kilcoyne, 367th radio operator (Arthur Crapsey crew), died 29 Mar 89 in Greenville, NC, where he had been a professor of Russian history at East Carolina University. He had first been hospitalized 12 Dec 88 with acute leukemia. Kilcoyne was badly wounded in the face and one eye 17 Jan 44 when a 20mm shell hit the trunion block of his machine gun and sprayed his head with metal fragments. It was his second mission, but after four months in the hospital, Kilcoyne returned to combat and completed his tour 1 Sep 44. He later earned two degrees from New York University and got his doctorate in Russian history at the University of Washington. He authored a study of early 306th command problems in the Oct 80 issue of *Echoes*.

Chester J. Markiewicz, a 367th medic from Wendover to the end of the war, died 15 Oct 89 in the Bronx, NY. At Thurleigh he established a reputation as a stellar softball pitcher.

Maj. Alvin E. Naumann, a 368th gunner and POW, died 1 July 89 in San Antonio, TX. He arrived with the Group 1 Mar 44 and was shot down with Rene Fix's crew 27 Mar 44 at LaRoche, France. The crew landed in the water and the men were picked up by a German amphibian plane. He received a commission in the USAF in 1952 and retired as a major 31 Oct 66.

William Roussin, 368th squadron engineer, died in 1979 in South Berwick, ME.

Wilmer G. Schultz, 423 pilot, died 8 Sep 89 in Windsor, WI. From mid-Jan 45 until the end of the war he flew 18 missions.

Early Recollection Of Snyder's Recounts Details Of Last Mission

The following was written by Howard Snyder, pilot of a B-17 Flying Fortress, several weeks after he was shot down on February 8, 1944, over German occupied Europe.

By Howard Snyder

Belgium, 1944

This story is being attempted primarily to occupy my time, which hangs heavily over my head, and secondly, it may prove of greater interest than a verbal account later.

I have refrained from writing this account before for fear that it might fall into improper hands and cause serious results to those who have so kindly befriended me. However, Maurice has assured me that he has a great many hidden secret papers in connection with his work and one—more or less—would make little difference. Of course, persons, dates and places shall remain anonymous and I shall attempt to write in a somewhat vague manner in hopes of further safety.

It is impossible to know whether I shall be able to finish writing my adventure up to the point of departure or whether I will even leave this country. At least it will give me something to do while I wait - wait - wait - in the hope of returning to England through the underground.

'Just Another Raid'

On February 8 we were briefed to bomb Frankfurt. It was just another raid as far as I was concerned at the time. We had been there before and had an anxious and lonely time of it returning on three engines. But nothing happened to us, and the suspense and anxiety were unnecessary.

We were to fly the hole, number seven in the lead squadron of the low group. When I saw my name on the formation board at briefing, I was a little apprehensive for a moment. I could not help but think of Charles Berry whom we lost flying that position a few days before, bombing that same target. However, I had long ago ceased to be nervous or afraid before a mission and the thought didn't remain with me long.

The join-up was uneventful and we joked over the interphone about our party the night before. Danny, Benny, Eike and I had been on a little spree at the Falcon with some of the boys and were feeling surprisingly well for the condition we were in a few hours before. There is nothing like oxygen to clear up a fellow's blood.

We flew at 24,000 feet going in. We flew a good ten miles per hour too fast and consequently were pulling excessive power. The day was lovely way up there, with almost a solid layer of billowing, milky white clouds beneath us. The sky about was a bright, almost pastel blue. We had a new ship which was performing beautifully, and as we were in the lead squadron, it was easy to fly good formation.

There were several abortions in the lead group. One fell out with an inboard engine on fire. As I lost sight of him below, he seemed to be under control and the fire appeared to be less.

No enemy fighters or flak were met on the way in. However, the usual intense flak was met over the target. It was barrage flak and fairly accurate. One burst pitted the windshield in front of me and I was thankful we had

bulletproof glass in the ship. Several times the flak hitting the ship sounded like hail on a tin roof.

Daniels couldn't get the bomb bay doors open (I remembered that Dowell had the same trouble on a previous raid), so I gave the ship to Eike and proceeded to pull the emergency release when I saw the bombs begin to drop from the lead ship. They released without any trouble and we made a sharp turn to the right and got the hell out of there. Flak continued to break all around us as we left the target area.

Flak doesn't scare me anymore, but I still feel my heart speed up as if it were thrown into high gear. My pulse throbs as if the pressure would burst the veins. The sweat runs down my back and sides in small streams. I feel hot and flushed and all of my actions speed up, making my normal movements seem like slow motion.

Whenever I leave a heavy flak area, I cool down as if after some violent and heavy physical exertion. I don't think I can actually say I don't dislike it. There is something invigorating and satisfying in knowing that one can actually conquer fear.

Danny couldn't get the bomb bay doors up, so I had him come up and try to wind them up mechanically, but he couldn't rewind the cable from the mechanical release and finally had to give it up. We were running low on gas as we had constantly pulled too much power in, and now, with the added drag of the open doors, I was wondering if we would have enough gas to get us back. Consequently, I had Eike constantly working on RPM to conserve as much fuel as possible.

Fighters Find Them

It must have been an hour before I heard one of the gunners call out, "Two 190's at five o'clock!" We had seen no fighters up to this time and only a few scattered bursts of flak on the way out. There weren't but a few seconds then until we had "had it." He called out again in premonition, "Watch 'em! They're coming around to the front!" And then Benny responded, "I see them. Let 'em come!" Well, they came, and if he had known what was to happen, he wouldn't have been so anxious to receive them.

Suddenly the nose guns were thumping away. I could hear the great dull cracking fire through my head-set as if the guns were a great distance away. The vibrations of the fire shook the ship, and as I looked from one ship to the other above me, I could see the empty cartridges fly out of the nose turrets into the slip-stream and whiz past our cockpit.

The bursting of 20mm around our ship was the first indication that we had been singled out. Then the astro-dome blew up in front of me. After that, events occurred much faster than I can relate. I could hear 20mm striking and exploding as they hit the ship. Pieces of equipment and parts of the ship were flying about striking my feet and legs.

When the oxygen cylinders exploded, I didn't realize what had happened. The noise of the explosion was muffled by my helmet and headset, but the concussion stunned me for a few moments. I don't believe fragments from an exploding 20mm would have caused the escaped oxygen to catch fire. There must have been tracers hitting us as well



SNYDER'S CREW

Capt Howard J. Snyder, pilot	Evaded
2Lt George W. Eike, copilot	Killed by SS
2Lt Robert J. Benninger, navigator	Killed by SS
2Lt Richard L. Daniels, bombardier	POW, Deceased
T/Sgt Roy K. Holbert, engineer	POW
S/Sgt Joseph J. Musial, gunner	Wounded, POW
S/Sgt Ross L. Kahler, radio	KIA in plane
S/Sgt William O. Slenker, tail	Evaded
S/Sgt Louis J. Colwart, ball	KIA in plane
S/Sgt John Pindroch, waist	Killed by SS

as the 20mm. Someone lighting a match in a gas-filled room would cause much the same effect as the explosion. Only, instead of the flames decreasing immediately after the explosion, they seemed to continue all around us with the same intensity.

As I looked around, in a half dazed state, I became slowly conscious of the fact that the entire cockpit was filled with smoke and flames. I must have been knocked unconscious for an interval of time. It was difficult to see through the smoke and flames, but I could see the terrified face of Eike, with his eyes almost out of his head, looking crazily around him as he tore frantically at his flaksuit and safety belt. I think Holbert had already jumped, as I couldn't see him at all.

The suddenness of it all, and not knowing what had happened, must have had as much of an effect on us as the fire. For, as I looked back at Eike, after trying to see Holbert, he seemed absolutely mad and out of his head. Then, as my mind seemed to clear a little more, I too became absolutely terrified. I have been frightened before, but never have I completely lost my wits from terror. It was horrible. I tried to yell or scream; but the sound died in my throat and my open mouth emitted no sound. I tried to jump out of my seat, but my safety belt held me there. My only thought was to get out of that terrible fire. I couldn't think, as I clawed wildly for my safety belt.

The fact that I had buckled my safety belt under my flaksuit on this raid, instead of over it in my usual way, was the only reason I was able to regain a semblance of sanity in time to be of help. For, as I too clawed madly at my flaksuit endeavoring to unfasten my safety belt, I could not realize in my terrorized and stupid mind why I could not find it. It was only with great mental effort that I could find out why, and thus my thought process began again in some vague manner. As I looked down and realized what the trouble was, a little of the terror left me. But it wasn't until I had thrown my flaksuit from me and unfastened my safety belt that I regained control of

myself.

By this time, actually only a few seconds, the smoke had cleared somewhat. The rear of the cockpit was still solid with fire, and great tongues of flame continued to shoot out between the seats and around our heads.

As I left my seat, Eike had just taken his chute pack form beneath his seat. I hesitated momentarily, not knowing what to do, and switched on the auto pilot. Although not as terrified as before, I was still greatly shaken and afraid. I don't believe that I actually thought, but acted more from instinct. At least I don't recall any thoughts. I grabbed a fire extinguisher, but it had no more effect than an eye dropper. Deciding that it would be impossible to save the ship, I threw the extinguisher down, climbed back from between the seats where I had been standing, held the emergency switch on and began calling through the interphone for the crew to jump. I don't know how long I continued to call, but not getting any response, I felt they had jumped.

The fire was getting so hot I could hardly stand it. My neck was burning and I pulled my scarf over the exposed skin. My nose, cheeks, eyebrows, eyelids and lower forehead must have been burned when I was using the extinguisher. I don't recall any pain from my face until I was on the ground.

It was impossible to go back through the fire to see if they had jumped from the rear of the ship, and as I couldn't get any response from anyone, I left the cockpit. I remembered that we were still in pretty close formation when I left. As I crawled down to the escape hatch, I was surprised to see Benny and Dan still in the nose. As I made my way toward them, Benny looked down and saw me. I motioned for him to come. He hit Dan on the arm and they both dived toward their chutes. We went out through the nose hatch.

It didn't occur to me at the time, but I believe the interphone and autopilot were shot out. The men in back must have jumped earlier because of the smoke and fire, and they possibly could

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306th BOMB GROUP REUNION 21st-23rd September 1989 - Little Rock AR



Hugh and Margaret Phelan



George and Norma Roberts



Em and Chris Christianson



John and Di Mills, our visitors from Bedford, England



Earl and Juanita Youree



The afternoon tea table at Marlsgate Plantation.



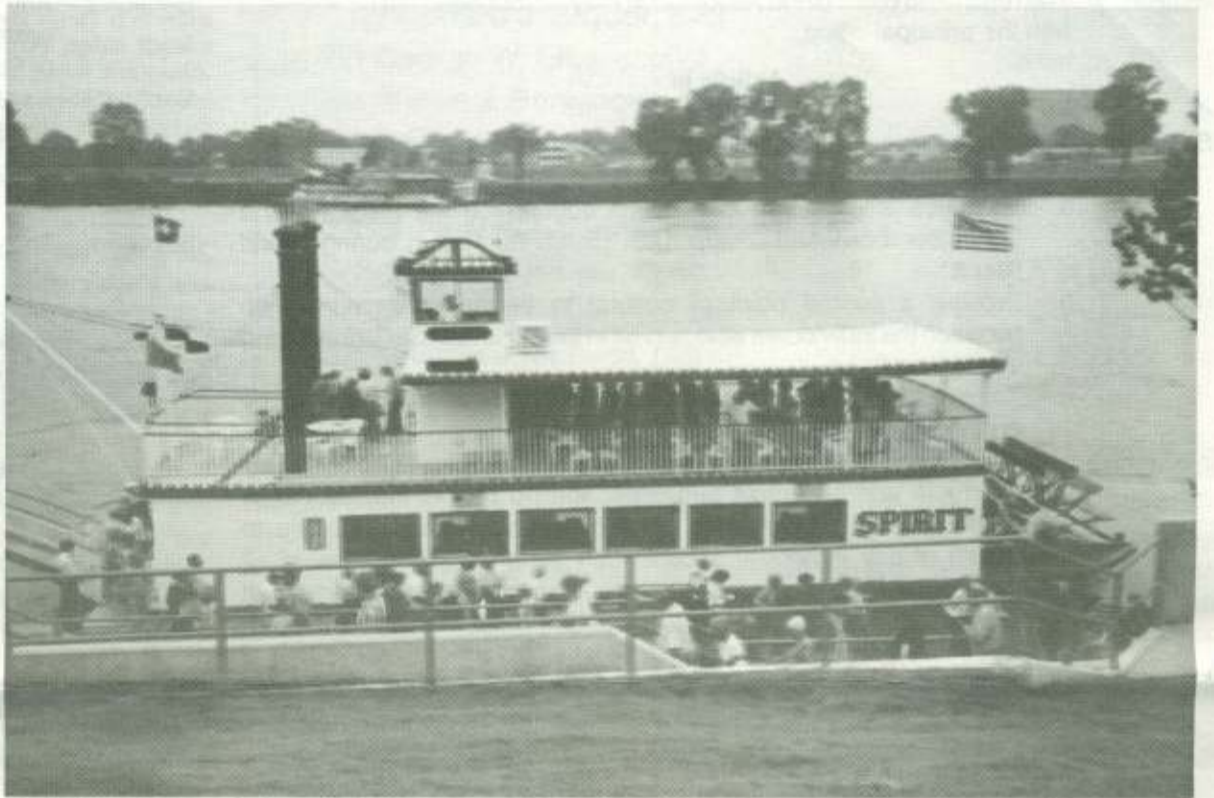
A portion of the afternoon 306th crowd arrives at Marlsgate Plantation.

Picture Takers

Pictures for these two pages have been provided by Bill Houlihan, Ed Ronczy, Bob Starzynski and Russ Strong. More pictures will appear in the January issue. If you have a special favorite, send it to the editor.

Recent Additions

Adeimy, Charles A., 97 High St., Cheraw, SC 29520 367
 Andrews, D.R., Rt. 2, Box 195D, Cumby, TX 75433
 Arbeiter, Erskine G., 1902 NW 23rd St., Corvallis, OR 97330 369
 Bagwell, Ennis R., 941 Dover Rd., Clarksville, TN 37042 367
 Bailey, Walter S., 3619 Edgar Ave., Boynton Beach, FL 33436 368
 Becraft, Charles E., 1640 McKinley Ct., Eugene, OR 97402 423
 Bertenshaw, Allen E., PO Box 195, Lithia Springs, GA 30047 423
 Calenger, Charles D., Box 146, Luna Pier, MI 48157 367
 Claytor, David L., 3320 Club Hts Dr., Colorado Springs, CO 80906 367
 Connolly, L.J. (Red), 3515 Woodside Ave., Brookfield, IL 60513 368
 Cox, Ernest A., 1909 Minnesota St., Riverside, CA 92507 423
 Davis, Zias D., Rt. 2, Box 143, Flora, MS 39071 367
 Diebold, Robert A., #4 Tubbermore Ave., Dalkey, Dublin County, Eire 369
 Goff, Lee B., 7 Timberside, Greenville, TX 75401 423
 Green, Paul W., 2871 Vanella Ave., St. Augustine, FL 32084 369
 Grimm, Richard C., 10 Latisquana Rd., Southboro, MA 01772 367
 Hamilton, Jack, 11730 Tamarina Ct., Pinckney, MI 48169 369
 Haptas, Edward J., 636 Parkside, Elmhurst, IL 60126 369
 Hill, Richard A., 351 Orchard Rd., Dalton, MA 01226 423
 Hortemiller, Paul, 412 S. Mulberry St., Batesville, IN 47006 423
 Howany, Bernard, 16 Chatham Pl., White Plains, NY 10605 369
 Johnson, Anthony G., 3644 Watson Blvd., Endwell, NY 13760 368
 Justice, James T., 1619 2nd Ave. S., Birmingham, AL 35233 369
 Kreloff, Michael, 5289 Fairway Woods Dr., Delray Beach, FL 33484 369
 Kuhl, Vernon A., 6727 Stevens Ave. S., Minneapolis, MN 55423 367
 Martin, Aubrey L., PO Box 88, Donalds, SC 29638 367
 Nattier, Clayton A., 10303 Rothbury, Houston, TX 77043 369
 Newcomb, Fred A., 484 Gray Rd., Windham, ME 04082 368
 Patton, Willie C., 3336 Hargett, Clute, TX 77531 367
 Perry, Jr., James F., 369 Reed Ave., Jackson, MS 39206 368
 Raineri, Michael J., 106 Harding St., Dedham, MA 02026 367
 Reed, W. Dale, 14 Fresca Way, Hot Springs Village, AR 71909 368
 Ridgeway, Ralph F., 4540 Royal Ridge Rd., Las Vegas, NV 89103 367
 Saunders, William W., 2341 Ashley Dr., Oklahoma City, OK 73120 368
 Schroeder, Robert W., 705 Rosa, Farmington NM 87401 423
 Shaeber, Jack D., JusMagThai, Box R3066, APO San Francisco 96346-5000 368
 Smith, Berle F., 2808 Country Club Circle, Colorado Springs, CO 80909 369
 Thomas, George L., PO Box 726, Elkhart, IN 46514 423
 Tryloff, Warren F., 380 South D St., Hamilton, OH 45013 368
 Walters, Raymond F., 4983 Westfork Rd., Cincinnati, OH 45247 369
 Weiner, Sammy S., 7634 Bluebell Ave., North Hollywood, CA 91605 423
 Wessler, Richard H., 2 Elsworth Rd., London NW3, England 423



"Spirit" provided the platform for the river cruise.



By Laws - 306th Bomb Group Association

The Bylaws of the 306th, first authored by Arthur Vann, have been revised and updated during the past year. The revised rules by which the organization functions were carefully reviewed by the Board of Directors on several occasions during the past year and then were finally approved at the 1989 Annual Meeting in Little Rock. Reginald Robinson, past president, was chairman of the revision committee, which included Robert P. Riordan, C. Dale Briscoe, and Russell A. Strong, ex officio.

306th Bomb Group Historical Association

BY LAWS

Article I

Name

Section 1 The name of this Corporation shall be the 306th Bomb Group Historical Association.

Article II

Location

Section 1 The principal office of this corporation (here-in-after referred to as Association) shall be located at the address of the Secretary of the Association.

Section 2 The registered office of the Association may be, but need not be, identical with the principal office.

Article III

Purpose

Section 1 The purpose for which this Association was formed and its continuing objectives are as follows:

- a. Research and publish information concerning the history of the 306th Bombardment Group, U.S. Eighth Air Force, during World War II.
- b. Provide a central point of contact to facilitate communication between the individuals who served in the 306th Bomb Group during World War II.
- c. Provide for continued camaraderie within the membership by promoting periodic Association reunions.

Section 2 The Association is irrevocably dedicated to, and operated exclusively for, charitable and non-profit purposes, and no part of the income or assessments of the Association shall be distributed to, nor inure to the benefit of any individual except such benefit as may inure to all members; and no officer or employee of the Association and no individual shall receive or be entitled to any pecuniary profit from the operation of the Association except reasonable compensation for services.

Article IV

Government

Section 1 The management of the affairs of this Association shall be vested in a Board of Directors consisting of not more than ten (10) members.

Section 2 Membership of the Board of Directors shall consist of the following classification of directors:

- a. Officer-Directors—the elected officers of the Association: President, Vice-President, Secretary, and Treasurer.
- b. Elected-Directors—those directors elected by the general membership.
- c. The immediate Past President of the Association.
- d. The Reunion Chairman for the upcoming reunion.

Section 3 The Board of Directors shall have full responsibility for the management of the Association. It shall determine the policies governing the administration and operation of the Association.

Section 4 The Board of Directors may, by resolution adopted by a majority of the number of directors then holding office, designate two (2) or more

directors to constitute an Executive Committee, which committee, to the extent provided in said resolution, shall have and exercise all the authority of the Board of Directors in the management of the Association.

Article V

Directors

Section 1 Directors of this organization shall assume office by the method and for the terms of office as follows:

- a. Officer-Director are elected by the general membership at the Association's annual meeting for a term of one (1) year.
- b. Elected-Directors are elected by the general membership at the Association's annual meeting for a term of three (3) years. Approximately one-third (1/3) of the Elected-Directors shall be elected each year.
- c. Immediate Past President assumes office, according to succession, as a Director for a term of one (1) year in accordance with Section 2, Article IV of these By Laws.
- d. Reunion Chairman shall assume office as a Director resulting from his appointment as Reunion Chairman by the Executive Committee for the year preceding his reunion and in accordance with Section 2, Article IV of these By-Laws.

Section 2 Any vacancies in the position of Officer-Director or Elected-Director created by death, resignation or other cause shall be filled by the Board of Directors for the unexpired term of that Director.

Section 3 All Directors shall assume office upon their election, appointment or succession.

Article VI

Officers

Section 1 The officers of this organization (President, Vice-President, Secretary and Treasurer), having been duly elected to their offices by the general membership at the Association's annual meeting, shall perform the duties of their respective offices as follows:

- a. President: The President shall be the principal executive officer of the Association, and, with the authority vested in him by the Board of Directors, as authorized by these By Laws, shall supervise and control the management of the Association in accordance with these By Laws. He shall, as a member, preside at all meetings of the Board of Directors and Executive Committee. In general, he shall perform all duties incident to the office. In addition, he shall perform such other duties and have such other powers as may be delegated to him by the Board of Directors. The President shall be responsible to and report to the Board of Directors.
- b. Vice-President: The Vice-President shall, in the absence or disability of the President, perform the duties and exercise the powers of that office. In addition, he shall perform such other duties and have such other powers as the President or the Board of Directors may delegate to him. The Vice-President shall be responsible to and report to the President.
- c. Secretary: The Secretary shall keep accurate records of the acts and of proceedings of all meetings of the Board of Directors and of the Executive Committee. He shall give all notices required by law and by these By-Laws. He shall have general charge of the membership books of the Association and shall keep at the registered or principal office of the Association a record of such directors, showing the name and address of each director. He shall sign such instruments as may require his signature, and in general, shall perform all duties incident to the office of Secretary and such other duties as may be assigned him from time to time by the

(Turn to page 7)

Snyder's Tale

(from page 3)

have seen Holbert or Eike jump. Because the ship crashed one or two kilometers from where I landed, the auto pilot could not have held level flight for very long. Of course, the ship could have exploded soon after we jumped. With the fire so fierce, it would not have been unlikely. But a Belgian lad who saw the ship crash described it coming down and said that it didn't explode, but rather fell to pieces.

When I jumped, our bomb bay doors were still open. As I crawled through the escape hatch, I recalled the discussions we had about clearing them when jumping and I wondered if I would. I did!

I had been a good while without oxygen and was feeling the effects as I fell. We were at 20,000 feet. I was determined to make a delayed jump, and as I extended my arms to stop somersaulting, I caught a glimpse of what I thought were eight billowing chutes. I must have counted wrong, for I found out later there were only seven.

The Long Count

My back was then to the earth; my

feet were slightly higher than my body and separated slightly. I could hear nothing but the tremendous roar of the wind. Someone had told me that we would fall about 10,000 feet a minute, so I started counting to sixty as I fell through the clouds, vapor and then clear air. But after reaching sixty, I still couldn't see the ground. I started counting again but gave it up and watched for the ground. As I came out of a cloud, the earth appeared for a second and then disappeared again as I reached another cloud. I was falling in the country. There were little clusters of white farm buildings, green squares of pasture and dark brown, irregular and leafless woods. Then, as the earth appeared again, I waited until I could distinguish objects very clearly and pulled the rip cord.

It was only natural to wonder if the chute would open. I knew soon enough, for as air caught and filled the chute, the jerk nearly snapped my neck off. The rushing air roaring in my ears stopped suddenly and a most wonderful and peaceful quiet settled over me. It seemed as if I had come out of that hell

above into a heaven of peace and rest. Up above I could now hear the heavy deep roar of the Forts mingled with the angry rasping roar of the fighters. But with the peaceful country coming up to meet me, baked in the sunshine, the war and all that had happened only a few seconds before seemed like a bad dream long ago.

A light breeze seemed to carry me toward a wood and I reached up to grab the shrouds in order to guide myself into a pasture. I found I was so weak I could hardly lift myself up in the harness. I was too close to the ground by that time to pilot my course, so I placed my feet together and resignedly watched the trees rush up at me.

Howard was an evader, that is, he escaped capture and spent over seven months fighting with the underground as a M.I.A. He was liberated by the First Armoured Division near Treton, France, on 2 September 1944.

Berry Older Than Baker

Hollis Baker got the big attention in the January issue because of his age upon commissioning as a bombardier, but Leslie Berry informs us that he was thirty-one days older at commissioning than was Baker.

Berry, who came to Thurleigh 17 July 44 with Harold Brown's 423rd crew, was commissioned 26 February 1944 in class 44-3 at Victorville, CA. He was born 13 January 1916, or 28 years, 44 days old at commissioning.

Baker was 28 years, 12 days at commissioning 15 January 44.

One would bet they never discussed this while both were dropping bombs for the 423rd Grim Reapers.

By Laws (from page 6)

President or by the Board of Directors. The Secretary shall be responsible to and report to the President.

- d. **Treasurer:** The Treasurer shall have custody of all funds and securities belonging to the Association and shall receive, deposit or disburse the same under the direction of the President and the Board of Directors. He shall keep full and accurate accounts of the finances of the Association in books especially provided for that purpose; and he shall cause a true statement of its assets and liabilities as of the close of each fiscal year and of the results of its operation and of changes in surplus for such fiscal year, all in reasonable detail, to be made and filed at the registered or principal office of the Association within four (4) months after the end of such fiscal year. The Treasurer shall, in general, perform all duties incident to his office and such other duties as may be assigned to him from time to time by the President or by the Board of Directors. The Treasurer shall be responsible to and report to the President.

Article VII

Committees

- Section 1 The Executive Committee shall be appointed annually by the Board of Directors.
- Section 2 All committees and their Chairmen, other than the Executive Committee, shall be appointed by the President and he shall be an ex-officio member of each committee.

Article VIII

Meetings

- Section 1 The annual Meeting of the Board of Directors shall be held on the day preceding the annual meeting of the Association at the site of the annual reunion of the Association. A majority of the directors fixed by these By Laws shall constitute a quorum for the transaction of business.
- Section 2 The Board of Directors shall meet from time to time as the Board of Directors may designate.
- Section 3 Meetings of the Board of Directors may be called by the President at any time upon written notice, or by any three (3) members of the Board of Directors.
- Section 4 Because of the special nature of the Association and the geographic expanse of its membership, these By Laws specifically permit and encourage the conducting of Association business by telephone and mail. Voting so conducted will be duly recorded by the Secretary as the legitimate and proper action of the Board of Directors.

ARTICLE IX

Amendments

- Section 1 Proposed amendments to the By Laws shall be submitted in writing to each member of the Board of Directors at least two (2) weeks prior to the meeting at which the proposed amendments are to be voted on by the Board of Directors.
- Section 2 If a proposed amendment shall be approved by two-thirds (2/3) of the members of the Board of Directors present and voting at such meeting, the Secretary shall give written notice of such approval with copy or copies of such proposed amendment to each member of the Board of Directors. The same shall be and become immediately a part of the By Laws.

Article X

Dissolution

- Section 1 Prior to dissolution of the 306th Bomb Group Historical Association, the Board of Directors shall authorize and the Treasurer shall pay or make provisions for payment of all liabilities of the Association.
- Section 2 Upon dissolution of the Association all assets of the Association shall be disposed of in such manner that all dispositions qualify under Internal Revenue code, Section 501 (C)(3), specifically requiring all assets to be transferred to an organization or organizations that qualify under IRS Code Section 501 (C)(3) or any other section of the IRS code relevant to the dissolution.
- Section 3 Upon dissolution of the Association, all documents, records, books, artifacts, items of historical interest, copyrights, furniture, fixtures, office equipment, machines and all other tangible assets shall be transferred to:
- Library, United States Air Force Academy
Colorado Springs, Colorado
- Section 4 Upon dissolution of the Association, all so designated and otherwise undesignated funds and all financial securities convertible to cash, shall be transferred to:
- 306th Bombardment Group
Historical Association Endowment Fund
United States Air Force Academy
Colorado Springs, Colorado

Four Briscoe Crew Officers Retired As USAF Colonels

Special order #14, issued 15 January 1943 by Station 111 recorded the arrival of three new combat crews for the 306th Bomb Group. The pilots were 1st Lt John G. Magoffin, 1st Lt Carroll D. Briscoe and 1st Lt Richard K. O'Hara.

For the purpose of this story, the interesting crew was that of Dale Briscoe. With him were 2nd Lt. Fred P. Sherman, copilot; 2nd Lt David F. MacGhee, navigator, and 2nd Lt John K. Hickey, bombardier.

The unique thing about this quartet of officers, and unmatched by any other 306th crew, was that they all served thirty years on active duty and all retired as colonels.

They first came together as a crew at Boise, ID, in late August 1942, and continued their crew training at El Paso, TX, Topeka, KS, and Salina, KS, before making their way along the South Atlantic route to Ascension Island, Marrakech and then England.

Briscoe tells that late in his career he was assigned once again to the Pentagon, and soon after he and his family had settled into quarters, there came a knock at the door. His daughter responded and came to him saying, "Daddy, there are three colonels outside wanting to see you." Dale says he knew immediately who those three were. He didn't know until he greeted them that they were accompanied by Vic Rose, the crew's ball turret gunner.

Now they meet once again at 306th reunions.

Briscoe's Career

Briscoe left the 306th as a captain, completing his tour in August 43. He was the only one of the crew to be reassigned to the 306th, arriving in early 1945 to become a squadron commander. He found at Thurleigh that no one was leaving, so he was transferred to 1AD weather scouts, flying P-51s into Germany well ahead of each day's bombing raid.

He enjoyed the single engine planes, and continued to fly through 1966, holding various flying and staff jobs in fifteen different states, also spending three years in Germany and three years in Libya. Twice he was assigned to the Pentagon for four-year stints and retired in September 70 as executive secretary of the Air Staff Board at USAF Headquarters.

His retirement came on a Friday, and the following Monday he reported to the offices of USAA in San Antonio, TX, to become an insurance executive. He said later the transition was a bit of a jolt as no one did his zexing for him and everyone called him by his first name. When he retired for a second time, in 1986, he was executive vice president and chief operating officer for USAA's life insurance division.

Sherman flew thirteen missions as Briscoe's copilot, and then got his own crew for the last twelve missions. He finished up with Kassel, Germany, 26 July 43.

He says that "officially" he did not fly combat in Korea, but he got in another sixty missions during Vietnam, flying twenty-nine in B-52s and thirty-one in KC-135s. He remained on flying status throughout his USAF career, and in 1966 was assigned as vice wing commander at K.I. Sawyer AFB, MI. The following January he went to U-Tapao, Thailand, as vice wing commander for SAC operations there.

In 1968 Sherman was back in the States, assigned as vice wing commander at Bolling AFB, DC, remaining there until retirement 1 September 1971.

MacGhee had a bit of a different career than his three compatriots, because he flew just a little bit of combat in Korea—and became a prisoner of war of the Chinese. While sitting on a straw mat the Chinese interpreter told MacGhee, "You are ranking American war criminal. You first Air Force officer captured by the Chinese People's Volunteers."

MacGhee was flying as the radar officer on a B-29 with the 307th Bomb Group until 10 November 50. He was the last man out of the back of the plane, and later learned that all of those who had preceded him died as prisoners of the North Koreans.

MacGhee's Story Retold

He had flown twenty-five missions with the 306th and earned his captaincy as 369th squadron navigator from 18 May 43 to 12 Aug 43.

The story of MacGhee's incarceration by the Chinese appears in two issues of Collier's magazine, 22 January and 5 February 54. They are well worth reading for an interesting side of the Korean war.

MacGhee also served tours in the Pentagon, as well as at a number of stateside and foreign bases, concluding his career back at the Pentagon as coordinator of the civilian use of military airfields.

John Hickey flew his twenty-five missions and left the 306th in July 43 as a first lieutenant. He moved to the 2nd Bomb Wing in England, but was rotated back to the States in a couple of months. In December 45 Hickey left the service and immediately entered law school at the University of Kentucky, receiving his LLB degree in 1948.

Hickey was back on active duty in December of that year, flying as a radar officer and serving also as a legal officer. In 1950 he voluntarily left flying to devote full time to the legal profession. He served in the Far East and at Colorado Springs before becoming staff judge advocate for the Joint United States Military Group in Spain between 60 and 63.

During four years in the Pentagon he was chairman of the Air Force Board of Review for the Office of the Judge Advocate General and later was chief of the International Law Division. Until his retirement 1 September 70 he served as a designated member of the Judge Advocate General's Department, USAF, while also listed as deputy staff judge advocate for Air Force logistics Command, Wright-Patterson AFB, OH.

Both Sherman and Briscoe agree that Johnny's formal legal training was redundant since he had gained much experience in debate with MacGhee in the crew sleeping quarters while the pilots were trying to sleep.

It is not known how many 306th officers and enlisted men retired after lengthy careers with the USAF, but it is believed that many more than a hundred did so. Added to this were a large number who were active in the USAF Reserve.

One of the longest serving was the late Maj. Gen. Lester Kearney, who retired as a USAF assistant chief of staff with thirty-seven years of active duty. He had been a 369th pilot in early 1945.

And the last to retire was Col. Theodore E. Marvis, 423rd communications officer, who re-entered the service as a flight surgeon and retired in that capacity in 1982 at Vandenberg AFB, CA.

369th Who's Who Needs Filling Out

The editor and Jack Wood, first sergeant of the 369th, have been trying to put together a list of the top NCO's of the 369th.

Their work appears below, and if you have any additions or corrections to this list, please contact Russ Strong so that revisions can be made.

- Sq Operations NCOIC—John S. D'Anna
- Sq/Tech Supply NCOIC—Jack T. Valluzzo
- Armament NCOIC—Charles Sanford
- Sq Supply NCOIC—William L. Bippus
- Ordnance NCOIC—Wightman A. Roach
- Communications Chief—William F. Johnson
- A/C Inspector—Arnold G. Gunderson
- Line Chiefs—Arthur J. Harnois
Clyde M. Bennett
- Flight Chiefs—Waller J. Townsley
Hamilton Griffin
Herbert McGary
Estill Rapier
- Prop Specialist NCOIC—Harold Thornam
- Radio Shop—Jess H. Ralph
- Crew Chiefs—Harry Tzipowitz
Kenneth G. Aldrich
Herman Albert
John C. Andress
Bennie E. Campbell
Forest W. Goodwill
Richard B. Hankey
Harold J. Hartung
Joe C. Harkrider
Wilford A. Schumpert
Elrod J. Schaefer
Eddie A. Perin
Walter J. Ceglarski
Harley Cuvelier
Everett V. Daniels
Robert Rulifson
Marshall Johnson
Francis Yarsky
Gilbert Hatfield
Lewis Majaika

In Squadron Headquarters, Jack Wood was the first sergeant and Rex C. Barber was the chief clerk.

We have compiled a list for the 367th, with the astute assistance of Herbert McVicar, and would appreciate such assistance from the 368th and 423rd.

How Wrights First Flew: Great Tale

The Bishop's Boys, A Life of Wilbur and Orville Wright, by Tom D. Crouch. 1989, New York, W.W. Norton & Co., 606 pp.

This is a book one can really sink one's teeth into, learning how the Wright brothers worked so hard and long to solve some of the basic problems of flight, especially some technical aspects that had eluded scientists and other enthusiasts.

It is also a story of turn of the century religious politics, and of the politics here and abroad in selling new technology, and finally of the politics and personal vendettas involved in protecting patents and in securing general agreement as to whom first achieved powered flight.

Neither Wilbur nor Orville ever completed high school, yet they had the incisive minds to grasp the real problems of flight and to think and argue through them to achieve the right answers.

The achievement of powered flight came after a long apprenticeship in gliders, learning the rudiments of soaring and control. They also had to build their own wind tunnel, which achieved air speeds of 50 mph, to test their theories and their designs. They were the first to establish tables of data that could be further proven by others on many aspects of design.

Once they gained some small measure of success they began to run into opposition and to be forced to cope with those who would steal their ideas. Octave Chanute became both a friend and a foe in some degree along the way. Wilbur wrote a number of caustic letters to Chanute after they had achieved powered flight, as Chanute was just one among many who would like to steal their ideas, or claim certain unique developments of their own.

Both Wilbur and Orville taught themselves to fly their aircraft, and in turn, taught others once they had sold planes in France and America. They also became great salesmen of their products.

The Wrights were pure Americana, and many who met them after they had become famous were confounded by them, as was Charles Lindbergh by Orville:

"Lindbergh, like others before him, found it 'strange to look at this quiet, mild, gray-haired man and to realize that he is the one who flew the plane at Kitty Hawk on the December day'."

Lindbergh and Orville Wright became great friends and mutual admirers, and when the Smithsonian told Lindbergh that "The Spirit of St. Louis" was to be moved from its central spot to make way for the 1903 Wright Flyer to be hung, Lindy remarked that he was honored to know that his machine would be sharing the hall with the world's first airplane.

The plaque adjacent to the Wright Flyer tells the whole story: "By original scientific research the Wright Brothers discovered the principles of human flight; as inventors, builders and flyers they further developed the aeroplane, taught man to fly, and opened the era of aviation."

Combat Reactions Sought For Study

Maj. Mark Wells, an active duty USAF officer, asks for reactions of 306th combat crew members to combat. A questionnaire was distributed at the Little Rock reunion, but if you were not there to receive such a paper, you can obtain a copy by writing the secretary.

Maj. Wells is seeking data which he can use as a part of his dissertation on military history towards the completion of a doctoral program with the USAF Academy. His topic is the human dimension of air combat during the Combined Allied Bomber Offensive over Europe. That's us!

Tell Us About Your DSC, Silver Star

Where did all the medals go?

According to a small chart in Arthur Bove's 1946 book on the 306th Bomb Group, the group awarded a total of seven (7) Distinguished Service Crosses during WWII combat.

We have six names: Frank A. Armstrong, Edward K. Fox, Arizona T. Harris, John Roller, Charles Vondrachek and James W. Wilson.

Bove also says that thirty-nine (39) Silver Star medals were given out. We can find 23 of them:

- Group—Claude E. Putnam, Jr.
- 367th—Clyde W. Cosper, Arthur H. Crapey, Jr., Ralph K. Pringle and William S. Raper.
- 368th—Charles Fontane, James T. Harrison, Oscar W. Krigbaum, Joseph E. Kosakowski, George C. Paris, John M. Regan and Harvey E. Westerly.
- 369th—Kenneth F. Dowell, Robert P. Riordan and William C. Tarr.
- 423rd—Kenneth R. Bickett, Clair E. Dickensen, William W. Fahrenhold, Virgil H. Jeffries, L. P. Johnson, Jr., Audrey F. Klepper, John L. Lambert and Robert J. Salitnik.

We would like to know who the other medal recipients were. In the case of the Silver Star recipients, we are anxious to obtain copies of the citations which they received with their medals. These are difficult to obtain except from the recipients.

AFEES Still Seeks Names Of Evaders

The Air Forces Escape & Evasion Society (AFEES) is a unique and select group of American airmen who were downed behind enemy lines and either evaded capture or who escaped from captivity and returned to Allied Control.

One of the purposes of the organization, established in 1964, is to re-unite American airmen with their "underground" Resistance Helpers in all countries where conflict occurred; whether it be France, Belgium, Holland, Norway, Italy, or other countries.

It is known that "in December of 1944 60 officers and 70 enlisted men of the 6801 M.I.S.X. Detachment started work in France. At that time 4,000 US evaders had returned to the UK and about the same number were sheltered by "underground" forces in the countries still occupied by the Germans."

It is unknown, however, just how many of these estimated 8,000 evaders were "airmen," but AFEES must assume that its present "found" members, numbering around 700, is but a drop in the proverbial bucket. AFEES wishes to be contacted by any airman, who qualifies as above, and who is not now a registered member—wherever you may have evaded.

Your Helper WANTS TO KNOW IF HIS SACRIFICE FOR YOU HELPED YOU TO GET BACK SAFELY! He, or she, would like to contact you. That's all...they only want to know if you "made it back," safely, some way.

Please contact Claude Murray, 16810 Boswell Blvd., Sun City, AZ 85351, Telephone (602) 972-3991.



Ernest E. Smith can be seen around Hale, MI, and other parts boosting the 449th SubDepot at Thurleigh. He was chief of the welding section for the Depot. His daughter had the tire cover made for his van, and he says it attracts a lot of attention.

Togglers Had Eight Seats On Bremen Raid

When twenty-six planes took off for Bremen 17 Apr 43, the "nose" man in eight of them was a toggler, presenting a dismal picture of the decimation that had taken place in the ranks of the bombardiers.

Those enlisted men, who had some minimal training for the bomb dropping functions, but were primarily gunners, who were along that day included:

- 367th—George W. Pederson, Chester T. Wendoloski, Edward J. Zabawa, and R.E. Hanson;
- 368th—Thomas P. McDonnel, James R. Curry; and
- 423rd—James J. Melillo and William E. Hull.

There may be no dues, BUT

It does take money to keep the 306th Association flying. 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 gift to the 306th BG Association: \$ _____

NAME _____

STREET AND NO. _____

CITY, STATE & ZIP _____

TELEPHONE NO. _____ 306th Unit

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

DATE _____