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306th Echoes



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306th Bombardment Group Association

San Antonio Prepares for 306th Invasion Next September 6-8

The 1990 reunion committee at San Antonio has completed the general plan for REUNION 90. Thursday through Saturday, 6 September through 8 September are the dates for this event.

M/Gen Delmar Wilson, the original deputy c.o. of the 306th Group, is the chairman for the reunion, and C. Dale Briscoe, treasurer of the Association, is serving as the reunion coordinator.

Says Briscoe: "There are still a myriad of details to be finalized, but we think the following information will give you an excellent idea of what to expect. And, we think those of you who have not visited San Antonio since cadet days 45 or 50 years ago, or even in the last ten years, will find this city a delightful, fascinating place to spend some of your time."

Special Rates for Extended Stay

The Marriott Riverside, our hotel for September, has agreed to extend our special rates for the period 4 September to 11 September, in the event that you want to extend your stay in San Antonio.

This is the smaller of the two Marriotts in downtown San Antonio, but it was selected so that we didn't have to share the hotel with another convention. It has sufficient facilities to accommodate 306th people, and the staff has had much experience dealing with military reunions. It is also located within easy walking distance of many of the major tourist attractions.

Reservation forms appear on page 8

These Pictures May Be Yours!

Through a circuitous route, the secretary has come into a set of pictures of 306th aircraft and other scenes.

These had been used by a son in a paper which he turned into a Los Angeles high school teacher some years back. For some reason, they were not returned, but were passed along to another teacher who had an interest in WW II combat aviation.

Now they are held by Russ Strong, and he will be happy to transfer them to the rightful owner, if he will only make himself known. (Then, he can stop asking his son as to when his pictures are going to be returned!)

Stalag XVII-B

The Stalag XVII-B American Former Prisoners of War will hold a reunion in Albuquerque, NM, 1-5 May 1990 to celebrate the 45th anniversary of their liberation from prison camp. For further information, contact Reunion Chairman Leo L. Gallegos, Sr., 11005 Haines Ave. NE, Albuquerque, NM 87112. Phone 505/299-5213.

of this issue of *Echoes*. About half of the rooms look out over the unique riverwalk area. Those who register early will get these preferred rooms, so early action on your part may be desirable.

Dinner Features

The two major scheduled evening activities are a typical Tex/Mex Buffet, with a mariachi band, in our hotel on Thursday evening. There will also be available between 6 and 8 p.m. four barges on the River of the Roses for those who might like to take the 45-minute cruise before or after they eat.

It had earlier been thought that the dinner itself might be held on the barges, but not enough could be secured to make this possible, so this unusual arrangement has been made. The same 45-minute cruise can be taken any day from the river level entrance of the Marriott, with a barge leaving each 15 minutes, and at a cost of \$1.75 each.

We are planning two concurrent tours of Air Force Bases for Friday morning. Since they are concurrent, you can only choose one. One tour will go to Randolph Air Force Base which we all remember as "West Point of the Air." This event will include a "windshield" tour of these facilities, a briefing by the staff and a movie highlighting the history of Randolph AFB and its position in the development of air power through the years. The tour will be followed by lunch in the Randolph Officers Club.

Lackland Parade

The second Friday morning tour will go to Lackland Air Force Base where many of you and/or your children and possibly your grandchildren were first introduced into the military service of the United States. At Lackland, the members of the 306th Bombardment Group will be honored at the Graduation Day Parade featuring the basic airmen who are completing their basic training that week. The parade will be followed by a briefing by the base staff and lunch at the Lackland Non-Commissioned Officers Club.

Saturday morning we will have the usual annual meeting of the Memorial Association. While this meeting is in progress the spouses will be treated to breakfast and a style show featuring styles of the Southwest. We expect to provide special entertainment along with the style show but have not yet made final plans.

On Saturday evening we will have the Reunion Banquet. Final arrangements for the program are not complete as yet.



BOIKE Joins A Combat Crew

By Walter H. Keitt, 368th

Who was Boike?

Boike was a dog. He was also the crew mascot for my gang, which flew "Weary Bones" 42-37943 (368th G Model, tail letter L).

Boike first made his appearance one October 1943 evening in the BOQ at Grand Island, NE. He was accompanied by six assorted crew member sergeants, and a mysterious looking flight bag.

"Lieutenant, this is Boike, our new mascot."

Five-Pound Wonder

He didn't look like much, being of doubtful lineage. He was all black except for a small white patch on his chest and white paws. He weighed all of five pounds. Somewhere in his background was Scotch terrier blood.

"Are we correct in assuming he is flying to the U.K. with us?" the four officers questioned.

"Oh yes. He is definitely flying over with us and will be a full fledged member of the crew."

"What happens to Boike when we have to go to altitude and have to put on oxygen masks?"

"No problem, sir. We have all that taken care of," whereupon the mysterious flight bag was opened and eager hands produced a standard oxygen mask which had obviously been modified by an additional strap.

"But, does it fit?"

"Oh, yes. As you now can see it fits securely over his snout." And, indeed it did, with no apparent leaks.

"Ah, yes, but what happens if we have to jump out and hit the silk?"

Boike's Own Parachute

Back to the bag again and out came a small parachute and special "dog" harness made by some sympathizing parachute packer. It was very tiny, but fit snugly around his chest, stomach and front legs. The chute diameter was alleged to be about six feet. And, so it was agreed that Boike was indeed an official crew member

(Turn to Page 2)

Recent Deaths

Wesley E. Courson, 423rd pilot and POW, died 17 Aug 89, according to Air Force Times. He joined the 306th in Jun 43 and was MIA on a raid to Hannover, Germany, 26 Jul 43. He retired from the USAAF 31 Jan 46 as a second lieutenant. He was a native of Alabama, but his latest residence could not be determined.

Richard V. Fowler, a gunner on Gordon Donkin's 367th crew, died 20 Oct 89 in Lanett, AL. He came to the 306th 29 Jun 44 and departed 25 Sep 44.

Howard O. Hunter, Jr., 367th bombardier, died 5 Jan 83 in Valona, GA. He came to the 306th 1 Feb 44 on Irwin Schwedock's crew, and was with the same crew when members were interned in Switzerland 24 Apr 44 on the disastrous mission to Oberpfaffenhofen, which cost the 306th ten aircraft. This was his twelfth mission.

Billy J. Lamb, 423rd tail gunner and POW, died in 1984, it has been learned. He was credited with at least one enemy aircraft, and was with Lt. Robert H. Smith on 21 May 43 when Smith and his entire crew ditched in the North sea and survived more than thirty hours in the water. They were picked up eventually by a British mine sweeper. On 26 Jul 43 he was with Lt. Wesley Courson, when their plane was shot down on a raid to Hannover, Germany. He was a prisoner in Stalag XVIII.

Trygve C. Olsen, 369th pilot and POW, died 20 Dec 89 in his Holiday, FL, home after an extended illness. He and his wife attended the '89 reunion in Little Rock, AR. Olsen had joined the 306th 5 Oct 43, and on his twenty-third mission, to Stettin 11 Apr 44, went down while flying as pilot for Capt. James Opdyke.

Millard S. Oscherwitz, the navigator on Robert Vielle's 367th crew, died 22 Oct 89 in Wilmette, IL. He was with the 306th from 5 Feb 45 and flew at least fifteen missions. For years he was presi-



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.

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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).



New officers and directors gathered for their first meeting at the close of the annual meeting in Little Rock in September. From left to right: William Houlihan, past president; M.E. Christianson, vice president; George G. Roberts, director; Leo VanDeurzen, director; Robert P. Riordan, president; C. Dale Briscoe, treasurer, and Russell A. Strong, secretary. Not pictured are John R. Grimm, director; Jack Wood, director, and M/Gen Delmar Wilson, 1990 reunion chairman.

dent of the Best Kosher Sausage Co. in Chicago, turning out more than a million sausages a week. The business had been founded by his grandfather in Cincinnati in 1886. Millard was also a ham radio operator, W9FSV, which meant "friendly sausage vendor".

Claude F. Taylor, a painter and dope and fabric specialist with the 449th Sub Depot, died recently in Edinburg, VA. He came to the 306th in Jun 43 and completed his overseas serving in Dec 45.

Henry E. Warren, a waist gunner on Robert W. Smith's original 368th crew, died 3 Nov 89 in Folsom, CA. He was with Fred Gillogly 14 Apr 43 at Bremen, Germany, when they were shot down with nine other 306th planes. Warren remained free on the ground for a day and a half before being picked up by the Germans, and then joined many other 306th men in Stalag XVIII.

Strange Views Of WWII Combat

If you want to get an irritating look at World War II, stop in at your favorite book store and look into several new books.

"The Second World War" by Martin Gilbert is another British look at the war which makes short shrift of the aerial action, and in fact does not mention the Eighth Air Force or its role in combat. Very little mention is even made of the RAF.

When you finish with that book, look up "Total War" by Peter Calvocoressi, Guy Wint and John Pritchard, another British production that also fails to mention the aerial combat which took place over Europe.

There is also a new Canadian book out which takes a dim view of American participation in the war, and in its sole mention of the Eighth Air Force records the startling fact that a B-17 crewman who had already received an Air Medal and three oak leaf clusters was wounded on a mission and did not fly for several weeks! This isolated incident has no bearing on the story being told at the time.

We are living now in a period when many younger authors are looking into ancient history, have arrived at their own conclusions and then written books to prove their theories about how the war was fought and won. Their own nationalistic leanings are given full treatment and with little attention to the Allied war effort.

Expect to see more of this in the next 25 years!

Recent Additions

Bailey, Walter S., 368th, 3619 Edgar Ave, Boynton Beach, FL 33436

Ewing, Richard, 367th, PO Box 449, Ozark, AR 72949

Smith, Charles G., 367th, 317 Lampliter Village, Clarkdale, AZ 86324

Wajcs, Fred F., 367th 13-45 Sunny-side Dr, Fair Lawn, NJ 07410

2Lt Walter Keilt, pilot
2Lt Rene C. Fix, co-pilot
2Lt Shelby L. Tanner, navigator
2Lt Howard L. Harmston bombardier
S/Sgt Henry J. Larwig, engineer
S/Sgt George J. Allen, radio
Sgt James P. Smith, ball turret
Sgt Phillip D. Vaught, waist
Sgt Raymond D. Kemp, waist
Sgt. William Wiersma, tail

Boike — Combat Dog

(Continued from Page 1)

and was going to war with us.

One afternoon months later, during a "stand down", into the officers' quarters came the enlisted crew with determined looks on their faces.

"Lieutenant," someone said, "we have decided that Boike is not a real member of our crew as he has not even flown a single mission. All he does is eat and get fat."

"So what?" we asked. "What can you expect of a mere dog?"

"We have a mission planned for him," was the answer. "He is going to make a parachute jump and then he will be a real crew member."

"And how is he going to make this jump?" we asked.

"Very simple, sir. In two days, as you know, we are scheduled to slow time a new engine on 'Weary Bones'. We, including Boike, will be on board and you will fly over Thurleigh with flaps down, as slow as you can fly, and we will drop Boike out of the tail gunner's hatch."

"You have to be kidding," was our incredulous answer. "If the chute doesn't open we will all be murderers and I could be court martialed for 'dog murder'."

Can't Fail, Says Crew

"But sir, we have done everything to make this a no-fail mission. We have enlarged the harness, installed a static line on the chute and tested the whole thing by dropping it attached to a rock from the control tower. We can't fail and Boike will be as safe as it is possible to be.

"Besides," they continued, "we will have a photographer on the ground taking pictures. We will take pictures of him just before he hits the ground. We'll send the pictures to **Stars and Stripes** and we'll all be famous."

No amount of protesting from us could deter the crew from going through with this doubtful event. And so, on 5 June 1944 at 1000 hours "Weary Bones" was seen flying at 1,000 feet over Thurleigh with half flaps at 120 mph. Aboard was the entire crew, with the exception of the bombardier, who was on the ground traveling with a base photographer in a jeep.

Boike was all harnessed up with his static line attached and ready to go!

Out Came Boike!

After the third pass the fateful deed was done! Out came Boike. The static line did its job and down came Boike, the chute blossoming over his head. Upon wracking the ship over on its left wing, we could all see Boike rapidly speeding to the ground with hind feet dangling, suspended by a chute that seemed too small.

Down, down he went and after some thirty seconds Boike hit the ground, hind feet first. He let out a yip and at full speed headed for the nearest patch of trees some thousand feet west. The jeep was unfortunately on the wrong side of the field, but someone took note that Boike ran to the woods and lifted his leg on the first tree he came to.

In the meantime, up in the air, over the radio came the question: "Ship flying over Thurleigh, what are you doing, throwing a dog out of your aircraft?"

"Thurleigh, this is 'Weary Bones' 943, we are just testing a parachute."

"Roger, 943, Thurleigh tower out."

Editor's note: Unfortunately, the flying control log for 5 June 45 makes no mention of a dog parachuting out of a B-17.

Col. Williams (LTC Robert C.), who just happened to be in the tower at the time, grabbed a telephone and called 368th squadron operations:

"What are you crazy guys doing, throwing a poor, defenseless dog out of an airplane?"

"Its o.k., Colonel, that was Boike's seventeenth jump!"

"O.K., 368th, we were just wondering what was going on."

And so that was the end of Boike's famous jump and he was now an official member of Keilt's crew.

While no photographs were taken of the descent, Boike was picked up by the jeep and driven to 368th headquarters where the accompanying picture of him was taken before his parachute was removed.

Boike continued to live near the mess hall and reached a weight of thirty pounds. As far as anyone of the crew knows, Boike remained at Thurleigh long after my crew went home.

Two Pilots Write About Their 1945 Collision

'Fire In #1 Engine'; First Warning

By Herbert B. Cohn

Kerney Gibson, our flight engineer, was the first to see it coming. "FIRE IN NUMBER ONE ENGINE," he called.

It all started in a routine way. Wake up call for the 306th Bomb Group in the early hours of the morning. As a pilot in the 368th Bomb Squadron, I was included in this sleep shattering event. After taking care of the morning necessities, breakfast followed. Next came our briefing for today's target.

The date was 7 March 1945, and the target was Giessen, Germany. The 306th would be up today, but our ship was designated as the spare ship. Our squadron commander informed me that if no ship aborted and we wanted to get credit for the mission, we could fill in the hole in the third element of the high squadron. This was the 423rd.

A Beautiful Morning

The group was airborne, rendezvoused, and was on its way to the coast. No one aborted and we filled the assigned position. Since each squadron monitored a different radio frequency, only the squadron commander received and acknowledged my report that I had taken up my position. It was a beautiful, clear morning with the sun shining directly at us as we crossed the channel and headed for our visual target. Dark sun glasses were worn by all. This, of course, obstructed peripheral vision. But everything was serene with no bandits in the air or flak to dodge.

We hit the I.P. and started a right turn to the target. That's when it happened. The number two plane in our element, piloted by Lt. Clifford L. Steiger, began his normal change of position. He was slipping down to the hole we occupied. My attention was focused up and to the right on the element leader. Vision to the left was obscured by the sun glasses and the raised left wing as we turned. That's when Gibson called in alarm to attract my attention in that direction.

As I looked to the left, I realized it was impossible for me to tighten the turn to the right as the number three plane was too close. At that instant, the tail of Steiger's plane was in my number one prop. All kinds of thoughts flashed through my mind in an instant. As the other plane began a dive to the right, I pulled back on the steering column and banked left. This took us over the other plane as we separated. I immediately put "Elizabeth" into a dive as Harry Hinkle, my co-pilot, hit the feather button for number one engine. A fast glance indicated the prop on that engine was gone.

After diving 500 feet we had regained cruising speed but now we were in the prop wash of the lead squadron. We continued our dive for

In the seven two-plane and one three-plane collisions experienced during combat, the 306th usually suffered high crew casualties, in addition to the loss of aircraft. Late in the war, however, there was a two-plane collision over Germany in which there was only one man killed. Both pilots are still living, and each consented to write about the event from his own unique viewpoint. Herbert B. Cohn joined the 368th 3 Feb 45, while Clifford L. Steiger came to the 423rd 16 Feb 45. They met, so to speak, on 7 March 45 on the bomb run at Giessen, Germany, north of Frankfurt.

an additional 300 to 400 feet. As we leveled off, we were able to rejoin the group as part of the low squadron.

The bomb bays were open and we were only minutes from the drop. Again, the unexpected. Our visual target had disappeared under a cover of clouds. The secondary target was another ten minutes away and off we went only to encounter the same problem. We finally heard "bombs away" followed by "bomb bay clear" after a run on our third target. In total, we had traveled for about a half hour with the bays open and at almost full throttle on the three operative engines.

It was time to head for home and we dropped out of the formation in an attempt to conserve fuel. At debriefing we related the events of the day.

Steiger's Crew Returns

Several days later, I happened to be in the debriefing room when the crew of the other plane arrived. They reported having been hit by flak and losing their tail gunner in addition to the loss of elevator controls. They had gotten back to Paris and bailed out. The automatic pilot was inoperative and "Dear Mom" was seen to crash in the nearby fields.

The unexplained puzzle: how did we fly all the way to the target without anyone on Steiger's plane seeing us or reporting our position to the pilot? Where was their tail gunner, top turret gunner, radio operator, or anyone else in position to see us and alert their pilot at the time he started to shift into the hole? In all the years since this eventful day, I have wondered about the answers to those questions.

High Chance Of Combat Collisions

By Clifford B. Steiger

The potential for accidents in combat was enormous: some happened, some did not. Many small things contribute to an accident waiting to happen, and one happened 7 March 45 over the IP on the bomb run to Giessen.

Why did this accident happen? What small things contributed to its possibility? Different radio channels among squadrons? No set Group Policy on positioning the flying spare? The 423rd's new policy of bringing the #3 man of the low and the #2 man of the high element in trail with the element lead to concentrate the bomb pattern on the ground? Lack of experience on the part of the pilot of *Dear Mom*? (Second mission as pilot). Failure of crew in reporting position of flying spare? Moderate flak?

It should not have happened, but it did. With no warning on the intercom, the first indication of something wrong was a violent vibration with simultaneous nose down and roll to the right. On the way down full left aileron stopped the right roll and the airspeed alone brought the nose up. We had no elevator or rudder. As the nose came up we jettisoned the bombs and a skidding, level flight could be maintained. I looked up at the squadron, which was about ten thousand feet above us, and decided that there was no way that we could rejoin.

Copilot Dane Roberts notified the crew not to bail out yet and asked for a damage assessment on the intercom. Waist gunner Robert Tucker and ball gunner Herschell Hay reported that the tail gunner, Hal Rial, and the whole tail gun position were gone, and that Hal's chute was still hanging by the waist door. We assumed that we had taken a direct hit by HE.

I then asked navigator Ernest Dragoo to get us a heading out of Germany. We were at 12,000 feet and in the vicinity of Dortmund. By experimentation we discovered that we could turn right very well, but could turn left only with

differential power. Skidding level flight could be maintained at 180 MPH. Slower, the nose dropped, and faster, we could climb.

While on a heading to France occasional small arms fire was reported zinging through the aircraft. *Dear Mom* had recently gone through an engine change, and we were using up our fuel very fast. We determined that we could not make it back to England, so we tuned in the radio beacon at Y-70 in France and homed in on it.

We advised Y-70 of our predicament and heading as we crossed the station. We advised Y-70 that we were bailing out, and they indicated that an ambulance was dispatched to pick us up. We bailed out at 10,000 feet over a solid overcast, the base of which was reported at 2000 feet.

After the crew were all out, I knew that the A/C would go into an immediate right spiral after releasing the aileron control, and after struggling through the forward hatch, I found that it sure did.

I elected to free-fall until I could be sure that the A/C would not spiral into me on the way down. After breaking out of the overcast, I pulled the rip cord and soon saw *Dear Mom* crash about three or four miles from where I came down. She did not burn but was scattered far and wide.

We all got down in good shape except Herschell Hay, whose parachute dragged him through a barbed wire entanglement that lacerated his face badly.

I landed in a plowed field and Roberts landed in a grove of trees about a mile away. I saw him come down and helped him out of the tree he was hung up in. We were soon surrounded by a group of hostile Frenchmen until Roberts, who spoke French fluently, assured them that we were indeed Americans, and not German paratroops. We were then treated very well, and one soon passed around a wine bottle. The ambulance rounded us up and took us to a B-26 base. They checked us over at the hospital and took care of Hay's lacerations. I had flown that day with a cold, as many of us had in England, and the delayed drop had caused both eardrums to perforate and bleed.

The next day we were taken to Merville and given a war weary B-17 to fly back to England. It was a mess, emergency equipment, chaff boxes and trash scattered throughout. On take off the number three prop ran away and at 4,000 feet the oil pressure dropped on number 4. We went on across the Channel on two and landed at Manston because brakes were very bad.

The landing was humorous, as engineer Roth stood between the pilots calling out the airspeed. He got louder as he called each increment below 100. He was really shouting when he got down to 75, not knowing that we had been on the ground for some time.

Upon arriving back at Thurleigh on the 10th, we were somewhat chagrined to find all of our belongings packed up and turned in to supply. After retrieving them, we were packed off to a week at the "flak house" at Southport.

SET LA GUERRE.

Herbert Cohn Crew

Herbert B. Cohn, pilot
2Lt Walter E. Correll, co-pilot
2Lt Willis E. Blouch, navigator
S/Sgt Patrick Hannum, toggler
S/Sgt George Olliges, radio
Sgt Kerney Gibson, engineer
Sgt John Bradley, ball turret
Sgt George Olsen, tail gunner

Clifford Steiger Crew

2Lt Clifford L. Steiger, pilot
F/O Dane Roberts, co-pilot
2Lt Ernest Dragoo, navigator
2Lt David Jones, bombardier
Sgt John Forgy, radio
Sgt Charles Roth, engineer
Sgt Herschell Hay, ball turret
Sgt Harold Rial, tail gunner

NB: Note that neither crew was flying with waist gunners, which was the standard operational procedure at this stage in the war.



352nd Service Squadron, 1942-43 / Photo taken at Thurleigh, C. 1943

Roster Of Engineering Services Crews

Rosters of 306th personnel are interesting documents to study, and at the Las Vegas reunion someone gave to the historian a complete roster of the 306th Bomb Group which we have concluded was created as of 1 July 1943. There are names that do not fit this time, but they err in both directions. Being a copy of a copy of a copy, ad nauseum, it is sometimes difficult to decipher names, but Jack Wood and Dale Gillette have kindly loaned their memories.

For this issue of Echoes we have chosen to highlight the Engineering section and have faithfully copied the roster as we had it. In a very few instances we have corrected an egregious spelling error, but for the most part you are seeing the roster as it was compiled, particularly as refers to the order of names in the various lists.

Once again, we appeal for copies of such listings, especially for the service organizations, as they are much more difficult to locate. Officer rosters were compiled each six months, and the historian has most of them. Such listings, and Special Orders issued in 1942 and 1943, are high on his WANT list.

AIRPLANE REPAIR CREWS

Crew No. 1

M/Sgt	Joel Estes	367th
Cpl	Edwin F. Thompson	369th
S/Sgt	Joseph A. Haire	369th
Cpl	Wade Gwaltney	368th
Cpl	John C. Shay	352nd
Pvt	Francis R. Moore	368th
Pvt	Harold R. Flood	352nd

Crew No. 2

M/Sgt	Ray I Ploeger	367th
Sgt	Phillip O. Green	352nd
S/Sgt	Donald H. Bell	352nd
Cpl	Charles G. Jordan	368th
Pvt	Homer E. Patterson	369th
Pfc	Robert S. Poto	368th
Pfc	Robert L. Vaughn	352nd
Pvt	William J. Toland	423rd

Crew No. 3

M/Sgt	Marvin L. Armstrong	367th
Sgt	Clifford B. Evans	367th
Cpl	Sigyr B. Gustafson	423rd
Sgt	Leo G. Meyer	368th
S/Sgt	Harley L. Cuvelier	369th
Cpl	David Graubard	423rd
Cpl	Carl A. Schaeberle	352nd
Pfc	Herman G. Koinzen	368th
Pfc	Mason A. Novinger	369th
Pfc	Eugene Marinelli	423rd

Crew No. 4

M/Sgt	Glenn K. Tompkins	367th
S/Sgt	Marion R. Fisher	369th
Sgt	Harold E. Busse	352nd
Sgt	Jack McKee	368th
Cpl	Winfield S. Young	423rd
Pfc	William R. Dougherty	368th
Pfc	Orville F. Darstaedt	369th

Pfc	Robert Gibson	367th
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Crew No. 5

S/Sgt	Albert Jimro	369th
S/Sgt	Samuel J. Niemiec	39th
Cpl	Maurice P. Dineen	423rd
Sgt	Louis J. Thomas	367th
Sgt	Robert H. Mount	368th
Cpl	Earl A. Webster	369th
Pvt	Walter B. Renn	369th
Pvt	J. R. Parker	423rd
Pvt	Raymond W. Pierce	423rd

Crew No. 6

T/Sgt	Elwood E. Gradine	352nd
Sgt	James J. Hare	352nd
Sgt	William J. Bailey	352nd
Cpl	Walter S. Pilat	367th
Cpl	John S. Wharton	368th
Cpl	P. P. Karpowicz	423rd
Pfc	Stanley E. Jordan	423rd
Pvt	Joseph J. Krakeski	369th

Crew No. 7

T/Sgt	Kenneth L. Henry	352nd
Cpl	Patrick Donelly	368th
Sgt	Frederick J. Fuller	367th
Sgt	Charles K. Beiler	423rd
Sgt	Harry K. Doles	423rd
Cpl	Lawrence A. Weiss	368th
Cpl	Frank L. Weber	368th
S/Sgt	Bernard S. Hagen	369th

Crew No. 8

M/Sgt	Joe C. Harkrider	369th
T/Sgt	Mitchell H. Mellas	352nd
S/Sgt	Roy P. Johnson	352nd
Sgt	Ernest A. Cox	423rd
Sgt	Alvin B. Gannon	423rd
Sgt	Stephen G. Jensen	423rd
Cpl	Raymond T. Taylor	368th

Cpl	Bernard Alpert	367th
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Crew No. 9

S/Sgt	Stanley R. Funk	367th
Sgt	Arthur F. Batz	352nd
Sgt	Paul G. Tardiff	367th
Cpl	William D. Cardle	368th
Cpl	Arthur I. Redman	368th
Cpl	John J. Dwyer	369th
Pvt	Paul R. Newman, Jr.	368th
Pvt	Walter Apolak	368th

Crew No. 10

M/Sgt	Harold J. Hartung	369th
S/Sgt	Adolph L. Visconti	367th
Sgt	Joseph W. Fetsch	367th
Sgt	Dempsey A. Turner	423rd
Sgt	Al F. Smith	423rd
Sgt	Leo P. Saunders	352nd
Cpl	Leveticus G. Dillon	423rd
Cpl	Grover C. Lytel	367th
Cpl	Virgil R. Fite	367th
Cpl	Charles W. McColl	368th
Sgt	Robert A. Danz	423rd

Crew No. 11

M/Sgt	Kenneth G. Aldrich	369th
S/Sgt	Richard Wallace	367th
Sgt	Preston S. Colclaser	352nd
S/Sgt	Francis A. Yarsky	369th
Cpl	Walter Liskovitz	367th
Cpl	Lester L. Hooper	367th
Cpl	Leo L. Pavlas	368th

Crew No. 12

S/Sgt	Roy A. Van Drew	67th
Sgt	Clarence E. Cranmer	423rd
Sgt	Earl E. Whittemore	423rd
Sgt	C. K. Beiler	423rd
Cpl	Mark L. Madson	367th
Cpl	Cleveland R. Siders	367th
Cpl	William T. Zerek	367th
Sgt	William J. Roussin	368th
Pfc	Eldon G. Rimmer	369th
Pvt	Ben J. Walczak	369th

COMMUNICATIONS-Radio Repair

M/Sgt	George J. Sampson	423rd
M/Sgt	Herbert L. McVicar	367th
M/Sgt	George G. Owens	368th



Photo loaned by Robert F. Brenner.

T/Sgt J. D. McCrory	369th	Miscellaneous Shop Repair	Sgt Eddie A. Perin	369th
T/Sgt Demetrius G. Chakiris	423rd		Sgt A. L. Cassidy	423rd
T/Sgt Jess H. Rolph	369th	M/Sgt Carl J. Hayes	Cpl Clarence R. McMahon	367th
T/Sgt A. L. Johnson	368th	T/Sgt Ralph D. Brown	Pfc Benjamin F. Balkum	352nd
T/Sgt Roy Tilley	352nd	T/Sgt Charles E. Tilley	Pfc Robert F. Brenner	352nd
T/Sgt Russell Ilg	367th	S/Sgt Selmar G. Dahl	Pfc Frederick H. Hobson	352nd
S/Sgt W. F. Johnson	369th	S/Sgt William J. Kuzma		
S/Sgt James F. Perry	368th	S/Sgt Donald A. Schoebauer	Paint, Dope & Fabric Shop	
S/Sgt J. Vitkus	423rd	Pvt Lester Morris	Sgt Bennie G. Stout	352nd
S/Sgt M. F. Klauk	367th		Sgt Floyd Gustason	352nd
S/Sgt Reed Snow	423rd	Engineering Transportation Shop	Cpl Fritz Flattum	352nd
S/Sgt R. E. Thompson	367th	Sgt Joseph E. Beal	Cpl Rufus F. Gamble	368th
S/Sgt Harlan E. Bleiler	423rd	Sgt Amadio Montoyes	Pfc Raymond J. Kaminski	352nd
S/Sgt G. E. Nolen	367th	Sgt Robert E. Crane	Pfc Raymond P. Smith	352nd
S/Sgt J. J. Walsh	423rd	Cpl George W. Parker	Pvt John Kupza	352nd
S/Sgt W. H. Digges	367th		Pvt Glen C. Sheridan	352nd
Sgt C. G. Earleywine	368th	Instrument Shop		
Sgt W. L. Hayes	369th	T/Sgt William Surma	Carpenter Shop	
Sgt G. L. Morrow	368th	Cpl Howard McMartin	S/Sgt Martin B. Danjanovich	352nd
Sgt L. S. Officer	369th	M/Sgt George H. Allen	Sgt Claude B. Threet	368th
Sgt M. G. Thaler	367th	T/Sgt John R. Kalb	Cpl Joseph G. Roler	352nd
Sgt E. L. Traynor	369th	S/Sgt Bernard J. Rupp	Cpl Robert H. Stevens	352nd
Sgt R. R. Werner	368th	T/Sgt P. L. Brehm	Cpl Julian Pinado	352nd
Sgt M. J. Baranowicz	423rd	Cpl Kenneth E. Ludolph		
Sgt C. E. Jones	368th	Pvt Wade G. Dunn	Sheet Metal Shop	
Sgt F. Budan	423rd	Cpl William E. Zuiches	M/Sgt Valentine Halfar	352nd
Sgt D. J. Doucette	423rd		S/Sgt Russell J. Cacippo	352nd
Sgt C. W. Ball	369th	Oxygen Shop	S/Sgt Raymond P. Giroux	352nd
Cpl E. E. Bernard	423rd	S/Sgt Frank B. Potter, Jr.	S/Sgt Robert A. Lamphear	352nd
Cpl R. H. Tucker	367th	Sgt Abraham J. Seidman	S/Sgt Laureen C. Robinson	352nd
Cpl H. L. Richardson	369th	Sgt Carl M. Johnson	S/Sgt Marion Scott	352nd
Cpl J. P. Elzen	423rd	Sgt Richard S. Leach	S/Sgt Richard M. Leist	367th
Cpl M. Mahalovich	423rd	Cpl Merle A. Olson	S/Sgt James F. Macry	369th
Cpl D. C. Babcock	423rd	Cpl Joseph A. Cassell	Sgt Kenneth R. Akey	352nd
Cpl Adam L. Sanvely	367th	Cpl Lawrence G. Amos	Sgt Maurice D. Forrester	352nd
Cpl E. J. Petrakakas	368th	Cpl Joseph P. Yuschak	Sgt Edward H. Horn	352nd
Cpl W. S. O'Brien	369th		Sgt Joseph W. Lukucs	352nd
Pvt E. W. Colbert	368th	Parachute Shop	Sgt Willard C. Jacka	367th
Pvt Louis J. Hlavac	369th	T/Sgt L. B. Villaneuva	Sgt Louis J. Corey	368th
Pvt John D. Penning	369th	S/Sgt Willard J. Beatty	Sgt Frank E. Pietrusznski	368th
Pvt Walter J. Hagemeyer	369th	S/Sgt James M. Treanor	Sgt Ralph L. Kennett	369th
Pvt William A. Pickens	368th	Sgt Wilson R. Spohr	Sgt Raymond A. Krawczak	423rd
		Sgt Charles T. Gibasiewicz	Cpl Robert L. Seiler	423rd
		Cpl George H. Johnson	Sgt Joseph Trama	368th
		Cpl Joe C. Wah	Cpl Perry L. Frye	352nd
		Sgt Theodore A. Kmiesik	Cpl Robert G. Hulbert	352nd
		Sgt Edward G. Kiraly	Cpl Harold B. Peyton	352nd
		Cpl James Czinder	Cpl John F. Misitigh	352nd
		Cpl George W. Kellogg	Cpl Orlando N. Johnson	368th
		Pvt Frank B. Zuckerman	Cpl John J. O'linski	368th
			Cpl John E. DesRoches	369th
		Propellor Shop	Cpl Ray R. Doncer	423rd
		S/Sgt Christopher DeJulio	Cpl Edward E. Dakoski	423rd
		S/Sgt Wadus B. Tate	Pfc Kenneth L. Smith	367th
		T/Sgt Frank B. Wolf	Pfc James T. Kirby	369th

ENGINEERING SHOPS

Administration

WO William Fyfe, Jr. 352nd
 1st Lt Stanley Jarrow 352nd
 T/Sgt John W. Bever 352nd
 S/Sgt Horace C. Abston 352nd
 Sgt Jack Dansiger 352nd
 Cpl Ernest G. Michel 352nd
 Pfc Richard E. Hewitt 352nd
 Pvt Orvil C. Starr 352nd

Six Each Of Two Crews At Little Rock

Unfortunately for all of us, it has become increasingly difficult to bring together a nine-man or ten-man combat crew.

But two crews, those of Charles Wegener, 367th, and Paul Reioux, 423rd, each had six members in attendance at the Little Rock reunion. All of these men appeared to be enjoying the togetherness once again.

Four of the six members of Wegener's crew had parted company north of Berlin 12 Sep 44, including the pilot; William F. Griffin, co-pilot; Donald Marsh, navigator, and Joe Stroyoff, waist gunner. Also present were Willis Aigner and Jack Schmidt.

Other original crew members for Wegener were Reese Jones, bombardier; Thomas P. Donoughe, engineer; Richard Hull and Robert E. Sprague, gunners. Aigner, Donoughe and Jones all completed tours, and Jones lost his life as a fighter pilot in Korea.

Reioux's crew brought together Bill Daniel, co-pilot; Jim Talley, navigator; John Price, engineer; Jack Persac, ball gunner, and Colvin Sheorn, waist gunner. The five other crew members had brought with them a plaque which they presented to Reioux, "to formally acknowledge the leadership, bravery and skill of our aircraft commander."

Reioux has maintained a close contact with most of his original crew members since the war. On 23 Dec 44, en route home from Koblenz, their plane caught fire over England, and ten minutes from Thurleigh they were forced to jump. Bombardier Milton Olshewitz, already changed into a dress uniform for a quick departure from the base after landing, jumped without his parachute and was killed. All of the others survived this last mission together as a crew.

Herman Kaye was the crew's radio operator, but was unable to come to Little Rock because of illness, and John Perry, tail gunner, has never been located.



William Griffin, co-pilot; Don Marsh, navigator; Jack Schmidt, radio operator; Joe Stroyoff, waist gunner; Willis Aigner, ball turret, and Charles Wegener, pilot.



James Talley, navigator; John Price, engineer; Paul Reioux, pilot; Bill Daniel, co-pilot; Jack Persac, ball turret; and Colvin Sheorn, waist gunner.

Recent Updates On Addresses

William Allan 368th
3618 Keefer Rd
Chico, CA 95926

Edmund Becker 368th
PO Box 326
Hedrick, IA 52563

Herman B. Blumenthal 4th
7050 Sunset Dr S, #1001
South Pasadena, FL 33707

Marvin Brown 432rd
Rt. N, Box 37F
Peel, AR 72668

Warren Caldwell 423rd
1509 Woodlawn
Lexington, NE 68850

Donald E. Currier 369th
1282 W. Beach Blvd, #124
Biloxi, MS 39530

Sam Disko 367th
6700 S. Brainard Ave, #411
La Grange, IL 60525-4662

Fred D. Gillogly 368th
1620 Billington Rd
East Aurora, NY 14052

Earle Goodwin 4th
34 Arch St
Dover, NH 03820

James C. Green 367th
3110 Old Niles Frwy
Maryville, TN 37801

Ernest Henderson 367th
2503 Sortor St
Ruston, LA 71270

Albert Jimro 369th
245 Mathews Rd
Youngstown, OH 44512

C.L. Love, Jr. 423rd
930 Vine St., #203
Oceanside, CA 92054-4269

Paul E. Kelly 367th
N3270 Woodland Rd
Iron Mountain, MI 49801-9608

Richard E. Malay, 367th
27W780 Garys Mill Rd
Winfield, IL 60190

Hartwell C. Minnick 423rd
4303 County Ave., #147
Texarkana, AR 75502

Clement M. (JP) Morgan 369th
341 Pine Ridge Cir, D-1
Green Acres City, FL 33463

Robert Muri 423rd
316 S. Montana
Miles City, MT 59301

William F. Neary 423rd
31 Birdie Ct
Morehead City, NC 28557-9210

A.W. Nickell, Jr. 368th
908 Honeysuckle Rd
Lexington, KY 40504-3218

Charles G. Nowark 369th
215 E. Alta Ave
Altoona, PA 16601-3701

William J. Pitblado 367th
307 4th St, NE
Roseau, MN 56751

Howard H. Pratt 367th
Rt 6, Lot 38, Highland Acres
Augusta, ME 04330

Arthur H. Resser 423rd
201 W. Profetas
Green Valley, AZ 85614

DeWitt A. Rockwell 368th
PO Box 96
Central Bridge, NY 12035-0096

Roy A. Sable 368th
PO Box 837
Pittsburgh, PA 15230-0837

Herman Shore 367th
1000 St Charles Pl, #308
Pembroke Pines, FL 33026-3367

Joseph J. Thompson 367th
PO Box 506
Shady Cove, OR 97539

William E. Tucker, Jr 367th
618 Marion Ln
West Columbia, TX 77486-4044

Lennie Ventresca 1024th
19011 Sneed Ct
Humble, TX 77346-6037

Harold D. VanDiver 369th
2504 Bershire Dr
Champaign, IL 61281-5700

Robert Waldrop 367th
2711 Northaven Ct
Ft Wayne, IN 46825

Harry H. Winning 423rd
1710 Lighthouse Terr S, #2
St Petersburg, FL 33707-3862

Frank E. Zika 368th
6120 Grand Division Ave
Cleveland, OH 44125

Machine Shop

T/Sgt Anthony Grabowski 352nd
T/Sgt Fred W. Seasholtz 352nd
S/Sgt John F. Baki 352nd
S/Sgt Roland A. Johnson 352nd
S/Sgt Charles W. Rodgers 352nd
Sgt Robert W. Mellon 352nd
Sgt Earl A. Treptow 352nd
Cpl Milton M. Hanson 352nd
Pfc Emil G. Farkas 352nd
Pfc Charles Glattfelder 367th

Welding Shop

S/Sgt Ernest E. Smith 352nd
S/Sgt Ben F. Marcilonis 367th
Sgt Wallace O. Tibbetts 368th
S/Sgt Raymond E. Milburn 369th
Cpl Rudolph M. Kleman 352nd
Cpl Coleman B. Benton 352nd
Cpl Warner Lowe 423rd
Pvt Edgar Lineberger 352nd
Pvt Francisco Puente 352nd
Pvt Louis D. Onorato 352nd

Electric Shop

S/Sgt Harry Warholek 352nd
Sgt Glen C. Bice 352nd
S/Sgt Verne E. Erion 367th
T/Sgt R. S. Freeburn 423rd
Sgt Isaac DeBow 352nd
Sgt Charles W. Goad 352nd
Sgt Ray N. Fields 367th
Sgt John D. Gomez 369th

Pvt Clifford A. Edgar 352nd

ENGINE CHANGE

1st Lt James M. Venable, Jr. 367th
M/Sgt Toode Motley 367th
M/Sgt William E. Futchik 367th
M/Sgt Lewis M. Gideon 367th
M/Sgt C. Larry Emeigh 367th
M/Sgt Arnold G. Gunderson 368th
Sgt Bert O. Puckett 368th
Cpl Chester Aarts 368th
S/Sgt Frank J. Bonadio 369th
Cpl R. W. Dawson 369th
Cpl John C. Thorn 369th
S/Sgt C. H. Heins 369th
T/Sgt W. J. Aglarski 369th
M/Sgt W. J. Hawthorne 423rd
M/Sgt George M. Bright 423rd
M/Sgt J. M. Bassett 423rd
S/Sgt H. E. Clayton 423rd
Sgt M. Patrisian 423rd
Sgt F. J. Halye 423rd
Sgt Robert C. Zeller 423rd
T/Sgt E. F. Smith 352nd
S/Sgt O. P. Courville 352nd
S/Sgt W. K. Adams 352nd
Sgt Victor A. Nizzi 352nd
Sgt D. R. Bratton 352nd
Cpl D. C. Dewitz 352nd

GENERAL REPAIR CREW

M/Sgt William E. Cavaness 368th
S/Sgt Carl Pugh 368th

S/Sgt Charles S. Harber 368th
Sgt William A. Pangle 367th
Sgt Paul Lucas 368th
Sgt Andrew Vangalis 368th
Sgt Robert L. Wynn 368th
Cpl Delmar Doderman 368th
Cpl Jack L. Free 368th
Cpl Irwin A. Teller 369th
S/Sgt Ralph Chaney 352nd
Pvt Elias C. Fassio 369th
Cpl Gilbert Bonin 368th
Pfc Albert A. Elsdon 368th
S/Sgt Edward F. Sedback 352nd

SUPERCHARGER MEN

S/Sgt Alfonso Vigil 369th
Cpl Frank Bongiovanni 369th
Sgt Russell Houghton 368th
Sgt Daniel Bastida 423rd

ADDITIONAL SHOP PERSONNEL

Pfc Claude H. Taylor 352nd
Pvt Herman W. Clark 352nd
Pvt Carl S. Dembeck 352nd
Sgt Harold R. Thannish 352nd
Pvt Clarence A. Moshelder 352nd
Pvt Richard A. Loweth 352nd
Pvt Walter Niemyjaki 352nd
Pfc D. T. McLain 352nd

New Flag Pole Added To Thurleigh Memorial

In August a group of 306th men, many with spouses, joined with the British Friends of the 306th for a significant ceremony at the 306th Memorial site. Thanks go to Connie and Gordon Richards, Ralph Franklin and officials at RAE Bedford. It all began with the acquisition of the flagpole from the old American Red Cross club site in Bedford. Then it was agreed that a second pole was needed so that the Union Jack and Stars and Stripes could fly side by side, flanking the memorial. With the poles ready, the dedication was timed to take place when there was a significant representation of 306th veterans on hand to participate. The story, itself, is told in this collection of pictures, taken by Connie Richards.



Saul Kupferman, Atlanta, and onetime gunner for the 423rd, kneels with the wreath which he presented during the memorial event at the 8th AF Historical Society reunion in Denver last October. Also listed as participating in that reunion were John Boyle, John Conroy, Joseph Hoffman, Delbert McGinnis, Clayton Nattier, Edward Peterson and Robert Robertson. Also attending were Nena Leary and Judy Hermley, daughters of the late Joseph Brennan.

Thanks To 306th

"The first contact we had with 306th people was in September 1976 when some of you came over on the first UK reunion, organized by the 8th Air Force Historical Society. Ever since that time, we had planned to attend a 306th stateside reunion.

"At last, we have achieved that aim. We would like to say how much we enjoyed the Little Rock reunion. The good fellowship was wonderful, the hospitality was superb, the reminiscences and hangar chat were enthralling.

"Our only regret is that we were unable to spend as much time with you all individually as we would have liked.

"Thank you all so much and here's to the next time."

John and Di Mills

Saving For '92

If you are like Bill McKenna, you too will begin saving now for the 1992 306th venture in England. Bill writes:

"I'll start saving my money for this. So far, I have 4 pounds, tuppence, ha'penny; and a bar maid in Bedford owes me two shillings. I won a dart game and had to leave before the payoff in August 1944."

Things to be Seen Around San Antonio by Reunioners

Opportunities for spare time activities, in addition to "telling tall tales to old friends" in the hospitality room, are near unlimited. Within walking distance (three blocks) of the hotel you can find the following attractions:

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 MI. LAST

Address _____

8AF Unit 306th BG

Dates of 8 AF Service _____

Rivercenter Mall is across the street. This is San Antonio's newest mall. The mall has the IMAX Theatre with its gigantic screen and a 45 minute movie, "Alamo... The Price of Freedom", which tells the story of the 189 defenders who choose to die for freedom. The Mall also provides an excellent opportunity for shopping and dining. The first floor contains a food court with its unlimited choices of fast foods in addition to four excellent ethnic restaurants (Mexican, Chinese, Italian and Gulf Coast Seafood).

The **Alamo Plaza** at the entrance to the Alamo which is open to the public daily till 5:30 PM. In addition to the Alamo, the Plaza also has its share of fast food establishments, The Memory Lane Doll and Toy Museum, the Plaza Theatre of Wax and Ripley's Believe It or Not.

Paseo Del Rio (River Walk) This is a horseshoe bend in the river which winds its way with cobblestone walks through the city center. It is lined with sidewalk gardens, restaurants, shops and night clubs. It is the pride of San Antonio and something everyone will enjoy.

Tower of Americas is a 750 ft. high tower offering the visitor a panoramic view of South Texas. Glass walled elevators, an observation deck and a revolving restaurant for dining.

La Villita (little town) is a restoration of the original town and is a unique arts and crafts community.

Institute of Texas Culture — a museum of Texas history and folk culture.

Hertzberg Circus Collection — a museum containing more than 20,000

items of Big Top memorabilia.

There are many other attractions just beyond the three-block (walking distance) which are both interesting and easily accessible by San Antonio's public transportation (the 15 cent Trolley ride or the excellent VIA bus line). Examples are:

El Mercado — a shopping area patterned after an authentic Mexican market providing the visitor with the same goods and atmosphere one would get in a border town in Mexico without the tiring bus ride of at least 150 miles - one way.

The **Missions Of San Antonio** — the chain of missions established in the early 18th century by the Franciscan Order of the Roman Catholic Church during the period of Spanish colonial power. In addition to the Alamo the missions are Mission Concepcion, Mission San Jose, Mission San Fran-

cisco de la Espada and Mission San Juan Capistrano.

King William Historic Area — A 25-block area of the most elegant residential area of the 1800's. These were homes of the prominent German merchants who originally settled the area.

Buckhorn Hall — contains San Antonio's historic Buckhorn Bar as well as a massive collection of over 3,500 specimens of horned game from all over the world. The hall is located on the grounds of the Lone Star Brewing Company.

Sea World of Texas — our 250 acre marine zoological park with marine animals in entertaining and educational shows and exhibits.

There are other museums, theatres and many sights and side trips not mentioned above. Information on the others will be provided you on your arrival in San Antonio. Please come!

REUNION '90 306th BOMBARDMENT GROUP September 6-9, 1990 SAN ANTONIO, TX

PRE REGISTRATION FORM — MAIL TO:

Dale Briscoe
7829 TIMBER TOP DRIVE
BOERNE, TX 78006

REGISTRATION FEE (per person)	\$25.00x _____	\$ _____
9/6 MEXICAN BUFFET (per person)	\$19.00x _____	\$ _____
9/7 VISIT RANDOLPH AFB (per person)	\$10.00x _____	\$ _____
OR: VISIT LACKLAND AFB (per person)	\$10.00x _____	\$ _____
9/8 LADIES SOUTHWEST STYLE SHOW (per person) (Includes breakfast)	\$10.00x _____	\$ _____
9/8 REUNION BANQUET (per person)	\$22.00x _____	\$ _____
TOTAL FOR REGISTRATION AND TICKETS (make check payable to 306th Reunion)		\$ _____
Send \$25 now, balance by 1 Aug 1990		\$ _____

Name _____ Spouse/Guest Name _____

Address _____ City _____ State _____ Zip _____

Phone Number _____ Squadron - Duty Assignment _____

Travel Mode Air/Auto _____ Arrival Date _____ Arrival Time _____

Have You Made Hotel Reservations? _____ If So, Where _____

Questions/Comments/Recommendations: _____

Hotel Reservations Form - Mail Directly To The Marriott Hotel

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 _____



711 East Riverwalk • San Antonio, Texas 78205 • (512) 224-4555

Reservations received after 8/16/90 will be subject to availability.

Name: _____

Company: _____

Address: _____

City / State: _____

Zip _____ Phone _____

- Reservations not guaranteed will be cancelled after 6:00 pm on the day of arrival.
- Check in time is after 4:00 pm.
- Parking at the hotel is limited and subject to a daily charge.

GROUP: 306th Bomb Group Association
DATES: September 4-(11), 1990

Single \$75 Double \$75 Triple \$75 Quad \$75

Arrival Date _____

Estimated Time of Arrival _____

Departure Date _____

Room Type King (1 Bed) Double / Double (2 Beds)

Room type request is not guaranteed. Should you wish your reservation held for late arrival (after 6:00 pm) a major credit card number or first night's deposit is required.

Credit card _____ Number: _____

Signature: _____ Exp. date: _____