

5323 Cheval Place
Charlotte, NC 28205

306th Echoes

April 1990
Vol. 15, No. 2

FWD & RET Postage Guaranteed — ACR

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



306th Bombardment Group Association

San Antonio Training Center For Many WWII Airmen

Back when most of us were kids, and especially in the thirties, we could find books at the library or see movies showing the biplanes and eventually some low-winged monoplanes taking to the air with the tower of Randolph Field in the background.

"West Point of the Air" was the name given to Randolph, because all men who learned to fly in the 20s and into the 30s would take part or all of their training in the San Antonio suburbs. There were other bases nearby, notably Kelly Field.

Then came WWII infringing on the scene, and it all changed. First came young men from the campuses, and soon they were joined by thousands of

Registration now is 171 persons for the San Antonio reunion.

aspiring fliers, mechanics, and almost anything you could describe to the San Antonio area.

By 1943 the crowds of young airmen, cadets, cadet aspirants, and others were so great that it was necessary for the various bases to coordinate their seven-day schedules so that not everyone descended on downtown San Antonio only on Saturday and Sunday. Thus, each base had "its" day in town.

If memory serves me right, some of those cadet hopefuls at the Cadet Center, now Lackland AFB, managed to make one day seem like several during their hours on the streets of San Antonio. Certain beverages that couldn't be obtained on base were in abundance in the city, and were consumed in great quantities.

For others it was a chance to play tourist at the Alamo, or to eat in a nice

A Current View

The April issue of *Southern Living* magazine includes a major article on San Antonio. If you haven't been there since cadet days, or your wife needs an introduction to the city, here is an opportunity to catch something of today's San Antonio and its origins. Our hotel is just south of the circled 3 on the map on page 78, lying across the street and on the bank of the river.

dining room — to all it was a chance to get away from the drill and regimentation that was a new way of life.

Those of us who will come to San Antonio's Marriott Riverwalk Hotel in September will be able to find the Alamo, to once again see the River of the Roses, and perhaps even to locate the Gunter and the St. Francis Hotels. But most of the city is going to look different, if for no other reason than that the Interstate highways have taken over much of the skyline.

San Antonio Committee

Del Wilson, Dale Briscoe, and an enthusiastic committee are busy putting together the final touches on plans for

a gala Thursday, Friday and Saturday. It is an event you will want to attend if



M/Gen Delmar Wilson

possible, and will in all likelihood be one of the biggest reunions that the 306th Group has during lifetime.

Wilson was the first deputy commander of the 306th, from 1 Jul 42 until his transfer to First Wing 19 Jan 43. He continued with the Eighth and was director of operations 9 Oct 43 to Sep 44. Wilson retired from the USAF in 1966 as a major general and later was West Coast vice president for Bell Aerospace Corp.

Briscoe is the reunion coordinator, and other members of the San Antonio committee and their responsibilities include: Bill Cavaness, 368th, transportation; Edward Jordan, 423rd, hospitality room; Paul Morgan, 369th, Lackland visit; Gordon Spencer, 367th, Randolph visit; Don Bouchelle, 367th, photography; Alfred Hawley, 367th, souvenir sales, and Jack Lawlor, 369th, publicity.

As in most reunions which have preceded 1990, spouses of these men are also playing key roles in the planning.

If you came to San Antonio in the 30s or 40s, and haven't been back, you have a treat in store. If you have been here more recently, you may want to once again check up on the progress that is being made here.

New or old, you'll want to stroll along the river downtown from one place to another. There is much to see and do in the vicinity of our downtown hotel, and there will be a lot of 306th people and their spouses on hand with whom you will want to visit one more time.

Today's USAF is a world-wide organization, but the "old" Army Air Corps from which we came may well have had its heart in Texas during the 30s and 40s.

(Turn to page 6)

25¢ Per Meal in '44

What did officers at Thurleigh pay for their meals?

Bill Macy, a 423rd pilot, recently found in his 201 file some receipts issued to him in 1944. They show that in September he was billed 25 cents per meal for ninety meals.

Another receipt shows that for October and November, he was billed 3s6p per meal and paid eight pounds, five shillings for his food.

New Edition Soon Ready of 306th Book

Although *First Over Germany* has been out of print, the demand continues for it, and it will be republished this year. Author and publisher Russell A. Strong says that it should be ready from the printer in mid-summer.

To this end, there appears on page 7 of this issue of *Echoes* a pre-publication order form, which will save you \$5 from the post-publication price of \$35. Unfortunately, printing and binding costs have doubled since the first edition appeared in 1982.

By using the pre-publication form you can send a check to Strong for \$30, plus a \$3.00 postage and handling fee. This pre-publication offer will be good until 1 July 90.

The new book will be basically the 1982 book, but with corrections of fact and grammar, as well as several small additions to correct omissions about events and people that were unknown when the first edition was written.

For those unacquainted with this book, it is a chronological history of the 306th from March '42 through the end of combat in April '45. Its emphasis is heavily on the combat missions of the 306th, with some attention to the ground element. There is also included about a hundred pictures.



Robert H. Smith was the pilot of a 423rd plane that ditched in the North Sea, and after 30 hours in dinghies, all crew members survived. Read more on pages 4 and 5.

Bombs Count, Says Pilot, In Rebuttal

By Jack Delapoer, 423rd

Strange views of WWII Combat as reported in *Echoes*, January '90, may not rate rebuttal. But, denigration of the importance of strategic bombing by the 8th and 15th Air Forces is not only strange but uninformed. More to the point, it is contrary to analysis of the period as detailed and well-referenced in the Journal of the United States Air Force Historical Foundation, *Air Power History*, Winter 1989-90 issue.

In his article, "Bombing Strategy Shifts, 1944-'45," Dr. R.G. Davis, Office of Air Force History, ends forever any doubt concerning the importance of our part of the war. He describes a little remembered shift in Allied heavy bombardment targeting, although relatively small percentage-wise. Had this change gone uncorrected, Davis' analysis postulates a German industrial revival expanding Battle of the Bulge successes to the point where a negotiated settlement with Hitler, rather than Germany's complete and absolute defeat and surrender, seems now to have been a distinct possibility.

During mid-1944, weather-obscured targets together with unreliable Mickey produced results below cost effectiveness. Harris preached city bombing and he had Churchill's ear. Pressures mounted and with little option, a slide away from the selection of big-payoff targets for precision bombing did occur. Dr. Davis' usage of official letters, reports, and conferences leads us to Gens. Spaatz and Arnold near the end of 1944, convinced that the war would continue into mid-1945 unless strategic air power was redirected to oil, transportation centers, and German jet production. They could visualize the continued increase in production of snorkeled, faster U-boats, a German transport system revitalized and dedicated to the success of the Bulge breakout. Do you remember being bounced by M-262s? This 5700-word, thoroughly researched article, paints the picture of B-17s and 24s by early 1945 facing 300 to 400 German jets in the air each day of our short lives.

In January, 1945, Spaatz and Doolittle asked Eisenhower for permission to bomb jet production, to resume maximum targeting of oil, sub and armor production. For Bomber Command, Portal succeeds in urging greater targeting of oil but Harris, commanding the larger force, continues to emphasize city bombing until the end.

We are able now to see that the shift of the 8th and 15th to tactical targets in mid-1944, although relatively small, had eased the pressure on crucial

(Turn to Page 2)

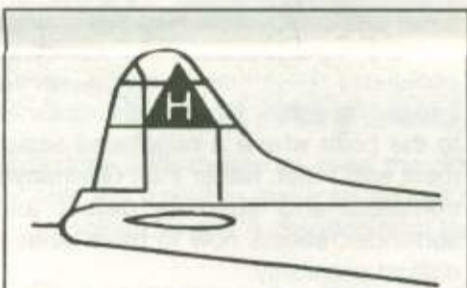
Bombs Count

(from page 1)

German industries, most notably the production of oil, the key, Davis explains, German utilization of roads and air, thus augmenting all units of production and directly facilitation operations in battle areas. The Bulge success could actually put our total victory at risk. Seeing all this, we cannot help but view more clearly than ever the vital importance of strategic bombing in WWII. And we can see what it succeeded in doing. Others may not be inclined to view it that way.

But, as in 1944, when we were compelled to strained politeness with a week of headlines proclaiming "MONTY HOLDS THE HINGE," so our friends react to one reminder too many of the 8th Air Force that came to their rescue (not at all the way most of us looked at it). And from the far end of the local there's always a voice wondering why the bloody Yanks did not bomb really dangerous targets like population centers (not the exact words, of course). But, I guess if you are talking bravery, not many of us would have chosen the blue yonder if it meant riding a Halifax over the Ruhr. A Halifax, for God's sake! Even in 1945. A Lanc, maybe; one that could get above 20M. And shoot with 50's.

It is true that the pinpoint bombing we tried to do, true strategic bombing mostly, may not have won the war. But then, you dig into it; see what Davis shows, and there no longer is any question that daylight precision bombing teamed with the wunderbar Mustangs, is what actually did defeat the German war effort. Nothing less, really. So when it comes to strange views, Fort Flyers, relax and enjoy the fiction.



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).



Maynard H. Smith, Jr., and Col. Kenneth S. Boykin, commander of the 379th Bombardment Wing, Wurtsmith Air Force Base, MI, admire the Maynard H. Smith B-52 Gunnery Trophy. Smith is the son of the trophy's namesake, a recipient of the Medal of Honor during World War Two. Boykin accepted the trophy on behalf of the 379th BMW, winner of the award presented for the first time at the 1989 Strategic Air Command Bombing and Navigation Competition. (U.S. Air Force Photo)

New Additions

- Barber, George L., 1955 Richert St., Clovis, CA 93612 368th
- Bell, George A., 407 14th Ave. N., Austin, MN 55912 369th
- Burnett, LTC Albert F., 8924 Willmon Way, San Antonio, TX 78239 368th
- Carella, John M., 26 Valley Brook Rd., Rocky Hill, CT 06067 367th
- Carle, Frank O., 18 Longyear Rd., Shokan, NY 12481 369th
- Dabney, Louis L., 311 Dale Ave., Birmingham, AL 35209 367th
- Eckstein, Donald M., 4505 Cheney Hwy SR50, Titusville, FL 32780 423rd
- Fix, Rene, HCR-1, Box 85, Acra, NY 12405 368th
- Frost, Jack C., 2923 36th, Des Moines, IA 50310 369th
- Gentile, Albert J., 227 Sylvan Knoll Rd., Stamford, CT 06902 368th
- Hodgson, Richard S., 2828 Augusta #31, San Luis Obispo, CA 93401 368th
- Hrycenko, Max, 7512 Loma Rio Ln., North Highland, CA 95660 423rd
- Kesling, Mrs. Earl, 2255 Harbor View Dr., Dunedin, FL 34698 369th widow
- Kutz, Richard M., 19204 Wedgewood Ct., Riverview, MI 48192 369th
- Lockyear, Willard H., 4496 Glen Park Dr., San Jose, CA 95136 423rd
- Lytle, Grover C., 8115 Ellerton Ave., St. Louis, MO 63114 367th
- Maricondo, Emil R., 970 E. 28th St., Brooklyn, NY 11210 367th
- Macy, William H., 2545 NW 42nd Pl., Gainesville, FL 32605 369th
- McAlister, Norton S., 19 Eisenhower Ave., Natick, MA 01760 369th
- McConnell, Robert, Rt. 4, Box 165B, McDonald, PA 15057 CJ
- Mumaw, Robert G., 1305 Duane, Benbrook, TX 76126 367th
- O'Connor, Charles W., 11 Hop Brook Rd., Brookfield, CT 06804 367th
- Opolak, Walter, 1816 N. 122nd, Wauwatosa, WI 53226
- Ottoson, Einar E., 3800 NE Main St., Columbia Heights, MN 55421 368th
- Rainier, Harry, 2 Beach Dr., Baltimore, MD 21222 369th
- Rapp, Ernest C., 58 Ruthfred Dr., Pittsburgh, PA 15241 368th son
- Rudy, Courtney L., 9516 Cloverhurst, St. Louis, MO 63123
- Schnurman, N. Walter, 29 Somerset Ave., Hicksville, NY 11801 423rd
- Sigafus, Allen G., 308 Emerson Ln., Mankato, MN 56001 368th
- Smith, Charles O., 7674 Park Ave., Lowville, NY 13367 367th
- Spangenberg, Eldo C., 7038 Mobud, Houston, TX 77074 368th
- Swan, Mrs. Otto, 1031 N. Joyce, Rialto, CA 92376 368th widow
- Tanner, Shelby, 517 Cedar St., Birmingham, Al 35206 368th
- Travis, Robert W., 7501 Pierce St., Hollywood, FL 33024 369th
- Watts, Robert D., 53 Magnolia Rd., Swampscott, MA 01907 369th
- Woodward, Jr., Glen P., 7728 Woodsdale, Jacksonville, FL 32256 369th
- Young, Charles W., 5715 Ponderosa Dr., San Antonio, TX 78250 369th

369th STAINED GLASS EMBLEM

To: Tony Birkenmeier
 To: 4419 Osceola
 To: St. Louis, MO 63116

Send me _____ FIGHTIN' BITIN' Stained Glass Emblem(s) at \$75.00 each (includes packaging, UPS shipping and insurance). Allow 4-8 weeks for delivery.

NAME _____

ADDRESS _____

CITY _____ STATE _____

ZIP CODE _____

Make check payable to Tony Birkenmeier.

Information and Leads Sought on Two Officers

Two of the older officers in the 306th remain something of a mystery to the historian, and he is seeking information about them or leads as to where one might look for information on them.

They were Henry D. Johnson, who was CO of the 39th Service Group on 10 January 43, and Stanley S. Furst, adjutant of the 39th Service Group on that same date.

If you can be of any help as to where they came from, or where they may have attended college, or as to what they had done before the war, or after, please contact Russ Strong.

The date, 10 Jan 43, is not magic, but happens to be the date of a roster of officers for the group. It is interesting to note the ages of some of these officers at that time?

- Wiley W. Glass, intelligence, 52
- Henry D. Johnson, 49
- Douglas R. Coleman, ground executive, 48
- Stanley S. Furst, 45
- William M. Walters, postal officer, 44
- John B. Wright, intelligence, 44
- Paul J. George, engineering, 43
- Claude L. Hostetter, station inspector, 43
- John A. Bairnsfather, intelligence, 42

The oldest flying officer on this date was Col. Frank A. Armstrong, Jr., who was 40, and had been a colonel since 1 Mar 42. He also boasted the lowest officer serial number, 0-17459, but was predated by Col. Charles B. Overacker, the former commander, whose number was 0-17007.

Naval Warfare Comes Under Keegan's Pen

"The Price of Admiralty: The Evolution of Naval Warfare," by John Keegan. Viking, New York, 1988. 292 pp.

If you've spent the intervening years since the close of WWII reading largely about the ground or air aspects of the conflict, it is perhaps time you turned some slight attention to naval warfare.

John Keegan, an eminent British military writer, is an excellent choice to lead you through four great naval conflicts of the last two hundred years, and to show you the progress that has been made in the use of combat resources.

Trafalgar and Jutland are the first two sea battles he studies, and then turns his attention to WWII in Midway and the submarine warfare of the Atlantic.

Keegan guides his readers through the strategic considerations, and especially the tactical changes wrought by Nelson, only to see the British a century later completely ignore what had once worked so well. With the addition of submarines and aircraft to the sea battle, Midway and the Atlantic offer new problems and force solutions that are different.

Those proponents of the nuclear-powered giant carriers of the present might do well to read and contemplate over Keegan's final sentences: "In a future war the oceans might appear empty again, swept clear both of merchant traffic and of the navies which have sought so long to protect it against predators. Yet the oceans' emptiness will be illusory, for in their deeps new navies of submarine warships, great and small, will be exacting from each other the prices of admiralty."

8 November 1942

A Story Fit for a King, Riordan's Crew Over Lille

By Charles W. White
Stars and Stripes

A half hour of hell in a B-17 whose tail gunner kept on shooting with his whole side mangled; a cannon hole through the fuselage—waist gunner still firing; a motor and wing smashed, but all safe home. Four German fighters down for sure, four more probable, and they fought off 30.

That's the story of a bomber crew's heroism in a good day's work over Lille, the story released today by Bomber Command, Eighth Air Force, following announcement of more than 130 USAAF decorations.

The men: 1st Lt. Robert P. Riordan, Houston, Tex., pilot; 1st Lt. Edward P. Maliszewski, Grosse Pointe, Mich., co-pilot; S/Sgt. John T. DeJohn, Ensley, Ala., tail gunner; Bombardier Gerald D. Rotter, Commerce, Okla.; S/Sgt. Anthony L. Santoro, Houston, Tex., waist gunner; S/Sgt. John E. Owens, Roanoke, Va., gunner; 2nd Lt. George J. Spelman, Holyoke, Mass., navigator.

(Ed. note: S/Sgt. Raleigh Holloway, radio operator, was omitted from the above paragraph in the original story.)

The decorations: S/Sgt. DeJohn, Purple Heart and Air Medal; and Air Medals to Lt. Riordan, Lt. Spelman, S/Sgt. Santoro, S/Sgt. Holloway and S/Sgt. Owen.

The fight:

"They put a 20mm cannon shell practically in our gunner's lap, but that gunner..." The gunner was S/Sgt. DeJohn. When the shell exploded beside him he reported over the intercom that his left gun was out of action. His whole left side was sprayed with steel fragments. But for the next ten minutes he fired his remaining gun with one hand and when a Focke-Wulf 190 tried to close in on the Flying Fortress' tail, DeJohn calmly shot it down in flames.

"When they put a bullet through our No. 1 propeller dome and knocked us out of formation," said Lt. Riordan, who told the story of the flight to the squadron intelligence officer, "I knew we were in trouble. And when they slammed two cannon shells into our rudder controls, I told the boys to get ready to bail out. We were lucky, I guess."

A Rough Trip

Lucky? There were four certain kills, four probable, and the ship was brought home after raiding Lille with one engine out, one wing-tip rolled up, rudder

controls half frozen. It was this B-17's fourth trip. (Ed. note: This was the third raid flown by the group!)

At first they thought it might be easy—got rid of bombs over Lille at noon with no trouble.

"We were heading home," Riordan said, "when a strong formation of Focke Wulf 190s jumped us. I saw about six on each side of us, trying to make up their minds to attack. They were just like little boys getting ready to jump a ditch—they'd start, and hesitate, and sheer off. But when they shot us out of formation—boy, then they came in like hornets!"

Riordan sent the navigator back to help DeJohn after the first clash. The navigator, Lt. Spelman, dragged the wounded gunner back into the radio room, covered him with his flying coat and then, coatless and gloveless himself, took over the tail gun and fought in the 20-below-zero cold until his hands were blue and almost frozen.

"You should have seen that gun barrel!" Lt. Maliszewski, co-pilot said later. "It got so hot that it bent."

The other guns of the Fortress were hot too. In the top turret, S/Sgt. Holloway got his tracers on a yellow-nosed German fighter and blew it to bits.

A cannon shell blew a hole in the fuselage just beside S/Sgt. Santoro. Machine gun bullets cut his ammunition belt in two, but he changed it, and caught a German fighter coming in to strike. In the lower turret, S/Sgt. Owen sent another spiraling down. Several others were crippled.

All this time Riordan, the pilot, was forcing the B-17 toward the chalk cliffs of England.

After nearly 25 minutes of hammer-and-tong fighting, it was over. Protecting Spitfires showed up over the Channel, and the Germans quit.

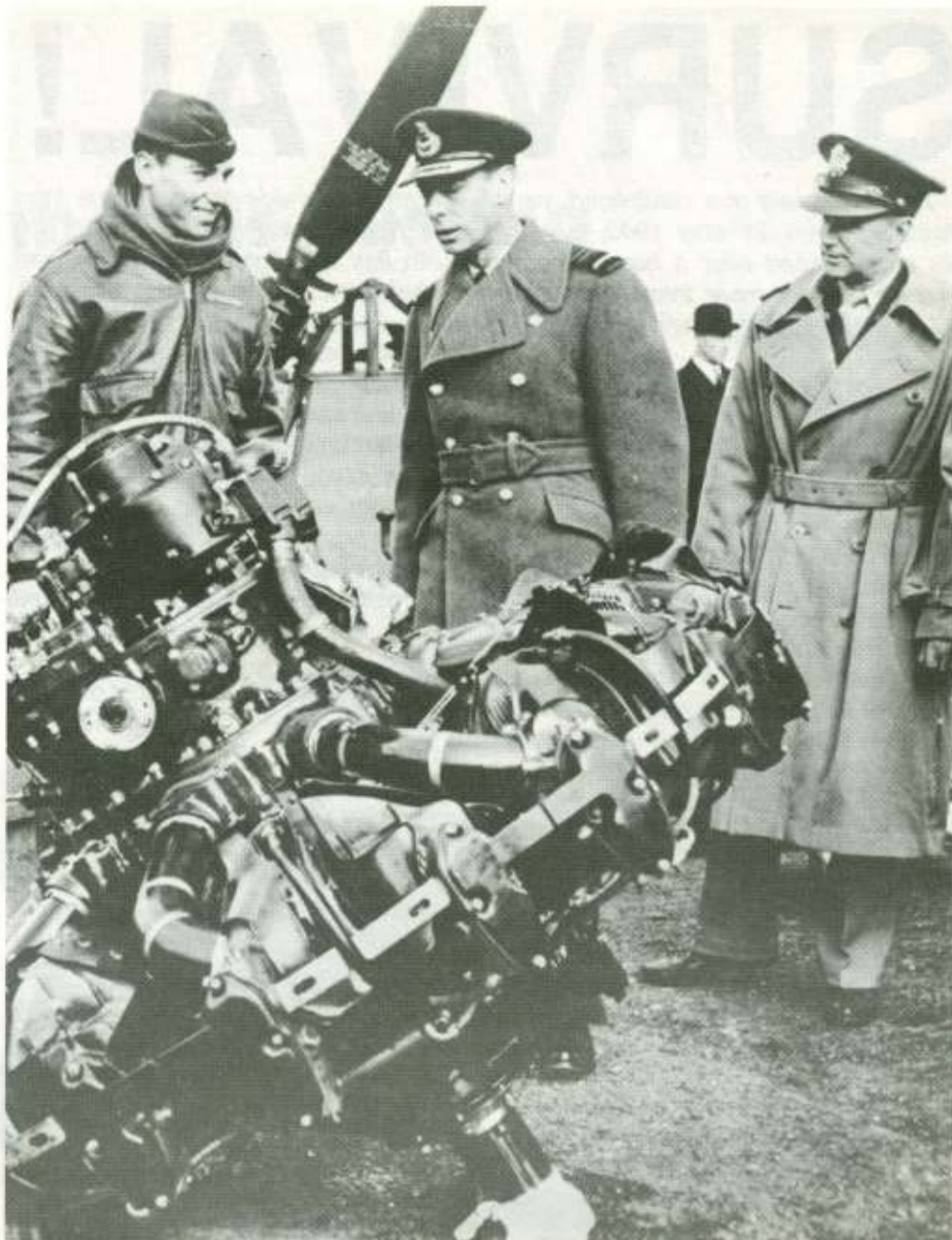
The Fortress they failed in the end to get was shot full of holes; one motor useless, radio smashed, rudder controls barely functioning, 16 feet of metal torn out of the waist, port wingtip dangling, one tail wheel wrecked, tire on rear landing wheel shot to ribbons.

The crew, excepting DeJohn was unhurt.

Riordan got his ship over the field, dropped a red flare, and sat her down. All safe.

Several days later H.M.—King George VI—came to look.

This was what he said: "I don't see how you did it."



1 Lt. Robert P. Riordan, 369th pilot, discusses a new engine for his battered plane with King George VI and B/Gen. Newton Longfellow 17 Nov 42 at Thurlough on the King's first visit to the base.



Col. Charles B. Overacker stands at left as King George VI meets members of Riordan's crew Edward P. Maliszewski, co-pilot; George J. Spelman, navigator, Gerald Rotter, bombardier, and Sgt. Herman Albert.



Standing next to his plane with a missing horizontal stabilizer and elevator, 1 Lt. Robert P. Riordan tells about his combat experience with King George VI and Col. Charles B. Overacker.

American Airlines

In Cooperation with

The 306th Bomb Group Ass'n Offers A Meeting Saver Fare To San Antonio, Sept. 2-10, 1990

American Airlines offers a 40% discount off their round trip, unrestricted day coach fare or 5% discount off any promotional air fare for travel within the United States on American Airlines to the 306th Bomb Group Reunion. These discounts are available only through the 800 number below.

1-800-433-1790

Ask For Star File #2-07904H

You may purchase your tickets either through American Airlines or your local travel agency. However, to receive the discount you or your agent must call the 800 number above.

SURVIVAL!

This is the tale of a disciplined, yet lucky, crew that made its way home from Wilhelmshaven, 21 May 1943, by way of the North Sea. Robert H. Smith and his crew ditched after a heavy encounter with flak and fighters, and remained in their rafts for more than 30 hours before being picked up by a British craft.

By Daniel Barberis

It was a rough mission over the target, with constant buzzing by fighters and violent maneuvers by Smith. Many times I was crushed to the floor or pressed up against the ceiling of the nose, along with all objects that weren't tied down—dust and all!

When it became apparent that we would not be able to regain altitude we threw overboard all that we could in hopes of keeping what altitude we had. I lost my A-2 jacket in the enthusiasm for dumping.

When we were out over the North Sea and just about a hundred feet above the water, someone shouted that there was an ME-109 a few yards off our tail. I thought he looked very inoffensive, side slipping to stay with us.

Bob McCallum got out of his co-pilot's seat and into the upper turret, and gave the plane a burst. The pilot peeled away from us and I lost sight of him.

By that time the crew had taken up ditching positions, having had to get a special summons to Billy Lamb in the tail, where he way trying to fight a small but persistent fire.

The landing was incredibly smooth, a beautiful job! We released the dinghies and jumped out of the radio room hatch onto the wing. From that vantage we could see only one dinghy. The compartment atop of the fuselage had only partially opened, so a determined yank brought out the second dinghy and it inflated properly.

Smith and McCallum squirmed their ways out the cockpit side windows, into the water and then on to the wing. I pulled Smith up and was glad to have lots of 20mm holes in the wing to provide a handhold while I was tugging the pilot aboard.

Photos of a Flotilla

We tied the dinghies together. In addition to the two main dinghies, we had one or two small ones for our flotilla. We were no sooner in the dinghies than McCallum pulled out a pocket camera and began taking pictures. It just seemed to break the tension we were under and was a great morale booster.

The sea was like glass, except for the long swells. But the motion was enough to make me throw up the only breakfast I had had—a glass of orange juice. Even though it was a bright, sunny day, we could not dry off and remained wet to the skin for the entire time. There was always water on the floors of the dinghies and we had to keep bailing to maintain our bouyancy.

It was just about noon when we hit the water, and for the rest of the day we cranked the Gibson Girl (a portable emergency radio that could be held between one's knees for handcranking, made easier by the hour-glass contour of the radio's case). We all took turns after we had launched a balloon which carried the aerial to a reasonable height.

We rationed the emergency food found in the dinghies, being sure to save some for another day!

By nightfall we were still floating blissfully along, untroubled by any waves, and tried to get some sleep. I woke up during the night and thought I had lost my mind, taking several moments to evaluate the situation. The full moon and the balloon were the same

size and were side by side. My first view was of two "moons," side by side, one bright and one dark.

The fact that both were motionless was very unsettling to my befogged mind.

Daylight caused us to stir from our numbed positions, and we were startled to discover that each of us was covered with frost. If there had been even a slight breeze, this probably would not have happened.

As we wakened and checked over the crew, several were reporting that they did not feel well. We decided that we ought to begin paddling for England, rather than to continue the drifting.

As the sun came up we were keenly aware that our signal had not been answered by rescuers. Being the navigator, I had only a very rough idea of where we had come to rest on the North Sea, but with the compasses from the escape kits we set a westward course for our paddling.

With the balloon still afloat in the air, we continued our nonstop cranking of the Gibson Girl. Our food supply was running low, and we spread the packets of marker dye on the water, hoping that a plane might spot us.

Meanwhile, the weather was changing to a more threatening mode, and the fog began to thicken so that by late afternoon visibility was literally just a few yards.

When the fog was thickest and our spirits were not very high, our rescue finally came. At approximately 7 p.m. a ghostly hull suddenly and silently loomed out of the fog within a few feet of us.

A British crew had picked up our signal and zeroed right in on us, coming in very slowly and being careful not to run us down. It was only a corvette-sized ship, but to us it looked like the *Queen Mary*, since it was so close to us and towered over us when we first saw it.

Our new British friends fished us aboard and quickly proved to be masterful hosts. They gave us WARM, heavy wool clothing and let us use their bunks. Their on-board liquor supply was also opened to us. Later that week Bob Smith made sure that what we had partaken of had been replenished.

By the following morning we were pretty well back to normal, although Hendrick Kate had suffered some frost bite and was hospitalized.

Arriving back at Thurleigh, I walked into my barracks just as a supply officer was packing my clothing to put into storage.

A day or so later we were photographed in front of a B-17, being greeted by Col. Curtis LeMay, commanding officer of the 305th BG. The picture appeared on the front page of *Stars and Stripes*, and was a useful tool in promoting safe ditching procedures to other combat crew members.

Quickly orders were cut sending the crew to Romsey on the south coast for a week of rest and recuperation. From there Smith and some of his cohorts headed to London where Smith sought the counsel of a good jeweler. Married just before leaving for England, his bride had given him a fine gold watch, which he treasured more than any other possession. As it had had a good soaking for 30 hours in salt water, he wanted it treated immediately so that he could continue to wear it.



One of the rubber boats included, left to right; Daniel Barberis, Robert H. Smith, Wayne J. Gray, Clarence W. Durham and Hendrick Kate.

Saga of a Leather Jacket

Dan Barberis had the standard issue A-2 jacket, which most fliers felt was an essential item of wear. Upon arriving back at Thurleigh, he immediately requested a replacement for hte one thrown overboard while crossing the North Sea.

It wasn't until nearly a month later, on 28 July, as Barberis was getting aboard another ill-fated craft, that a supply officer in a jeep rushed out to the plane with Barberis' replacement jacket. This plane went down on a mission to Kassel.

He hadn't put it on, nor in the excitement of bailing out did he think to take it with him, and that jacket went down with the plane.

At Dulag Luft, when British officers were redistributing wearing apparel, Barberis once again gained possession of an A-2 leather jacket. But it had come from another USAAF man who, within three minutes, was reclaiming it from Dan in exchange for a new RAF overcoat.

"Reluctantly, I agreed to his appeal. I guess I was destined ont to have an A-2 jacket for the duration. But the overcoat did prove more practical and useful. The lining of the sleeves was used to distribute diggings from the tunneling while I walked around the compound. And the coat itself certainly kept me warmer during the two winters I spent in prison camp."

Sea Gulls and Sanity

After the nighttime bout with the balloon, Dan Barberis found a new

visual problem during the day. A sea gull landed about a hundred yards from the dinghies, floating blissfully on the swells.

When the fog thickened during the afternoon, the sea gull moved in closer, finally sitting only two or three yards from the men.

Dan found that now that the bird was closer, his mind had locked on the bird at a hundred yards, and he could not deal effectively with this enormous bird up close.

Under the stressful conditions of more than 24 horus on the water, this was just one more thing that rattled one's mind.

Kate's Tale of a Foot

"The radio room seemed to explode," recalls Hendrick Kate, "and I felt my left foot go numb."

Looking down, he saw that there was a cut across the top of the boot and blood was evident. He took his A-2 jacket and wrapped his foot with it, fearing frostbite.

Once he was settled with four others in a raft, Kate reported his injury, took off his boot, and the gash was examined. It was then bandaged and he thought little more of it.

After arriving at the flak house, Kate sensed that his foot was swelling and he was packed off to a hospital. Gangrene had set in, forcing surgery, and he spent three months there recovering. Then he was grounded as a flier, sent to Northern Ireland, and became an instructor in radio and ditching procedures.

The Crew

Robert H. Smith, pilot	Hendrick Kate, radio operator
Robert McCallum, co-pilot	Arthur Adrian, ball turret
Daniel Barberis, navigator	Clarence Durham, waist gunner
Wayne Grey, nose gunner	Zygmund Warminski, waist gunner
Bennett F. Buchanan, engineer	Billy J. Lamb, tail gunner

423rd Crew Won Medals In Ditching

When 1Lt. Robert H. Smith's crew downed 11 planes during the raid on Bremen 21 May 43 and then ditched in the North Sea, they came to the attention of those who recommended decorations and those who awarded them.

Their rescue by a British craft after more than a day and a half in the cold waters of the sea was also something miraculous.

Smith and his co-pilot each received the Distinguished Flying Cross for their coolness under fire, their leadership in the aircraft and in the dinghies. Lt. Robert McCallum was cited for taking over the top turret guns when the engineer took up his ditching position, and then downed an attacking German plane.

Those receiving the Air Medal for this mis-

sion included Bennett F. Buchanan, engineer; Hendrick Kate, Jr., radio operator; Arthur R. Adrian, ball turret gunner; Wayne J. Gray, nose gunner; Zygmund Warminski, waist gunner, and Daniel J. Barberis, navigator.

Purple hearts went to McCallum, Barberis, Kate, Buchanan, Gray, Warminski, Adrian and Billy J. Lamb, tail gunner.

Clarence W. Durham, waist gunner, received a DFC, having already earned an Air Medal and three oak leaf clusters.

For those unacquainted with the incident, the citation for Smith's DFC perhaps outlines the day's events rather well:

"After the bombing run anti-aircraft fire disabled two engines of Lieutenant

One of Our Bombers Is Missing



But the daily USAAF communiqué didn't tell the whole story

The Boeing Flying Fortress was knocked down all right—smack in the North Sea. Thirty hours later a British ship, nosing through the mist, picked up the crew, all alive.

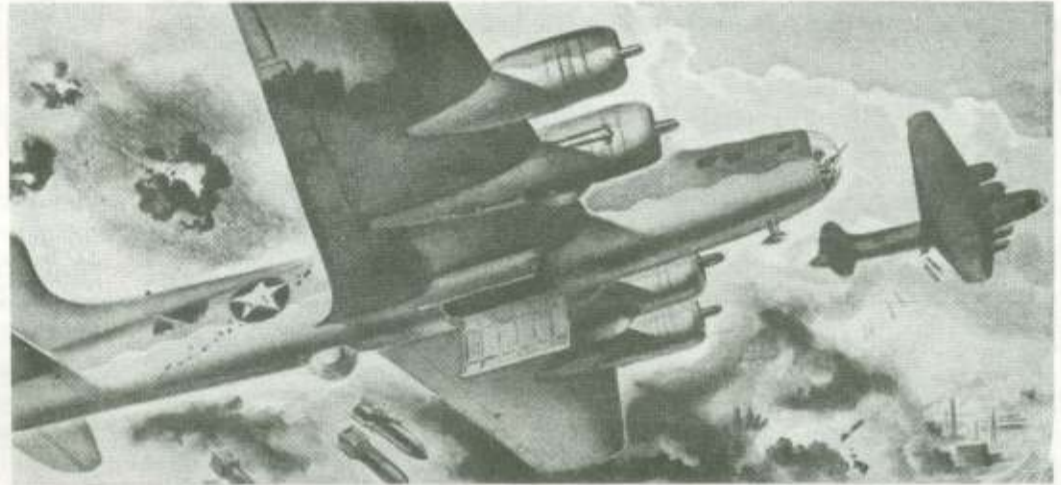
They had set a record of 11 German fighters shot down on one mission, a world record then, and one that still stands in the European Theater—where the going is toughest.

Here's the crew: 1st Lt. Robert Smith, Lamesa, Tex.; 2nd Lts. Robert McCallum, Omaha, and Dan Barberis, North Bergen, N. J.; Staff Sgts. Aygnumd Warminski, Hamtranck, Mich., Arthur Adrian, Milwaukee, Wayne Gray, Copopolis, Pa., Clarence Durham; Chattanooga; Tech. Sgts. Bennett Buchanan, Ft. Worth, Kendrick Kate, Manchester, N. H., and Billy Lamb, Denton, Tex.

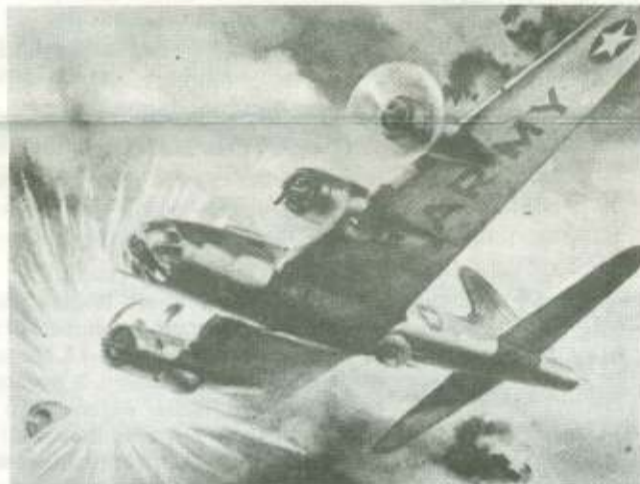
STORY BY DON WHARTON—DRAWINGS BY MAC RABOY
30TH IN LOOK'S AMERICAN HEROES SERIES



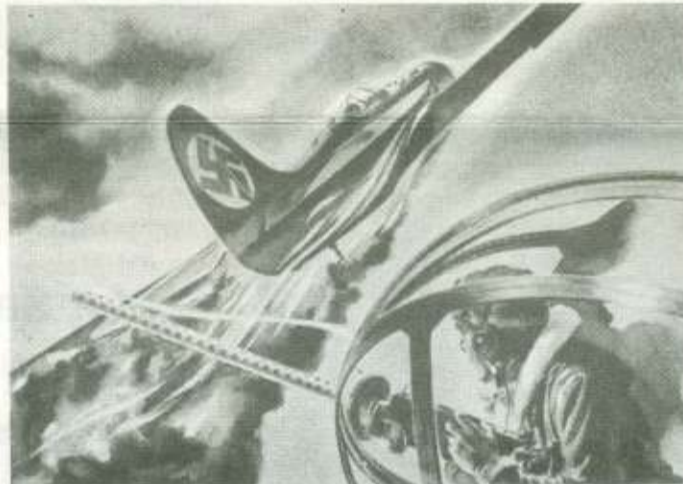
1 Pilot Bob Smith heads toward Wilhelmshaven with other B-17's. Ball Turret Gunner Adrian fires on an ME-109, sees him hit the water.



2 The formation plows past a swarm of fighters, runs into flak, reaches the target. Smith's plane bounces as Barberis releases his bombs, then bounces again—hit by anti-aircraft fire.



3 With two superchargers shot away, the Fortress falters. Smith and McCallum feverishly try to stay in formation.



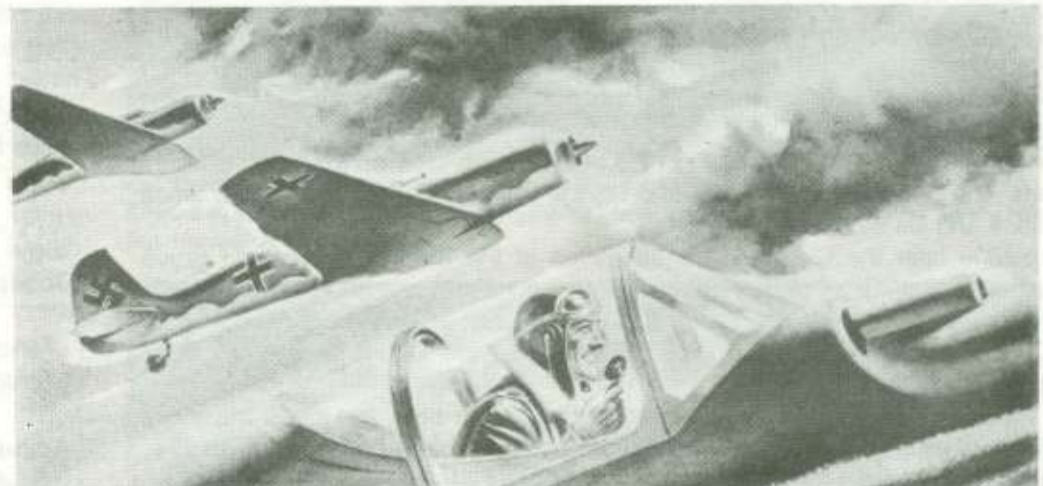
4 Nose Gunner Gray opens up on a Focke-Wulf jumping in for the kill. The FW falls in flames, barely misses the Fortress.



5 Top Turret Gunner Buchanan pours lead into an FW passing overhead.



6 Now Radio Gunner Kate takes on the FW. The German turns, starts a suicide dive, but suddenly flips over into a spin, burning fiercely.



7 Fifteen German fighters stream for the Fort. It's out of formation, unable to catch up, down to 17,000 feet, two engines gone, a third pouring oil. But it has just begun to fight.

52 LOOK OCTOBER 19

(from page 4)

Smith's airplane, but by skillful maneuvering he managed to maintain his position in the formation until enemy fighter plans disabled a third engine, thus forcing him out of formation. Ten enemy fighter planes immediately concentrated their attacks on this lone airplane, starting fires in two compartments of the plane and destroying the oxygen system. Displaying exceptional courage and superb airmanship, Lieutenant Smith man-

euvered his airplane so skillfully during the running fighter attack, which lasted more than an hour, that his crew destroyed most of the attacking planes and warded off the balance. Upon reaching the English Channel, Lieutenant Smith performed a perfect crash landing on the water when the fourth and last engine ceased to function. The entire crew was rescued some 30 hours later by an Air-Sea Rescue Boat."

Smith had arrived at Thurlough 15 January 43 as the co-pilot for Richard K. O'Hara. When O'Hara was transferred to the 367th Squadron on 7 April, Smith became a first pilot and remained with the 423rd.

After completing his tour and returning to the States, Smith was flying on a training mission out of Alexandria Army Air Base, Louisiana, and his plane was hit by one of his wingmen. The Smith plane was completely torn apart and no debris was ever recovered from it. This

occurred 10 Sep 43.

As to the other crew members: McCallum died at Schweinfurt 14 Oct 43; Barberis became a POW on his 18th mission 28 Jul 43 at Kassel; Adrian was KIA 26 Nov 43 at Bremen; Gray died in 1983 and Lamb in 1984; Warminski was wounded on a later mission and returned to the U.S. Warminski and Durham have never been located. Barberis, Buchanan and Kate are currently on the Association mailing list.

Father Tells of Execution of Eight American Airmen

In the October '89 issue of **Echoes** there was recounted the story of the final mission of Howard Snyder and his crew. The story was unique in that it was written soon after he bailed out over Belgium and became a ground warrior with Resistance forces until finally joining up with the U.S. Second Armored Division 2 Sept 44.

But, there was more to the story, not about Snyder but about his crew, and their fate once they were on the ground and became captives of the Germans.

One of the men on his crew was **George W. Eike**, his co-pilot from Rochester, NY. Eike had received his wings, 22 Jun 43, and arrived at Thurleigh with Snyder's crew 21 Oct 43. Derwood W. Eike, George's father, was never satisfied with the information that was forthcoming as to his son's death, and that story is told in a letter which Derwood Eike wrote to the families of the crew members on 20 Feb 47.

"The past three years have been a series of heartaches to a great many people and to us, especially, who have had the trials of waiting in vain for a word of hope and then finding the inevitable had taken place.

"The word 'presumed dead' which we received after nineteen months of waiting, concerning our son, George, was not enough and we did not accept it as such. We knew from some of the boys who had returned, and also from several letters which we had received from Belgian people, that the boys had been hiding in a woods near Chimay, Belgium, and that they had been captured 22 Apr 44 by the Germans.

"Although the government had photostats of the letters we received and the information from the boys that returned, apparently nothing had been done about it.

"We invoked the aid of our Senator, James Mead, who asked for a complete investigation as to the death of our son. The investigation was finally finished and the findings were returned to the War Crimes Department in Washington, DC.

"My wife's uncle, Ray DeLano, made it possible for us to read this report. He has been a wonderful help and has used his influence with the War Department to get us most of our information containing our boys. My wife and I went to Washington and read the report in the files of the War Crimes headquarters in the Pentagon Building, three weeks ago.

"The report consisted of 32 typewritten pages of testimony, with a summary of what took place. The testimony was taken from some of the Belgians who had helped the boys, and from some Belgian collaborators, who were being held for their part in the crimes.

"On the morning of 22 Apr 44 a secret raid was made on the hideout of eight American fliers, who were in the woods at St. Remy, Chimay, Belgium.

"There were nine different organizations participating in the raid, including one organization of Russians under German leadership. A Belgian traitor had notified the German Gestapo and a Belgian collaborationist organization that the boys were in the woods. About 1,500 men participated in the raid.

The eight fliers were living in a hut that belonged to a Belgian farmer, who was helping the boys by sending them food and clothing. This farmer's son and another Belgian stayed in the camp with the boys on the night of the 21st, and both were also captured.

A civil engineer and leader of the Belgian Underground had visited the camp earlier that same night to give money to the fliers, as they were planning to escape two at a time.

"Their capture came about 8 a.m. on the morning of the 22nd, just after they had finished breakfast.

"The group was taken to the second floor of a school in Chimay, where they were stripped of their identification. Each of the eight had his dog tags, and most were in civilian clothes. George Eike still wore Army pants and shirt and his leather A-2 jacket. Robert Benninger had on Army pants and shirt.

"The captives were questioned for most of the morning in the school before being taken about 2:30 in the afternoon by truck out to a woods. They were ordered to line up single file, while two Germans armed with pistols stood behind each man. Then the eight were ordered to march into the woods with the Germans behind them.

"After walking about 500 feet each of the captives was ordered to go in a different direction. At a predetermined signal each of the men was shot three or four times in the back and left dead in the woods.

"Sometime later the Germans buried seven of the men in a common grave at an air strip near Gosseles, Belgium. George Eike was buried in an unmarked grave in a cemetery near the same town. Later, the bodies were exhumed by Americans and buried with full military honors at the U.S. Military Cemetery, Margraten, Holland.

"One of the men who did the shooting of one of the boys has been captured, along with several of the Belgian collaborators. They have been turned over to the Belgian government for trial.

"The two Belgians captured with the Americans have never returned from their imprisonment, one in Dachau and the other at Buchenwald.

Those who died that day near Chimay were:

George W. Eike, Rochester, NY, 369th co-pilot
 Robert Benninger, Pittsburgh, PA, 369th navigator
 Billy Huiches, Douglas, AZ
 John Gemborski, Chicago, IL, 368th waist gunner
 Orian G. Owens, Lisbon, IA, 368th engineer
 John Pindroch, Cleveland, OH, 369th waist gunner
 Vincent J. Reese, Philadelphia, PA
 Charles A. Nichols, Stockton, CA, 368th radio operator

Ed. Note: Eike, Benninger and Pindroch were from Snyder's crew, shot down on the 8 Feb 44 raid to Frankfurt. Gemborski, Owens and Nichols came from W. Dale Reed's crew, shot down 11 Jan 44 on the mission to Halberstadt.

"Knowing the facts does not help the deep sorrow that has come to all of us, but it does help to know that they did not suffer long and the mental agony they might have had was of short duration."

Ed. Note: Derwood Eike and his wife lost two sons in combat over Europe. Their second son, Richard Eike, was also a Fortress pilot and was killed 28 Sept 44 when his plane exploded over Aachen, Belgium.



Just before North Carolina doubled the cost of its vanity license plates, Russ Strong ordered his 306th plate which he hopes to be able to use for some years.

'Zero' Given High Scores

"The Zero is a cultural and technological signpost, and even today it is telling us things we're only now beginning to understand," says the February/March issue of the Smithsonian's **Air and Space** magazine.

The proud designer of the Zero noted years after WWII, "there has never existed anywhere in the world a fighter powered by a 1,000-hp air-cooled engine that was faster than the Zero, even without comparable range and dogfight characteristics."

In December 1942 the USAF came to a similar conclusion in its comparative study of the Zero, P-38, P-39, P-40, P-51, F4F and F4U.

"It would take the Grumman F6F Hellcat, with its low wing loading and a 2,000-hp engine, to finally end the Zero's ascendancy," says **Air and Space**.

You can learn more by reading the article, "The Zero, One Step Beyond," or **Eagles of Mitsubishi, The Story of the Zero Fighter**, by Jiro Horikoshi, the famous plane's designer. It was published in 1981 by the University of Washington Press. There is also **Zero Fighter** by R. Mikesh, published by Crown in 1980.

Master Sergeant List Grows by 7

When we published a list of Master Sergeants in the April 88 issue of **Echoes**, we hoped that we had listed everyone.

But in the intervening two years, we have come up with seven more names which should be added to the listing. They include:

John S. Aye, 368th, on detached service from 1st Bomb Division

John Battle, 367, chief clerk, intelligence

Sigyr Gustafson, 423 crew chief

Joseph C. Harkrider, 369th crew chief

Francis E. Mullen, 367th crew chief

Frank B. Potter, Jr., 369th, oxygen shop

Arthur E. Ward, 367th first sergeant

We regret that these names were omitted.

Bordner Honored By 'His' School

Ralph Bordner, first president of the 306th Association, was honored in March by the Robein, IL, school board. Ralph had served from 1949 until retirement in 1978 as superintendent of the Robein School.

At a March meeting, with Ralph and Nell as special guests, it was announced that the school gymnasium is to be named in his honor. Formal dedication will be held 17 May.

#2 and Final Dog Story

Harold Rogers' Eager Passenger on Bombing Raids

By Andrew A. Rooney
 Stars and Stripes

5 Jul 1943 — When Fortress crews start piling into their bombers here on raid days, the first one aboard is not a man at all — but a dog.

The dog is Sgt. Harold Rogers' Mister, who attends briefings with the crew, rides to raids in the little bag that ordinarily covers the bomb sight, wears his own specially-designed oxygen mask at high altitude, and so far has been on five trips across the Channel.

Mister has been over Huls, in the Ruhr, northwest Germany, Bremen, St. Nazaire and a bad weather raid over France. He missed the June 29 raid on Le Mans — and a good thing, too, because machine gun bullets ringed the fuselage where Mister usually rides.

Rogers has owned Mister since he was a pup three years ago, and they went through their training together.

Back in the States, Rogers designed an oxygen mask for the dog. Mister flew many hours in the States, he flew across the Atlantic, and he has flown many hours since he's been here.

On raid days the bombardier gets his super secret bombsight from the room where it is kept under lock and key with a double guard and goes to the plane with the bombsight carefully concealed in a cover. He takes the precision instrument out of the cover and Mister climbs in. The bombsight cover is all the flying clothes he wants.

The dog sits behind Rogers with his mask on during the raid. He's so much at home in the plane there was even a rumor here for a while that Mister had shot down an enemy plane.

In the barracks where Rogers and Mister sleep there are four other members of the crew of 1/Lt Fred P. Sherman's B-17. Mister sleeps on the bed next to Rogers. If anyone enters the Nissen hut, Mister watches him closely. Intruders can do anything they want with 14 of the beds in the hut, but there are four they can't touch — while Mister's around.

Rogers comes from Miami, Okla., but for several years before he got in the Army he was a Hollywood stuntman. He was the guy who fell from those horses.

He thinks Mister is about through with combat flying. Rogers may take him on some of the shorter raids, but he doesn't want to take him on the longer missions because it is too long for the dog to stay on oxygen.

Reunion (from page 1)

There will be special tours to both Randolph and Lackland, but you'll have to choose, and because of limitations on facilities for luncheon at both places, the earlier signees will get these trips. There will be other things to do as well, and with good weather and good friends the visiting will go on from morning 'til night.

Registration forms for the hotel and for the 306th are to be found on page 8 of this **Echoes**. You are urged to put them to early use.

Oops!

The identification for Paul Reieux's crew on page 6 of the January issue should be reversed. Actually, the negative was flipped, causing the misalignment of names.



Here's Who They Were!

In the January issue of *Echoes* we ran a pictured identified as the 352nd Service Squadron, believed to have been taken some time in 1943. After that publication, we received a "left to right" of the picture from Ronald McAuliffe, identified as the 449th Sub Depot and dated as 4 Jul 44. The identification appears to match up with stripes on sleeves, etc., and we have no further explanation for any discrepancies. Below is the identification:

Sitting: John A. Kovac, James M. Treaner, Ralph D. Brown, Steven Stancik, Thomas Tomaino, Robert F. Brenner, Ernest G. Michel, Seymour Moskovitz, Edwin J. Kardas, Dewey N. Stewart, Nelson F. Fowler, O.B. Denton, Carl H. Dembeck and Joseph C. Roler.

First Row: Edward C. Kern, John F. Misitigh, Ralph R. Volkert, Joseph E. Beal, William J. Kuzma, Floyd Gustason, Selmar O. Dahl, Jesse L. Lanford, Hughie F. Smith, Anthony Licht, Ralph H. Cheney, George E. Ray, Samuel J. Niemiec, Ernest E. Smith, Howard McMartin, Kenneth Henry, James R. Mason, John E. Kararo, Louis D. Mueller, Capt. Donald F. Sheridan, Maj. Robert Stevens, Maj. Henry J. Schmidt, Maj. William B. Sory, Capt. Arnold Sherman, CWO William Fyfe, Carl J. Hays, John W. Bever, Valentine Halfar, Harry Warholak, Fred Seasholtz, Sidney P. Colclazer, Charles S. Harber, Bert Villaneuva, Richard L. Worthen, Kenneth R. Akey, Edward H. Horn, Robert A. Lamphear, Martin Danjanovich, Tim J. McCarthy, Harold E. Stout, Robert L. Reichers, Frederick Hobson, John J. Kilday and Norman E. Henderson.

Second Row: Joe M. Carpenter, Donald G. Dewitz, John F. Baki, Charles J. Mulvey, Don H. Rottinghaus, Noble Williams, Donald R. Bratton, Harold L. Busse, Carl J. Leopold, Donald A. Schelbauer, Harold E. Peyton, Wayne B. Grisso, Richard A. Loweth, Albert Garrison, Charles Rodgers, Fritz Flattum, Richard D. Moran, William K. Adams, Coleman B. Benton, Roland A. Johnson, Joe W. Lukacs, Perry L. Frye, Bill M. Blackmon, Henry M. Schultz, Horace S. Abston, Raymond Kaminski, Charles W. Goad, Kenneth Bennett, Robert G. Hulbert, William Bailey, Harold R. Flood, Charles W. Kawa, Wilson H. Spohr, Howell L. Lewis, Glen C. Bice, Robert W. Mellon, Arthur F. Batz, Tor O. Rydberg, Williard Beatty, Isaac M. Debow, William L. Larash and Roy P. Johnson.

Third Row: Ronald E. McAuliffe, James A. Johnson, Walter Niemyjski, Frank J. Zuckerman, Felton A. Rhodes, Frank J. Hora, Augustine R. Cardenas, Jack Danziger, Nicholas Liakos, Edward W. Kocourek, Forest E. Griffin, Thomas Hingston, Signey F. Berry, Guynn O. Roberts, Stanley Josell, Raymond P. Smith, Herman W. Clark, Walter Tuengel, E.T. McLain, Amadeo Montoya, Charles W. Clark, William B. Evans, Vernon L. Adams, William Thomas, Robert L. Vaughn, Benjamin F. Ballsum, Keith E. Miller, Clyde E. Hawes, Walter C. Deutsch, Robert Heldreth, Anthony R. Behnke, J.W. Morgan, Joe S. Daura,

Merle D. Hatfield, Ralph W. Leach, Richard Hewitt, Edward M. Pozek, Eugene T. Kantarski, Garrison L. Rudolph, William J. Gilpin and Thad W. Whitman.

Fourth Row: Wade G. Dunn, Arch Angel, Frank J. O'Leary, Johnnie W. Lacy, Meyer Santinsky, Warren A. Sosbe, Orville A. Rose, Raymond H. Hanska, Hazel T. Nelson, Robert T. Stevens, Glen L. Sheridan, Lester A. Morris, Max Pipano, Linus F. Curtis, Ralph E. Ord, Raymond W. Foss, Howard E. Bell, D.O. Rogers, Harold H. Thannisch, Joseph C. Bass, Clarence Mosholder, William S. Burns, Michael C. Camperose, George Vorenkamp, Harold E. Ostling, Emil G. Farkas, David Horowitz, Oscar B. Pynes, Manuel A. Garza, Olen C. Briscoe, Vincent D. Joyce, Harry S. Chewning, Francisco Puente and Michael Almasian.

Fifth Row: John H. Reagan, Leon S. Bryson, Frederick Bocko, Julius S. Hiro, John J. Jacobs, Jose S. Martinez, Carl L. Ingram, Richard J. Wiesen, Walter Dryja, John Lorenzo, John M. Corsiglia, Alois W. Uek, Albert M. Jacobson, O.M. Davis, Eugene G. Koch, Claude F. Taylor, Eugene B. Henry, Ted Geoahagan, Orville C. Starr, Louis M. Schumpert, Lionel C. Jeannette, Gene A. Peddicord, Michael A. Grimaldi, Jack S. Benner, Richard P. Williams and Herschel L. Shields.

Editor's Notes: (1) The picture and this identification list has no inherent relationship to the roster of Engineering Services Crews appearing in the January issue. There are many duplications, but these two listings were compiled a year apart. (2) The second row is interesting in that it is composed entirely of men of the grade of Staff Sergeant, with one exception, that being William L. Larash who was a Technical Sergeant.

CHARGE TO 449th DEPOT PERSONNEL: The 306th Association needs your help in trying to locate more 449th personnel. Currently there are thirty men from the 449th on our mailing list, and there are 201 men on the list above. Please send to the Secretary any current addresses you may have from Christmas lists, etc., of men not in your last 306th directory; or, if you know the WWII hometown of anyone, please send that. We will then make every effort to locate such individuals.

AAF PAY GRADES—1944

Rank	Insignia	Yearly Pay	Rent Allowance (Mo.) with dependents	single	Rank	Sleeve Insignia	Monthly Base Pay
General	★ ★ ★ ★	\$8,000	\$120	\$105	Private (7th grade)	no chevrons	\$50
Lt. General	★ ★ ★	8,000	120	105	Private first class (6th grade)	▲	54
Maj. General	★ ★	8,000	120	105	Corporal (5th grade)	▲▲	66
Brig. General	★	6,000	120	105	Sergeant (4th grade)	▲▲▲	78
Colonel	▲	4,000	120	105	Staff Sergeant (3rd grade)	▲▲▲▲	96
Lt. Colonel	▲ (Silver)	3,500	120	105	Technical Sergeant (2nd grade)	▲▲▲▲▲	114
Major	▲ (Gold)	3,000	105	90	Master Sergeant, First Sergeant (1st grade)	▲▲▲▲▲▲	138
Captain	■	2,400	90	75			
1st Lieutenant	■ (Silver)	2,000	75	60			
2nd Lieutenant	■ (Gold)	1,800	60	45			
Warrant Officer (chief)	■ (Silver)	2,100	75	60			
Warrant Officer (j.g.)	■ (Gold)	1,800	60	45			
Flight Officer	■ (Silver)	1,800	60	45			

FLYING PAY—Flying officers and enlisted men receive an increase of 50% of their base pay when by orders of competent authority they are required to participate regularly and frequently in aerial flights and when as a result of orders they do participate in such flights. Non-flying officers receive flying pay at the rate of \$60 per month when they participate in regular and frequent aerial flights ordered by competent authority.

SUBSISTENCE—Officers with dependents receive \$42 per month (30 day period) subsistence allowance; single officers, \$21. (Exception: Lt. Col. and Maj., married, receive \$63.)

LONGEVITY—Every enlisted man receives an increase of 5% of his base pay for each 3 years of service up to 30 years.

FOREIGN SERVICE—The base pay of officers is increased by 10% (enlisted men 20%) for any service while on sea duty or duty in any place beyond the continental limits of the U.S. or in Alaska.

OBITS

George J. Allen, 368th radio operator on Walter Kiel's crew, died 30 Jan 90 in St. Paul, MN. He flew his combat tour between 1 Dec 43 and Jun 44.

Joseph V. Bierne, a 368th gunner, died 7 May 81 in Louisville, KY. He came 15 May 44 with Ivan Oberhelman's crew and completed his missions 25 Sep 44.

Coleman B. Benton, assistant chief of the 449th Sub Depot's welding shop, died several years ago in Irvine, KY.

Col. Robert Hogg, a 367th intelligence officer, died 29 Dec 89 in Anacortes, WA, after contracting viral pneumonia. He earned a BA degree at the University of Michigan, an MA degree at Columbia University, and his law degree from Lafayette. He retired from USAF in 1963 as deputy executive assistant to Gen. Mark Bradley in the Pentagon, and then worked for Hughes Aircraft Co. for thirteen years.

Sylvester L. Horstmann, 368th radio operator and POW, died 12 Dec 87 in St. Louis, MO. He was an original member of the Group, moving to England with Otto Buddenbaum's crew. He became a POW on 8 Mar 43 on a mission to Rennes, France, in which Buddenbaum lost his life.

Hugh C. Hostetter, Jr., co-pilot for Earle Schafer's 423rd crew, died in 1988. He arrived at the 306th 11 Dec 44 and served through at least the end of the war.

Edward Marquez, 423rd ball turret gunner on the Robert Mox crew, died 16 May 88 in Denver, CO.

Franklyn D. Norris, 423rd, died in February 86.

Douglas T. Schrack, 423rd pilot,

died 27 Dec 89 in Norristown, PA, where he had been a practicing optometrist for many years. He was a 1941 graduate of the Pennsylvania College of Optometry, and came to the 306th 21 Aug 44, completing his tour in Feb 45. Dr. Schrack attended a number of reunions.

Howard C. Sharkey, 369th pilot and flight commander, died 9 Feb 90 in Colorado Springs, CO, after a lengthy illness. However, he had been able to attend the 1989 reunion in Little Rock. Sharkey joined the Group 8 Aug 43 and departed after flying 25 missions 21 Mar 44.

Jerome B. Siegel, 367th, served for a time on the furnace stoker detail and was later a classification specialist. He died 21 Jul 75 in Birmingham, AL.

Allen Smith, Jr., 368th intelligence clerk, died 5 Feb 90 in Indianapolis, IN. He was a retired Indiana Bell Telephone engineer. Smith came to the 306th at Wendover and departed the Group 8 Aug 45. He attended the Little Rock reunion.

Philip Suntocky, a 369th gunner with the George Broz crew, has passed away. He arrived 7 Jun 44 and completed his combat tour in November.

William C. Van Norman, public information officer for the 306th throughout the war, died 26 Sep 89 in San Francisco, CA, where he had lived for a number of years. During his 306th career, he had the opportunity of directing public information coverage of two visits by the King of England, as well as the first presentation of the Medal of Honor in a combat theatre, that presented to the late Maynard H. (Snuffy) Smith.

First Over Germany by Russell A. Strong A Pre-Publication Offer

First published in 1982, and now out of print for the last three years, *First Over Germany*, a chronological history of the 306th Bomb Group from 1942 to 1945, will be republished this summer. Unfortunately, prices for printing, binding and postage have advanced significantly in this period.

Those ordering during April, May and June, can save \$5 on the price for the book when it is published. This new edition contains corrections, some changes in the copy, and several brief additions to the original text.

Because this new edition will be limited to about 1,000 copies, early orders will be the ones that are filled. Further information on the publication date will be published in the July issue of *Echoes*.

Order Form — **FIRST OVER GERMANY**, by Russell A. Strong

Please accept my pre-publication order for _____ copy(ies) at \$30 per copy plus \$3.00 for postage and handling. My check is for \$ _____.

Make checks payable to Russell A. Strong.

Date: _____

Name _____

Street Address _____

City, State, Zip _____

Send to Russell A. Strong, 5323 Cheval Place, Charlotte, NC 28205

Directory Updates

A.B. Blair 367
3701 Corsair Ct.
New Port Richey, FL 34652

Donald W. Brodin 423
Box 8
Paynes Creek, CA 96075

Charles M. Comstock 423
7009 Arcadian Hwy
Evansville, IN 47715

Hurotte Dobbs 369
309 Elm St
Covington, KY 41016

Robert L. Graves 423
822 Cabot Ln
Madison, WI 53711

Royal A. Green 367
4000 Ace Ln, #302
Lewisville, TX 75067

Gustave Holmstrom 369
581 W. Quandt Ranch Rd.
San Jacinto, CA 92383

Stanley T. Johnson 423
3505 9th Ave N
Hibbing, MN 55746

William C. Maddox 367
501 3rd Ave N
Clanton, AL 35045

Harry Masle 367
759 E Monroe St., #118
Little Falls, NY 13365

Henry V. Percic 367
4836 Leisure Ln
Lakeland, FL 33811

Maurice W. Pickett 367
33590 Paiute Ln
Coburg, OR 97401

Alfred H. Remal 368
2325 Beneva Terr Bldg 9, #2287
Sarasota, FL 34232

Charles T. Schroeder 423
2959 SE 21st
Gresham, OR 97080

Henry J. Spence 369
7647 Derreck Pl
Indianapolis, IN 46219

Barney Stevens 369
1122 Albion St
San Diego, CA 92106

William A. Taylor 423
27601-198 Sun City Blvd
Sun City, FL 32402

Donald F. Urban 367
3280 Lake Osborne Dr, #105
Lake Worth, FL 33461

Lennie Ventresca 1024
19011 Snead Ct
Humble, TX 77346

Ralph Whiteside 367
951 Hale Ave
Ashland, OH 44805

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 _____

BOOKS

Once More in RAF Skies

The Battle of Britain, The Greatest Air Battle of World War II by Richard Hough and Denis Richards. W.W. Norton Co. New York, 1989.

Much has already been written about this four-month period of British aviation history, and doubtlessly there will be new works each decade for the next hundred years.

But it will take great writing, great imagination, and probably a considerable bending of the facts to improve on this collaboration by Hough and Richards.

They further attest that "The Battle of Britain" was one of the great turning points in the conflict between Germany and England, and to buttress their arguments they bring new life to the people who so valiantly participated. In combining their talents, they also brought into action their own memories,

as Hough flew for the RAF in WWII, and Richards was an avid observer of the air war as it unfolded.

Both men have written extensively on WWII, and use their talents well in this book, much to the reader's advantage.

They conclude the history with "The ordeal was grievous, but in the context of the strategic progress of the war, almost immaterial. Thanks to the victory in the daylight Battle during July-October, the island base remained unconquered, and soon Hitler would have created for himself situations beyond redemption even by the might and courage of the German Army and the Luftwaffe."

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 _____

SAN ANTONIO **Marriott**
RIVERWALK

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: _____