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Charlotte, NC 28205

Forward & Address Correction

306th Echoes



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306th Bombardment Group Association

New Officers Chosen

M.E. Christianson, 368th pilot and vice president of the Association, was elected president for the 1990-91 year at the annual business meeting of the 306th Bomb Group Association Saturday, 8 September, in the ballroom of the Marriott Riverwalk Hotel, San Antonio, TX.

Other officers presented in the slate by William Houlihan, chairman of the nominating committee, were Donald R. Ross, vice president; Russell A. Strong, secretary, and C. Dale Briscoe, treasurer.

New directors chosen for three-year terms were Charles F. (Casey) Jones and Rex Barber. Holdover directors are George G. Roberts, for two more years, and Leo Van Deurzen, in his final year.

Robert Riordan stays on the board for one more year as the immediate past

president and James Macry joins the board as chairman of the 1991 reunion in Pittsburgh.

During the business meeting a plaque was presented to William M. Collins in recognition of his diligent service as the first treasurer of the Association, and as one of the three founding officers of the group.

Reports were given by James Macry and Donald Ross on the 1991 reunion in Pittsburgh and the 1992 reunion in England, respectively. Considerable discussion greeted both reports, with numerous suggestions from the floor.

Discussion of 306th Association participation in the proposed 8th AF Museum at Savannah, GA, was referred back to the Directors for further consideration.

306th Took 'Great Pride' In Its Role in WWII Battles



The antic mind of Art Isaac has once again joined the ranks of the 306th. Only located during the past few months through the efforts of his old navigator, David Dash, Art brought a new height of levity to the gathering in San Antonio. In a story oft repeated, Art claims is apocryphal, it was said that he was prepared for any eventuality should he be shot down over Nazi Germany by carrying with him four sets of dog tags. Each tag carried a different name, so as to foil any attempts to persecute him because of his Hebrew heritage. When he checked in at the reunion in September, HIS packet contained four name tags, all of which he wore to the Thursday evening Mexican dinner. From top to bottom they read: Arthur Isaac, Arthur McIsaac, Otto McIsaac, and Francois D'Isaac. With this start it is no wonder that Art enjoyed everything at the reunion. And, from his tales, evidently enjoyed most everything at Thurlough as a lead bombardier for the 369th squadron from 4 July 1943 through 21 Mar 1944. He came to the 369th on William Katz' crew.

"The greatest turning point in the European Theatre of Operations was Big Week," declared M/Gen. Delmar E. Wilson in reminiscing for the over 600 people who attended the reunion banquet in San Antonio 8 September.

Big Week was the declared battle launched by the 8th Air Force to totally suppress the Luftwaffe, and to wreak havoc upon its airfields, its manufacturing facilities, its parts component factories, and its repair depots.

(Planes of the 306th took part in this epic week, which opened 20 Feb. with 20 planes going to Leipzig, led by Lt. J. Bruce McMahon; 21 Feb., 21 planes to Rheine, led by LTC John Lambert; Feb. 22, 39 planes to Bernburg, led by LTC Robert Riordan; Feb. 24, 20 planes to Schweinfurt, led by LTC William Raper, and Feb. 25, 19 planes to Augsburg, led by Capt. Thomas Witt.)

"All of this activity assured the suppression of the German Air Force and made the invasion of Normandy infinitely easier," he said.

The 306th was successful in its two and one-half year mission because "these men took great pride in serving their country," stated Wilson in opening his remarks. He was the third person to join the 306th, having come there from Oklahoma City, OK, along with the four who became the initial squadron commanders: Harry Holt, 367th; William Lanford, 368th; Ralph Oliver, 369th, and James W. Wilson, 423rd. While Holt is deceased, only Oliver was in attendance at San Antonio.

"It was late June before we had enough planes to do any proper training," Wilson related, telling how they almost "flew the wings off" the few aircraft they had early in training. In one month alone he flew 160 hours in the right seat while instructing the neophyte pilots who came fresh from flying school to the 306th at Wendover, UT.

Bombardiers and navigators joined the flying crews, with no more training than most of the young pilots, and by mid-July Second Air Force inspectors declared the men of the 306th "combat ready."

Soon the planes were off to Westover, MA, where the flight crews were pared to ten men per plane so that adequate fuel could be carried to fly the North Atlantic.

Wilson was in charge of the ground contingent, which moved by rail to Richmond, VA, and soon thereafter headed north to Fort Dix. During their first night at Dix, the unit billeted next to the 306th contingent staged a riot.

It wasn't long before the group was joined by those from Westover who were surplus; soon they all embarked on the Queen Mary. By the time everyone was aboard there were 17,400 passengers bound for the combat zone. Once out of the harbor the Queen ran at 33 knots during the daytime and 30 knots



Donald R. Ross, newly-elected vice president of the Association, speaks about the 1992 reunion in England. Seated, left to right, are C. Dale Briscoe and Russell A. Strong, re-elected as treasurer and secretary, respectively; Robert P. Riordan, outgoing president, and M.E. Christianson, the new president.

Mission Report Data Now Available on Limited Basis

A new opportunity for each 306th man to gain information about some of the combat missions he may have participated in, or seeks more information about, is being prepared by the Secretary's office.

The Board of Directors has made funds available to complete the collection of mission records that was started by Russ Strong during research for his book, *First Over Germany*. Not all of the records have been secured as yet, but the collection will be completed during 1991.

These records, which come from National Archives, include the Intelligence Summary for each mission, Crew Interrogation reports, Formation charts, Fighter Encounter reports, Lead Crew Interrogation information, Mission track charts, and perhaps some other assorted documents.

Unfortunately, not all records are on hand as yet, but the general periods covered include:

All 1942 missions
January thru 12 March 1943
April thru 15 May 43
17 August 43
4 thru 14 October 43
26 November thru 1 December 43
11 January 44
25 and 28 February 44
18 and 24 April 44

9 and 24 July 44
All August 44 except 6th, 13th, 15th, 16th, 24th and 25th
All September 44, except 8th, 11th, 13th and 28th
All October 44, except 6th, 15th and 16th
4 November 44
All 1945 missions

In setting up this program, the Board of Directors has restricted each request by an individual to three (3) missions, for which there will be a \$5 handling and mailing charge. Because of the labor-intensive nature of this venture, there may be minor delays from time to time in filling your requests. As other mission materials become available they will be announced in *Echoes*. It is hoped that by mid-1991 all available data on the 341 missions of the 306th will be available.

(Turn to page 2)



Stan Mathes, 368th gunner and toggler on William McCaulie's crew, went out to visit the Confederate Air Force's "Sentimental Journey" when the aircraft visited Medford, OR.

(Turn to page 2)

Great Pride

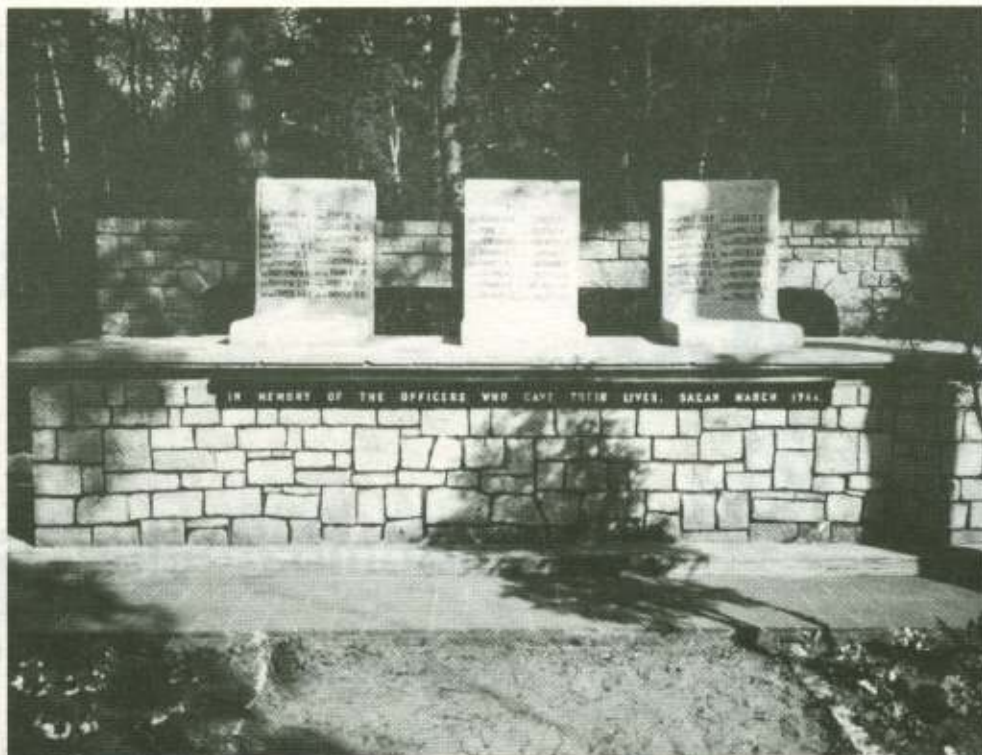
(from page 1)

at night, headed for Greenoch, Scotland, and eventually to Thurleigh.

Thurleigh, says Wilson was "the dirtiest damn base he had ever seen," and the newcomers were quickly assigned to myriad cleanup tasks.

The planes shortly arrived, and flying schedules went into effect to cram the crews with the training needed to fly in British weather, and with British operational regulations. Thus, there was a great deal of learning to accomplish by all members of the flight crews, the ground crews, and all of the personnel as they made ready for that fateful day, 9 October 1942, when the planes of the 306th became operational in mission #1 to Lille, France.

Presiding at the banquet was Robert P. Riordan, the outgoing president of the Association. G. Barney Rawlings, C. Larry Emeigh, and Flo Arbeiter, wife of Erskine Arbeiter, assisted in the musical end of the evening's entertainment.



When Warren and Marilyn Wilson visited the site of Stalag Luft III at Sagan, Poland, a couple of years ago, this was one of the scenes their camera caught. The legend below the three shafts reads "In memory of the officers who gave their lives...Sagan, March 1944." Wilson, a 368th engineer with Robert Farwell's crew, became a POW following the loss of their aircraft 12 Sep 44 on a raid to Ruhland, Germany.

Address Updates - Unit Designations

Unit designations in this listing include BW-306th Bomb Wing, and CJ-Casey Jones Project.

Lionel D. Alford 367
14223 North Point Dr.
Wichita, KS 67230

James L. Babbs 423
7018 Island Village Dr.
Long Beach, CA 90803-4303

Frederick C. Bartz 1208
N2620 Melody Lane
Waupaca, WI 54981-8320

Edward W. Beaver 423
6 Westbrook Dr.
Whitesboro, NY 13492

Alton B. Blair 367
149 Pond Creek Rd., #A
Banner Elk, NC 28604

M/Gen Albert J. Bowley 369
RV 19, Land Harbor
Newland, NC 28657

Charles H. Bremer 368
1116 Blenheim P1
Raleigh, NC 27612-5509

Charles J. Crunican 367
13590 SW Hazel St.
Beaverton, OR 97007

Emil Czerkas 423
112 Bonnie Dr.
Auburndale, FL 33823

Henry P. Deutsch 369
1848 Kenilworth P1
Aurora, IL 60506-5247

Fred Engstrom 423
Box 7210
Harlingen, TX 78550

Richard N. Ewing 367
1825 Westgate Dr.
Heber Springs, AR 72543-2838

James H. Fleener BW
8911 Hamilton St.
Rancho Cucamonga, CA 91730

Joseph K. Hammer 367
2502 Phoebe Lane
Aptos, CA 95003

Roland R. Harper CJ
21995 Rodeo Ct.
Colfax, CA 95713

James W. Haywood 368
Rt. 1, Box 142
Adrain, GA 31001

Harvey H. Hebert 368
P.O. Box 84-
lota, LA 70543

Richard A. Hill 423
11 Highview Dr., #C
Pittsfield, MA 01201-2015

Albert Lane 369
4570 N. Brook Blvd.
Stillwater, MN 55082

Orville E. Libby 368
Rt. 1, Box 833A
Monmouth, ME 04259-9751

William E. Martin 423
6246 EastKnoll Dr., #87
Grand Blanc, MI 48439-5012

John B. Mazanek 369
14 Westmore Ave.
Queensbury, NY 12804

Hartwell C. Minnick 423
3426 Webster Pl.
Texarkana, AR 75502

James L. Mitchell 367
207 Bartlett St.
Covington, KY 41018-1605

William H. Morgan 423
3950 Read Mountain Rd.
Roanoke, VA 24019

William L. Murdock 368
4294 E. Maplewood Way
Littleton, CO 80121-3353

Robert Muri 423
318 South Mt
Miles City, MT 59301

Clayton A. Nattier 369
2739 S. Kendall Way
Denver, CO 80227

William H. Olson 423
701 Leonard St.
Sac City, IA 50583-2231

William J. Pengra 369
2806 NE Lotno Dr.
Bend, OR 97701-5809

Norris R. Phifer 367
Rt. 3, Box 101
Millville, DE 19970

Elbert (Chick) Prevatte 423
P.O. Box 18
McDonnell, NC 28340

Robert H. Reens 369
Bellaire Oaks Apt. 105
1975 W. Bay Dr.
Largo, FL 34640

David R. Revolti 368
61 Highland Shores Dr.
Wareham, MA 021571-1360

Brice Robison
3725 Meridian Rd.
Okemos, MI 48864-3115

Clyde R. Romine 423
8351 Downing Dr.
Denver, CO 80229-5439

Kenneth D. Ross 369
62 Arthur St., #1
Yonkers, NY 10701-1540

Russell N. Schuettelz 423
12675 Hwy. 32 N
Suring, WI 54174

William J. Schultz 368
Box 165
18008 New Hampshire Ave.
Ashton, MD 20861-9783

Harry R. Shutts 423
3611 I St. NE, #34
Auburn, WA 98002-1816

Charles G. Smith 367
P.O. Box 2190
Henderson, NV 89009

Marvin O. Sutor 368
927 Wakefield Dr.
Havre de Grace, MD 21078-2324

Gerald F. Thomas 369
494 Corte Lenosa
San Rafael, CA 94904-1763

Mrs. Nelson Thomas 369W
106 N. Washington St., #304
Neosho, MO 64850-1519

Loren W. Thompson 369
Rt. 3, Box 57
Harper, KS 67058

Edward H. Tutun 423
544 Pinellas Bayway
Tierra Verde, FL 33715

Mission Reports

(from page 1)

Normally, each request when filled for a specific mission would include the Intelligence Summary, your applicable Crew Interrogation form, a Formation chart, Mission Track chart, and any other data that refers specifically to you or to your aircraft. Unfortunately, not all data is complete for every mission in National Archive files. In some cases there are no crew interrogation forms in existence and only the mission loading lists are available to show who actually flew on the mission.

If your plane was MIA, a copy of your Missing Air Crew will be appended.

To fill your request, carefully list the three (3) missions you are interested in, make your check for \$5 payable to the 306th Bomb Group Association, and mail this to Russell A. Strong, Secretary, 306th Bomb Group Association, 5323 Cheval Place, Charlotte, NC 28205.

Thayer's Story In New Book

High Honor, Recollections by Men and Women of World War II Aviation, by Stuart Leuthner and Oliver Jensen. Washington, Smithsonian Institution Press, 1989. 402 pp.

One might pass this book by if it weren't for one chapter in the section entitled "Target Germany."

"A Statistical Aberration" is Reginald Thayer's story, a late arriving 368th bombardier. Some regarded him as "nuts," but Reg was one of those who knew that there was a job to be done, and he came to the 306th after having already flown 50 missions with the 97th Bomb Group in Italy.

His final 8th AF sortie was his 29th, flown 6 Apr 45 to Leipzig. And he tags Dick Claeys as the best 306th pilot he flew with.

In his final paragraph, Thayer perhaps echoes the feeling of many of us: "I often think of my grandson. I wouldn't want him to go through a war. I hope there never is another one, but I'm glad that I didn't miss the one we had."

One Crew's Travail Told

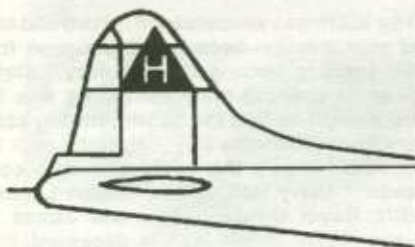
Half a Wing, Three Engines and a Prayer, B-17's over Germany, by Brian D. O'Neill. Blue Ridge Summit, PA, Tab Books, 189. 304pp.

This is a story taken out of the 303rd Bomb Group, featuring the crew of the late Robert J. Hullar. They arrived at Molesworth in August 43, and flew their missions into April 44.

Several diaries, and early authored reminiscences, are used heavily in providing the background for the book, as well as interviews with several of those men still living. Unfortunately, the pilot was not available to add his important witness as to the travails of this crew.

This is an interesting tale, but the author stubs his toe several times on factual data concerning the 303rd, items easily checked out in Roger Freeman's *The Mighty Eighth*, or other sources.

If there is any real fault to the book, it is probably a bit more about an ordinary combat crew than someone who has been through it all cares to know.



The 306th Bombardment Group Historical Association: M.E. Christianson, president; Donald R. Ross, vice president; Russell A. Strong, secretary; C. Dale Briscoe, treasurer. Directors are: Rex C. Barber, Charles F. (Casey) Jones, George G. Roberts and Leo H. Van Deurzen; Robert P. Riordan, immediate past president, James F. Macry, 1991 reunion chairman.

306th Echoes is published four times annually: January, April, July and October, and is mailed free of charge to all known addresses of 306th personnel, 1942-45. Contributions in support of this effort may be remitted to the treasurer.

SECRETARY/EDITOR: Russell A. Strong, 5323 Cheval Pl., Charlotte, NC 28205. Phone 704/568-0153.

TREASURER: C. Dale Briscoe, 7829 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).

Board Acts On Matters Of Importance

The Board of Directors in its meetings at San Antonio undertook the following actions:

To consider how to handle the present duties of the secretary's office in the event of the inability of the secretary to function further;

Voted \$200 for the secretary to convert his card file of men who served in the 306th to microfilm to assure the long term survival of this invaluable archival material, expected to be ready by the end of 1990;

To increase the secretary's stipend by \$50 per month;

To increase the office supplies allotment of the secretary by \$50 per month;

To look further at an offer to house a 306th memorabilia collection at the Air Heritage Museum of Western Pennsylvania, at no cost to the Association for floor space;

To extend for one-year the present contract with the secretary for his services.

They also heard that the first volume of Squadron Diaries, for the 369th, should be ready by the end of 1990, and will first be made available by mail through *Echoes*. The remaining three diaries will be completed as soon as possible. As they are completed they will be on sale at the annual reunions.

It was also reported that the Mission File materials have been expanded and they approved the further acquisition of this material, with an announcement in the October issue of *Echoes* as to what missions are now available and how they may be ordered.



Long Ago and Far Away . . .

That's the way that Bob Kylius, left, and Gardner Reynolds felt as they met last August in Bob's Riverside, CA, home as a followup to the story carried in the July issue of *Echoes* about the revelation that Reynolds had been the sole survivor of the John Brady crew 30 Dec 42 when the plane went into the Atlantic Ocean off the coast of France. Kylius was to have been Brady's bombardier that day, but was hospitalized and Reynolds was belatedly placed on the crew.



John Kriche says that the sign has nothing to do with ancient aircraft, but is merely a bus stop in Brooklyn, NY.

LeMay, Once In 306th, Dies

Gen. Curtis E. LeMay, executive officer of the 306th Bomb Group from 28 Mar 42 to 19 Jun 42, died 1 Oct 90 at March AFB, CA.

Upon leaving the 306th at Wendover, UT, LeMay as a lieutenant colonel took over the leadership of the neophyte 305th Bomb Group, which arrived for duty with the 8th AF about a month after the 306th began its combat career.

He left the 305th 17 Jun 43 to take over command of the 4th Combat Wing, a post he held until 13 Sep 43 when he became commander of the Third Bomb Division of the 8th. He remained in that post, directing the B-17s with the letters in a square box on the tail, until ordered back to the U.S. 19 Jun 44 as a brigadier general.

His next combat assignment was in the Pacific, where he took over the B-29 command from M/Gen. Haywood Hansell. Gen. LeMay was in command during the great fire raids launched against Japan, prior to the dropping of the two atomic bombs.

Many 306er's next encountered LeMay when he took over the Strategic Air Command 16 Oct 48, a post he held until 30 Jun 57. At that point his career moved to Washington, DC, first as vice chief of staff, USAF, for three years, and then for a four-year term as chief of staff of the Air Force. This came to an end with his retirement 1 Feb 65.

For some years Gen. and Mrs. LeMay made their home in Newport Beach, CA, moving in early 1990 to Air Force Village at March AFB.

Gen. LeMay attended a dinner with 306th reunion attendees in 1983 at SAC headquarters, Offutt AFB, NE.

Extend a Hand of Friendship

Today I made a call on Donald E. Currier, former squadron bombardier of the 369th. Don has been a patient in the Life Care Center, Biloxi, MS, for two years.

He is not able to talk, but does nod his head and lets you know when he agrees with you. The head nurse tells me that he has become nearly senile due to circulation problems and spends nearly all his time in bed. He is 74.

His wife, who is a Red Cross volunteer at Keesler AFB, visits him at night to read to him and provide him with a bit of pleasure. He recalls the days at Thurleigh, and the mention of the 306th and "Fightin' Bitin'" brings memories and a glint to his eyes.

I think it would be meaningful if some

Site Selection For Reunion Not Simple

The rationale for selection of a reunion site needs to be discussed a bit.

Since the 306th has been in the reunion business (1983), it has been the affirmed policy to maintain a moderate cost level so that more people will be able to attend.

A major factor in site selection is the identification of a reunion chairman. In most cases an individual has volunteered his services, which means a major commitment of time for a year before the reunion.

Once a chairman and a city have been affirmed by the Board of Directors, a hotel is chosen. We have been fortunate to keep room costs down to the \$60-\$70 per night level for two persons.

In the pre-reunion phase there is considerable negotiation between the chairman and the hotel in seeking to establish reasonable levels of food cost for the several set meals. We also want to have available in-house, or nearby, restaurants that can provide meals at modest costs.

The selection of Pittsburgh was made because of the availability of an experienced chairman, and the Holiday Inn near the Greater Pittsburgh airport was chosen because of its cost levels and its proximity to the airport.

Room rates run about \$40 per night less than those of the downtown Pittsburgh hotels that could best serve us, and the Inn, with good facilities, is within about a half mile of the main passenger terminal, thereby permitting those flying to utilize free limousine service directly to the hotel. This will be convenient both inbound and outbound.

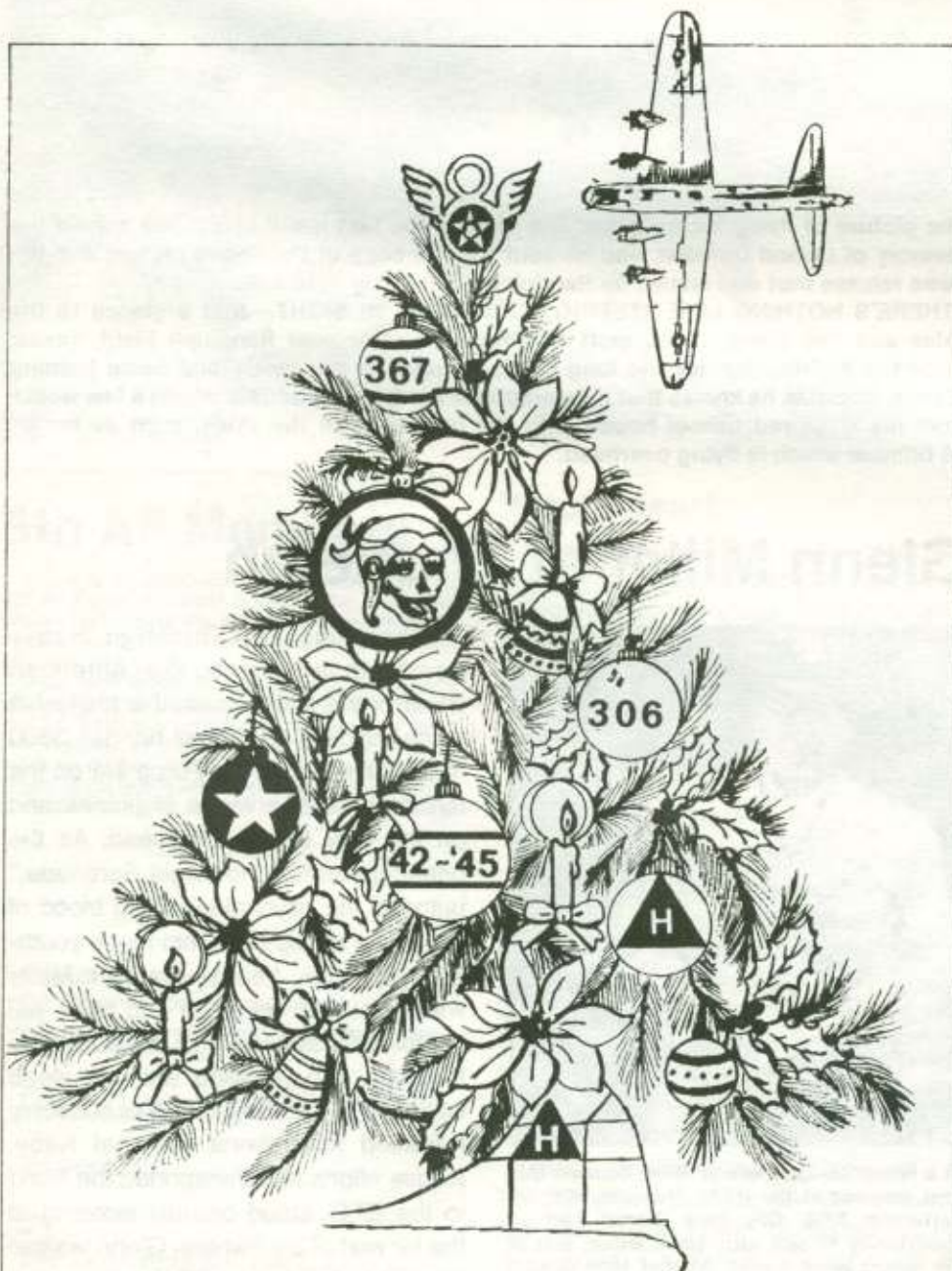
There are also numerous other hotels and restaurants within easy walking distance of our hotel.

Shopping is somewhat more of a problem, but arrangements will be made to serve those who wish to visit nearby malls, and there will be a program to take downtown hotels and especially the Station Square area.

Pittsburgh

Sept. 19-21, 1991

James F. Macry, Chairman



Thurleigh Bedfordshire England - September 1942-April 1945

OBITS

Leslie Gedney, 423rd armorer, died 2 Jul 90 at Rye, NY.

William Gordish, 369th radio operator (Clarence Fisher crew), died 3 Nov in Hazleton, IA. He arrived at Thurleigh 16 Feb 45 and flew more than a dozen combat missions.

Marvin H. Goss, an original member of the 369th Squadron, but not an original combat crew member, died 16 Jan 90 in Missoula, MT, following surgery. He eventually became the 66th EM to complete a combat tour, as a waist gunner. Surviving are his wife and four children.

Charles W. Hayes, 369th tail gunner (Loy Peterson crew), has died at Claridge, PA. He arrived with the Group 16 Oct 43 and completed his combat in June 44.

Capt. **Robert B. Hermann**, 367th navigator (John Ryan crew), died 22 July 90 in Elgin, IL. He joined the Group 9 Jun 42 at Wendover, UT, and became a prisoner of war 6 Mar 43 when Ryan's plane went down after being heavily damaged over Lorient. Hermann was at Stalag Luft III, Sagan, Poland, and received a USAAF disability discharge in Dec 45. In combat he received a Purple Heart and one oak leaf cluster.

John G. Kieffer, 423rd ball turret gunner (Charles Toner crew), died in Jan 90, Belleville, KS. He came to the Group 21 Aug 44 and finished his combat in early 45.

Henry R. Legowski, 367th bombardier (James Roberts crew), died in 1981 in Jersey City, NJ. He joined the Group 20 Jan 44 and finished his combat tour 26 Jun 44.

Arthur J. Maenner, 368th pilot, died 30 Jul 90 in Madison, WI. He arrived with the Group 28 Jul 44 and finished 35 missions 31 Jan 45.

Robert W. Marble, 368th waist gunner (Robert Denny crew), died 9 Aug 90 in Fitchburg, MA, of congestive heart failure. He had been in ill health for some time. Marble arrived at Thurleigh 29 Jun 44 and finished a combat tour in early Jan 45.

Denis O. Mawhirter, 423rd armament man, died 11 Dec 82 in Corvallis, OR.

Clarence O'Malley, radio operator for Henry Hanson's 367th crew, died 23 May 74. He reported to the Group 25 Feb 44 and completed combat in July.

Edwin O. Rosener, 369th gunner (Robert H. Brown crew), died 4 Jul 90, according to Air Force Times. He retired as a USAF M/Sgt 30 Jun 67.

Dr. **Samuel D. Simpson**, physician for the 39th Service Group at Thurleigh, died 20 Jun 90 in Ola, ID, where he had resided for several years. He joined the 306th 11 Nov 42 and remained until transferred out by 8th AF 18 Jun 43.

Edward J. Stokoski, 423rd waist gunner, died 14 May 85 in South Holland, IL. He joined the Group 24 Feb 43 and became the 68th EM to complete his combat tour.

Donald A.R. Teller, 423rd Squadron bombardier, died 8 Mar 89 in Littleton, CO. He arrived with the 306th May 43 (Jim Leach crew), and concluded combat in Jan 44.

Robert J. Troutz, 368th, who served first as an instrument specialist, and later as a crew chief, died 4 Jul 90 in Gladstone, MO. He left the 306th as a master sergeant.

Hersie W. Watson, a 367th motor pool mechanic, died in Jul 90 in Madison, NC. He came to the 306th 3 Apr 42 at Wendover, UT, and remained throughout the war.



Robert B. Hermann

Naha Claimed Youngest Tour Flyer in 306th

It was intended several months ago to write a little story about Aram Nahabedian, and his claim to being the youngest pilot to fly a tour of combat with the 306th, and perhaps even with the 8th AF.

As it worked out, you read in the last issue Nobby's obituary, as death came quickly and unexpectedly with a massive heart attack in mid-June.

Despite that, Nobby's tale of dates and events is worth bringing to your attention.

From the beginning:

He was born 27 March 25.

He began aviation cadet training 2 Apr 43, at 18 years, seven days;

He graduated from pilot training and became a second lieutenant, 8 Feb 44, now 18 years, 10 mos, 11 days;

He came to the 306th 16 Jun 44, as copilot for Ellis Porter's 423rd crew;

Nobby checked out as first pilot, 15 Oct 44, now 19 years, six months and 18 days;

He was promoted to first lieutenant 12 Dec 44, 19 years, eight months and 15 days;

He was awarded the Distinguished Flying Cross 6 Jan 45, age 19 years, nine months and nine days;

Completed his tour 29 Jan 45, at 19 years, 10 months and two days;

Separated from active duty 6 Nov 45, at 20 years, seven months and nine days.

"Being from Michigan, all the above came before I was eligible to vote or to buy a drink," wrote Nobby in a 1 June letter to the editor.

An Apology

The editor regrets the distress he may have caused any men in the 1990 **306th Directory**. Just how the names became mixed in the Organizational listings has not been determined, but in the 1992 edition they will be handled differently. Any spelling errors that may have occurred in the Organizational and Geographical listings were those of the editor.

In one case, the basic Alphabetical listing had the wrong squadron designation for one man, a case of the basic data bank being in error.

All errors called to the attention of the editor have been checked out and corrections have been made.

Medals

Medals awarded in active service, but never received, will be issued upon individual requests to the Commander, USAF Military Personnel Center, Attn: AFPM-PE, Randolph AFB TX 78148. (Good service, says Wallace Boring, 368th.)

New Additions

Alewitz, Dr. Sam, 4460 E. Dianthus Pl., Tucson, AZ 85712 367

Bigham, James C., P.O. Box 12302, North Kansas City, MO 64166 368

Blaise, Dominic M., 1495 Casa Buena, Apt. 104, Corte Madera, CA 94925 367

Coulter, Flake B., Rt. 1, Box 338C, Woodleaf, NC 27054 423

Demorest, Harold L., 40960 Woodberry Ave., Hemet, CA 92344 423

Dorich, Leon B., P.O. Box 1497, Great Falls, MT 59403 368

Eldredge, Richard D., 802 Geneva Ave., Toledo, OH 43604 368

Frakes, Marion E., 65 Sylvan Dr., Independence, KY 41051

Freeman, Leon L., 189 Stone Mountain St., Lawrenceville, GA 30205 423

Girardot, Thomas C., 910 Harcourt, Grosse Pointe Park, MI 48230 368

Goldman, Lowell N., 1500 N. LaSalle St., Chicago, IL 60610 368

Haagenson, Donald C., 5632 11th Ave. S., Minneapolis, MN 55417 367

Hovekamp, William A., 1630 Russell Ave., Louisville, KY 40213 367

Novak, John M., 2100 Pine, Pueblo, CO 81004 368

Ontiveros, Larry, 80 Alpine Dr., Latham, NY 12110 BW

Ross, Frank E., 6559 35th Ave., NE, Apt. 204, Seattle, WA 98115 368

Sage, William M., 48 Shaker House Rd., Yarmouth Port, MA 02675 GP

Snoddy, James D., 10080 Greenville Hwy, Wellford, SC 29385 367

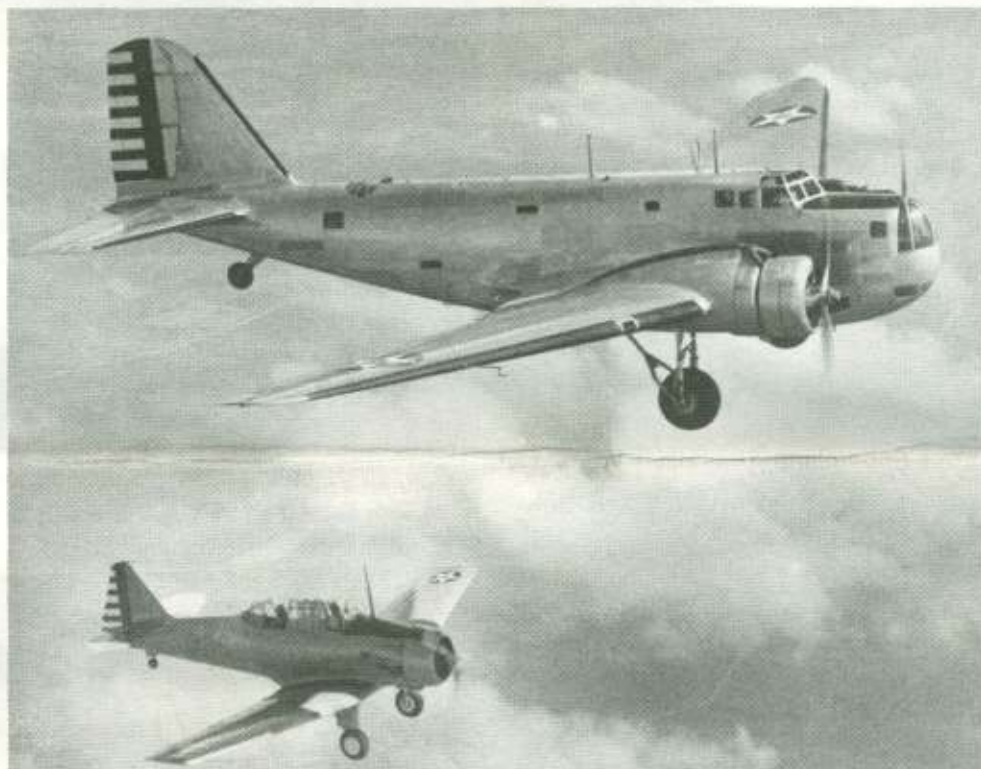
Stedt, Stanley R., 23668 Misty Glade Ct., Moreno Valley, CA 92388 423

Swapp, Wylie W., 55026 Lanihuli St., Laie, HI 96762 368

Teets, W. Melvin, 2296 Concord Rd., Scotch Plains, NJ 07076 423

Walsh, William, 841 Hampton Ave., Toledo, OH 43609 367

Wilson, Donald L., 909 Center Ave., Holly Hill, FL 32017 367



The picture of Andy Vangalls and the B-18 in the last issue of *Echoes* piqued the memory of Leland Dowden, and he sent Andy a copy of the above picture and the news release that was issued by Randolph Field 5 May 1, to wit:

"THERE'S NOTHING LIKE KEEPING YOUR GOAL IN SIGHT—Just a glance to the skies and this flying cadet, aloft with his instructor over Randolph Field, Texas, finds the justification for the long hours he spends in primary and basic training planes. Because he knows that if he practices hard, he'll graduate within a few weeks from his 'little red school house' into the university of the skies, such as the B-18 bomber which is flying overhead."

Glenn Miller at Thurleigh



At a rehearsal for a Glenn Miller concert this past summer at the USAF Museum, Wright-Patterson AFB, OH, Jack Grimm had an opportunity to talk with Steve Miller, son of the famed band leader. At that time Grimm gave Miller a print of the above picture, which had been made in 1944 at Thurleigh by Doug De La Vars. In the recent book, *Next to a Letter from Home*, the story of the 14 July 1944 concert at Thurleigh is recounted:

"That night, at Thurleigh Heavy Bombardment Base...the American Band of the 8AF mounted a makeshift stage inside a giant steel hangar. 3500 men of the Eighth Air Force sat on the dirt floor, on the wings of planes and on the lofty beams overhead. As the opening theme, "Moonlight Serenade," pumped the psychological life blood of American music back into those youthful, homesick hearts, Captain Miller walked out on the stage and eerie yell of welcome swelled from the audience; a happy cry, yet filled with the weird wildness of a torrential spill of suddenly released frustrations. Colonel Kirby, whose efforts had transported the Band to the ETO, stood proudly listening at the far end of the hangar. Glenn walked straight to him to say, "Colonel, making all the money in the music business could never have made me feel this rich..."

'Aces,' a New Novel, Comes Out of the 306th

Robert Denny Relates How It Came About

By Robert Denny, 368th

Flying a B-17 in formation at 25,000 feet, being shot at, trying to land in fog with your heart in your mouth, sitting in a cafe in London during a buzz-bomb attack, kicking off your dancing shoes and pulling on flight boots after a night on the town—all of us share these memories.

There are others, too: the very different America we lived in during the '30s and '40s, the values and claustrophobia of small-town life, the caste and class system we took for granted, and, finally, the destruction of that system by the biggest war in history.

As a documentary film producer and writer, I spent years writing about other people's experiences. And then the day came when I wanted to write about my own and those of the people I knew in that other life.

Origins of the Novel

So, like many writers before me, I wrote a novel. And, like most novels, it gathered dust on a shelf following rejection by a dozen publishers. But, unlike most, it went through a metamorphosis because of a series of happy coincidences.

For years, I've retained a particularly vivid memory of the ME-262 that went streaking by my B-17 one day late in 1944 over Germany. That stunning experience—heralding a new era of technology—led me, many years later, to seek funding from the Air Force Association for a half-hour documentary on "The Superplane That Hitler Wasted."

Northrop provided the money and I diverted a videotape crew from Frankfurt (where we were staging for another job) to the home of Gen. Adolf Galland, well-known to most of us as the legendary general of Hitler's fighter arm at the age of 30. Galland also let me borrow his personal archive footage which I added to the USAF footage of the 262 and German R&D we had captured at the end of the war.

A year later, I used that documentary to interest the Public Broadcasting Service in a one-hour film of broader scope on how Hitler could have won World War II and, in fact, nearly did before America entered the war.

The project was approved and I led a team to England to interview retired RAF aces Geoffrey Page and Sir Christopher Foxley-Norris and Britain's former intelligence genius, R.V. Jones, and then to Germany to see Luftwaffe Gens. Galland and Johannes Steinhoff, and down to the Black Forest to interview Gen. J.A. Graf von Kilmannsegg, whose panzer division came within 20 miles of Moscow before the Germany advance collapsed. I also interviewed four leading WWII historians.

The show, now titled "How Hitler Lost" (the change in title was a committee decision) has been shown throughout the nation by PBS stations as a fundraiser. But that exposure and the money it paid me were the least of its rewards. For the experience gave me a far broader and deeper understanding of the war on both sides and I used a good deal of it to enrich the original novel.

The Right Advice

Then something remarkable happened; the senior editor of one of New York's top publishing houses contacted me through my agent to say that, even though he was on the point of retirement, he thought my novel was worthy and he'd like to offer me some advice.

His name is Bruce Lee. He advised



Robert R. Denny joined the 368th Squadron 29 June 44 as a pilot, bringing a crew to Thurlough. He completed his 35-mission tour 19 January 45, when he left the Group. He was promoted to first lieutenant 25 Aug 44 and to captain 14 Dec 44. He makes his home in Bethesda, MD.

me to broaden the scope still further, to explain the purposes of our bombing raids through true-to-history dialogues between Eisenhower and Churchill, to describe the frustration of the German fighter pilots with Hitler's lunatic order to convert the ME-262 into a bomber, and to make broader use of Britain's still-secret Ultra program to decipher the supposedly unbreakable code produced by the Germans' Enigma machine.

Out of all this a new novel, entitled *Aces*, arose. It has been bought by a respected, old-line New York hard-cover publisher, Donald I. Fine, Inc., and it is scheduled to be out by Christmas.

It is, of course, about the 306th, though I've changed the bomb group's name to the 205th to avoid any misunderstandings. For example, the group commander's name in *Aces* is Robinson. But the character isn't meant to be George or me, for that matter. (My middle name is Robinson.)

Aces is about a young American who becomes a group commander mainly because many of his superiors have been shot out of the saddle. By now he has developed a dread of flying. It's also about his German cousin who has left a decimated Focke-Wulf group to join the ME-262 squadron that Hitler allowed Galland to set up after it had become clear, even to Hitler, that the war was lost.

And, as you might imagine, it's about the inevitable meeting of the two in combat.

In essence, what I've done is combine the experiences of all of us during that vivid period and then given Galland, in fiction, the chance he wanted and never got in real life—to throw the massed weight of the Luftwaffe against us (with the jets in the vanguard) in one last, giant effort to stop our daylight bombing. It seemed, only fair, in fiction, to give him that chance.

Widows and VA Benefits

Q: My second husband died last year and I've heard that I might be eligible for VA benefits based on my deceased first husband's service record. Is that so?

A: It used to be that a veteran's widow who remarried lost all VA benefits permanently, but as of 1971 the law allows a widow who remarried but who is single again due to divorce, annulment or the death of a second husband to reapply for benefits based on her first husband's service. (This does not affect the status of a veteran's divorced wife. She remains ineligible for benefits based on her husband's record.)

For further information one should contact the nearest VA Regional Office. Provided by Marie Dickey Spencer (widow of William Dickey, 367th co-pilot, KIA 9 Nov 42). From *Modern Maturity* magazine.

Other Books About The Group

This is not the first literary vehicle that has been published since WWII in which the 306th has figured, or has come from the brain of a man who cut his battle teeth with the 306th.

While the war was still in progress, two books were published which borrowed liberally from the early days of the 306th: *Skyways to Berlin*, by Maj. John M. Redding and Capt. Harold L. Leyshon, 1943, and *First of the Many*, by Tex McCrary and David E. Scherman.

Perhaps at the top of the list is *Twelve O'Clock High*, by Bernie Lay and Sy Bartlett, 1948. A number of stories from the original four groups were blended into the novel, which opens with the scene of the change of the Group commander. This was modeled after the replacement of the 306th's Col. Charles Overacker. If there are lingering doubts as to the story's firm connection to the 306th, remember that the fictional bomb group was the 918th! Of course, the story was made into a movie and is still shown on TV with some frequency, as well as being available on video tape.

In the dramatic arena, Donald J. Bevan, a 423rd gunner and POW (17 Apr 43 at Bremen with Warren George), was co-author of the highly successful stage play, *Stalag 17*, along with Edmund Trzcinski, based on their experiences. And out of that play, the longtime TV-running "Hogan's Heroes," was borrowed without so much as a thank you. The matter was later adjudicated in the courts with Bevan receiving a settlement.

The story of the 306th itself has been told through two books entitled *First Over Germany*: first a pictorial book by Arthur Bove, 1946, and then with the current narrative history by Russell Strong, 1982 and 1990.

Two small books of a more personal nature are Ernest T. (Mo) Moriarty's *One Day into Twenty-Three* and Leland Dowden's *One and One Half Missions*. Both are personal recollections of their experiences.

To those we may have missed in this brief survey, we offer our apologies and ask that you remind us of such shortcomings so that we can rectify matters in a January addendum.

And in a further aside, we have long wondered why more fictional and historical works have not come from the pens of 306th men, many of whom are known to have excellent writing skills.

Where Are Today's B-17s?

Questions are frequently asked about the world's current supply of B-17s and as to how many of the inventory are still flying.

According to a list that has come into our possession, origins unknown, there are currently 44 of the Flying Fortresses extant, and 14 of them are marked as flyable.

Listed below are the planes by number, with names, and present locations (** indicates flyable):

40-3097 B-17D "Swoose" National Air & Space Museum, Silver Spring, MD	44-83684 B-17G "Picadilly Lilly" Planes of Fame Museum, Corona del Mar, CA
41-2446 B-17E "Swamp Ghost" Agglambo Swamp, Papua, New Guinea	44-83690 B-17G "Miss Liberty Belle" Grissom AFB, Peru, IN
41-12595 B-17E Crystal Lake, IL	44-83718 B-17G Musee Aerospacial, Rio de Janeiro, Brazil
41-24485 B-17F "Memphis Belle" Memphis, TN	44-83728 B-17G Musee de L'Air, Paris, France
42-3374 B-17F Beale AFB, CA	44-83735 B-17G "Mary Alice" Imperial War Museum, Duxford, England
42-29782 B-17F "Museum of Flight" Boeing Field, Seattle, WA	44-83785 B-17G *** Marana, AZ
42-32076 B-17G "Shoo Shoo Baby" USAF Museum, Dayton, OH	44-83814 B-17G "Tanker 09" National Air & Space Museum, Washington, DC
43-38635 B-17G "Virgin's Delight" Castle AFB, CA	44-83863 B-17G USAF Armament Museum, Eglin AFB, FL
44-6393 B-17G "2nd Patches" March AFB, CA	44-83868 B-17G RAF Bomber Command Museum, Hendon, England
44-8543 B-17G "Chuckie" *** BC Vintage Flying Machines, Ft. Worth, TX	44-83872 "Texas Raider" *** CAF, Harlingen, TX
44-8846 B-17G "Lucky Lady" *** Cerny, France	44-83884 "Yankee Doodle II" 8th AF Museum, Barksdale AFB, LA
44-889 B-17G Mussee de L'Air, Paris, France	44-85599 B-17G "Blackhawk" Dyess AFB, TX
44-83512 B-17G "Heaven's Above" Lackland AFB, San Antonio, TX	44-85718 B-17G "Thunderbird" *** Lone Star Museum, Houston, TX
44-83514 B-17G "Sentimental Journey" *** Arizona Wing, CAF, Mesa, AZ	44-85734 B-17G "Five Engine" New England Air Museum, Hartford, CT
44-83525 B-17G "Suzy Q" *** Weeks Air Museum, Miami, FL	44-85738 B-17G "Amvet" Tulare, CA
44-83542 B-17G Weeks Air Museum, Miami, FL	44-85740 "Aluminum Overcast" *** Experimental Aircraft Assoc., Oshkosh, WI
44-83546 B-17G *** Silverhill Museum, Chino, CA David Tallichet	44-85778 B-17G Aero Nostalgia, Stockton, CA
44-83559 B-17G "King Bee" SAC, Omaha, NE	44-85784 B-17G "Sally B" *** Horley, Surrey, England
44-83563 B-17G "Fuddy Duddy" *** National Warplanes Museum, Geneseo, NY	44-85790 B-17G Milwaukie, OR
44-83575 B-17G "909" *** Stow, MA	44-85825 B-17G Pima Air Museum, Tucson, AZ
44-83624 B-17G USAF Museum, Dayton, OH	44-85828 B-17G "I'll Be Around" Pima Air Museum, Tucson, AZ
44-83663 B-17G "Short Bier" Hill AFB, Hill, UT	44-85829 B-17G "Yankee Lady" Yankee AF, Ypsilanti, MI

The Great San Antonio Reunion!

Photos by Bill Collins, Bill Houlihan, Tom Hulings, Ed Ronczy and Russ Strong



Crowd gathers for the Thursday morning trip to Lackland AFB.



Bill Collins receives a plaque recognizing his services to the Association. Left to right: Dale Briscoe, Russ Strong, Robert Riordan, Collins and Chris Christianson.



Nell Bordner with Norma and George Roberts.



306'er's visit over lunch



A view across the dance floor at the Saturday night banquet.



Barney Rawlings sings for the Banquet/dance crowd.



Leo VanDeurzen and Bob Custer renew an old friendship.



Bill and Betty Collins



A Saturday night banquet table.



Dale Briscoe chats with Earl and Juanita Youree.



Reg and Verna Robinson with Delmar Wilson.



Three originals: John McKee, Mack McKay and Thurman Shuller.

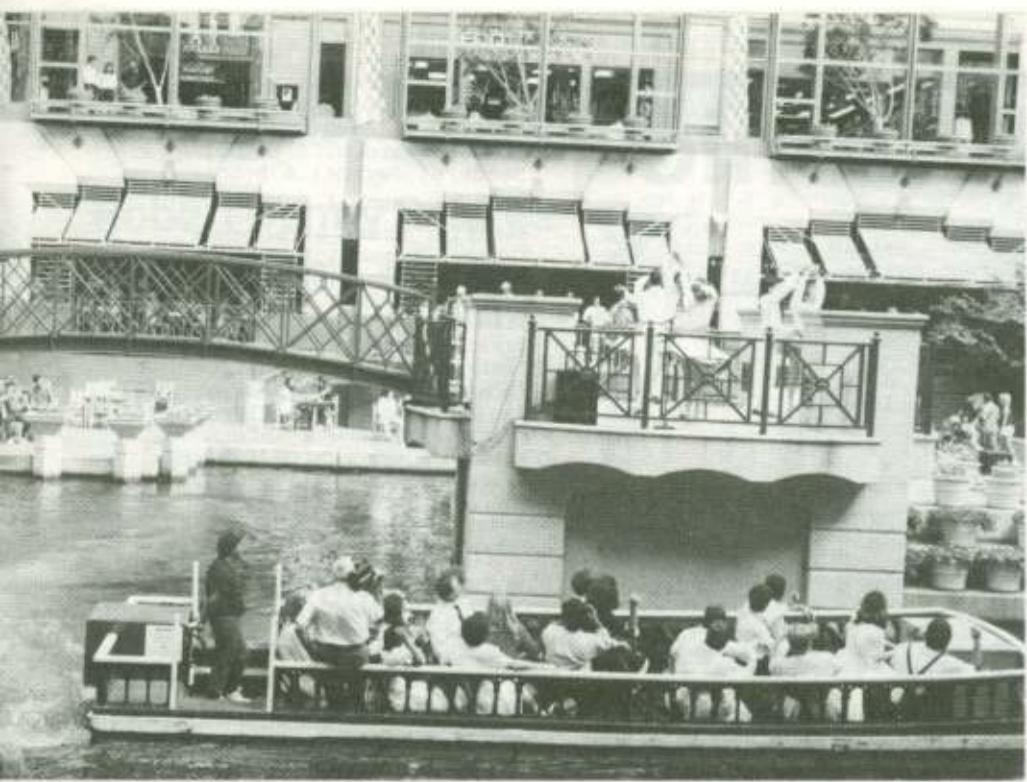


At their first reunion: Julia and Willie Patton.



The river

Ruth Hou



an right by the back door of our hotel.



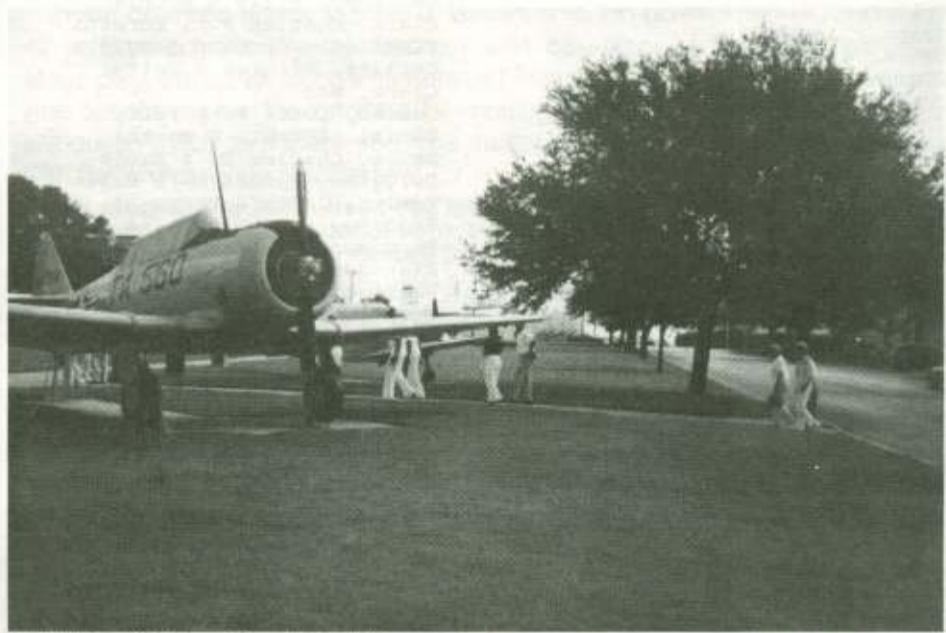
Roy Kelley, Jim Cheney and Walt Coons discuss the vagaries of the nearly 50 years since they all flew combat.



at Randolph AFB



Bob Riordan presides at the annual meeting.



A BT-13 on display at Randolph AFB.



Lounging was also a favorite reunion activity.



Ralph Border makes the rounds during coffee.



Jim Macry, '91 reunion chairman, tells about Pittsburgh.



Ed and Jo Ronczy



'T' and Richard O'Hara



John Mills of Bedford, England, speaks during the annual meeting.



Harry Hoser, center, with his daughter-in-law and son.



Bessie and Irving Karpman, with her sister, visit in the lobby.



han, June Strong and Cindy Houlihan visit before dinner.



A visit to the Alamo is a must for San Antonio visitors.

Attendees for San Antonio

Group Headquarters

Brenner, Robert & Estelle
Carlile, William
Hinman, Jerome & Francoise
Hopper, Ray & Norine
McHale, William & Jean
Shuller, Thurman
Wilson, Delmar & Vauda

367th Squadron

Barr, Earl R & Nina
Bouchelle, Don & Oleta
Boyle, John W.
Brakebill, Jack & Laura
Burrighs, Winston & Rose
Clarke, Al & Pauline
Claytor, David & Bette
Coons, Walter and Beth
Corcoran, John & Marjorie
Crabtree, Lloyd & Margaret
Crapsey, Arthur
Davis, William & Lillian
Dismang, Robert & Mary
Duran, Ed & Margaret
Edwards, Eric J. & Leota
Emeigh, Larry & Beatrice
Feeser, William H. & Pauline
Ganes, Clay & Thelma
Gedney, Herb & Lois
Hale, Charles & Ruth
Hatch, George
Hawley, Alfred D & Jean
Holland, Daniel & Mary Ellen
Holland, Richard R. & Sybil
Hopkins, Royce & Mollie
Houlihan, William F. & Ruth
Kalb, John & Betty
Lenaghan, Jim & Mary Edna
Mapes, George & Poncyne
Maxwell, Robert & Grace
McKee, John
McKenna, Bill & Carol Feussner
McVicar, Herb
Mullen, Fritz
Nesbitt, Archie & Nadyne
Northway, M. J. & Miriam Healey
O'Hara, Dick & T
Offord, Durwood
Patton, Willie & Julia
Petrelli, Peter & Martha
Phelan, Hugh & Evelyn
Pilat, Walter & Dorie
Rawlings, G Barney & Christine
Roberts, George G. & Norma
Roeder, Helmuth & Ernestine
Ronczy, Ed & Jo
Rueschhoff, Phil
Russell, Richard
Savino, Joseph
Schmidt, Jack & Gail
Sensenbrenner, Raymond & Midge
Shaw, Ralph & Maurine
Sheridan, Donald & Faye
Smith, Bartlett & Donna
Smith, Charles O & Vivian
Smith, Wm Sherman & Betty
Sobie, Edward & Helen
Sorden, Myron & Kay
Spencer, Gordon & Pat
Starks, Cecil & Esther
Starzynski, Robert & Louise
Strong, Russell A. & June
Stroud, Roy
Tardiff, Paul & Eileen
Twing, Harold & Jane
Vickers, Robert & Helen
Visconti, Al & Evelyn
Vondrachek, Charles & Bette
Walkenhorst, John & Renee
Wallace, Richard & Marjorie
Wiehrdt, Ralph & Mildred

368th Squadron

Bordner, Ralph E. & Nell
Boring, Wallace & Betty
Bourn, O. B.
Breslin, William H. & Dorothy
Burnett, Albert & Merry Bliss
Cavaness, William F. & Dorothy
Christianson, Chris & Em
Civils, Harry & Gwen
Conroy, Anthony & Patricia
Cook, Orval & Kathy
Corderman, Delmar
Danaher, Edward
De Vack, George & Lillian
Dmochowski, Myron & Marguerite
Faulkner, George & Ann
Feeney, Eugene
Gerlach, Jim & Marian
Houghton, Russell G.
Hulings, Tom & Kitty
Jennings, Graford & Margaret
Jones, W. D. & Gene
Karpman, Irving & Bessie
Knudson, Roy & Lorraine
Lally, Glenn & Dorothy
McDaniel, Ray
McGinnis, Delbert & Joann
Nelson, Robert F. & Clare
Oppen, Leon J. & Sue
Rabe, Elton & Betty Joe
Rader, Bill & Stephanie
Reber, Marlen & Ginger
Robinson, Reginald L. & Verna
Rodriguez, Louis & Rita
Roeder, Gilbert & Martha
Ross, Donald R. & Janice
Ross, Frank
Samway, Jack & Marie
Stellish, Wayne & Ann
Stelzer, J B & Frances

Trobaugh, Arnold
Vangalis, Andy & Helen
White, Robert & Hazel
Williams, Harold & Nadyne

369th Squadron

Allen, John
Antous, George
Arbeiter, Erskine & Flo
Babin, Allen & Betty
Banas, Charles J. & Carley
Barber, Rex C. & Delsa
Beigel, Sheldon & Gloria
Bennett, Charles & Phyllis
Briscoe, Dale & Beti
Bryan, John & Pauline
Burgess, Lowell & Alice
Burton, Dudley & Dolores
Burwick, Bernard & Helen
Callahan, John & Mary
Casseday, Billy & Bobbie
Clark, Charles R. & Loretta
Clemetson, Donovan & Sylvia
Collins, William & Betty
Crane, Bob
Damaso, Louis F. & Betty
Daniel, Everett & Martha
Davis, Charles M. & Mavis
Dwiggins, Robert D. & Helen
Edeler, James & Verna
Fedorka, Alfred & Julia
Ferguson, William & Catherine
Flanagan, William & Helen
Fontenot, Maxine & Olive
Fredrick, Vincent & Jane
Furay, James & Lucy Ruggiero
Gaydosh, John
Goodwill, Forest W. & Hazel
Haire, Joseph (Bill)
Hall, Marian
Hamilton, Jack & Barbara
Hansen, Leif H & Anne
Harkin, Terry
Harnois, Arthur & Margaret
Hartung, Jack & Frances
Hennessy, Edward J.
Hogg, Dixon & Camille Puckett
Holve, Donovan
Hoser, Harry W. & Harry Jr.
Howard, Roy W.
Hunt, Charles
Isaac, Arthur
Johnson, Francis & Betty
Jones, Casey & Luise
Jones, John & Arlene
Jones, Richard & Mary Dean
Jones, Sherrick & Ollie
Ketcham, Gailord
Kilpatrick, Wallace
Kolger, Bill & Helen
Krische, John C.
Langley, Clifford R. & Shirley
Lateano, Guy & Ysleta
Lawlor, John & Ruth
Lawson, Allan & Cynthia
Lyles, Joe & Anne
Macry, James
Madsen, Waldemar & Suzanne
Maliszewski, Edward P.
Marciano, Joseph & Shirley
McKillop, Bill & Marge
Morgan, Paul E.
Musial, Joseph
Myers, Jerry & Elaine
Nattier, Clayton & Jean
Norman, Alfred & Joannette
Nuessen, Carl & Veneta
Oliver, Ralph & Dotty
Peckham, W. T. & Georgia Lee
Perin, Eddie
Potter, Frank & Terry
Riordan, Robert & Miriam
Romanin, Aldo & Peggy
Rose, Vic & Ann Marie
Rozett, Walter & Kathryn
Santoro, Tony & Margaret
Schieb, Ray K. & Ruth
Smith, Edgar & Irene
Snook, Donald
Stephens, George A. & Elizabeth
Sweeney, Forrest & Frances
Thompson, Gene
Thornam, Harold & Jeanette
Tordoff, Arthur & Ruth
Trask, Roy E. & Dannie
Tzipowitz, Harry & Jean
Valluzzo, Jack
Villagran, Alfred & Kay
Walter, Raymond & Marguerita
Williams, Willie & Mazel
Williams, Ralph & Violet
Wood, Jack & Patricia
Wood, Robert H. & Carol
Yerak, Ray & Reggie
Young, Bill & Evelyn

423rd Squadron

Alleman, Harry G. & Mildred
Amrey, Jack & Marie
Armbrust, Norman
Barberis, Daniel J. & Grace
Bergeron, Edward
Bergeron, Walter
Brinkman, John
Buchanan, Bennett
Burnett, Guy & Narrine
Butschek, Walter
Chase, Hal
Cheney, James S. & Yvonne
Cordery, Henry
Craig, Richard
Custer, Robert
Daniel, Robert W. & Pat

Demorest, Harold & Nina
Edwards, Milton and Elizabeth
Elrod, Lloyd & Pat
Endicott, John & Gaynell
Fields, Robert & Anna Lee
Forgy, John and Martha
Gallagher, John & Betty
Gavito, Carlos
Goetz, Leon & Jean
Goff, Lee
Guilfoyle, Bill & Mabel
Hamilton, Orman & Roberta
Hathaway, Joe & Pat
Herbster, Ken & Vivian
Hill, Richard & Helen Fraley
Hutchinson, Howard & Elaine
Jacobson, Kenneth & Lucille
Jordan, Edward & Sarah
Kate, Hendrik & Irene
Kaye, Herman & Dolores
Kelley, Roy & Dorothy
Key, Hastings & Delores
Lanyon, Phillip D. & Robbie
Leroy, Jacob & Joan
Lynch, William & Jean Marie
McCartney, Marcel & Margaret
McClure, Ken & Polly
McKay, Mack & Joyce
McKnight, Doug & Ruth
Minnick, Hartwell C. & Charlsie
Morgan, Bill & Margaret
Murphy, Jack
Mylykoski, Robert & Lillian
Pollock, Eugene & Croquette
Radnofsky, Matthew

Reioux, Paul & Aileen
Reynolds, Gardner & Kay
Riedel, Wilford & Jo
Roth, Howard G. & Esther
Sanders, Jerroll & Bobbie
Schartz, Mark & Betty

Serafin, Frank & Florence
Shafer, Russell & Cleo
Smoot, James & Rosemary
Steele, David & Bea
Stewart, Forrest J. & Ann
Taylor, Robert
Tinklenberg, John & Alice
Valenti, Jasper & Elaine
Van Deurzen, Leo & Florence
Walters, Eugene & Antoinette
Williams, Robert C. & Betty
Wilson, Clay & Rachel Butner
Young, Oliver
Youree, Earl & Juanita
Zahniser, Paul & Patricia

449th Sub Depot

Puente, Francisco & Petre

527th Postal Unit

Richwine, James R. & Constance

American Red Cross

Haapa, Peg
Smith, Joyce Asplin

British Guests

Mills, John & Di

Looking for Plane Data

Shown below is the kind of record about 306th aircraft that the Historian would like to have on each of the more than 520 planes that the Group had in its inventory between 1942 and 1945.

With a major assist from the crew chief, who had the records in his possession, the information below was compiled and placed on the computer.

The MACR refers to the file number of the Missing Aircrew Report which was compiled on each plane lost. Unfortunately, not even all of these can be found at National Archives.

If you can complete any of the missing data on the Model Fs listed in this issue, please forward any tidbits of information to the secretary. The Model G list will appear in the January issue of *Echoes*.

#:	055	#+:	42-107055	LETTER:	M	NAME:	
SQDN:	423	ARR:	44-04-00	MODEL:	G		
DPT:	45-01-01						
CREW CHIEF:	EDWARD A BERGERON		MACR:				
PILOT(S):	CHARLES SUTTON-6	JOSEPH COURIS-2(367)					
	FERMAN MILLETTE-19	WILLIAM MCKEE-2					
	JOHN D BALDWIN-2	GUY BURNETT-1					
	WILBUR WEILAND-1	HARRY ALYEA-2					
	HAROLD FOSSUM-1	WILLIAM WOOD-1(367)					
	KENNETH YASS-1	ROBERT MOX-2					
	ROBERT HORN-1	JOHN DELAPOER-12					
	WILLIAM NEDDO-1	EDWIN SCHOENBACHLER-1					
	GEORGE BROZ-1	JOHN WINWARD-1					
	LORN WILKE-1	HERBERT GREENBERG-1					
	EDWARD LINDSAY-1	PAUL REIOUX-10					
	ARTHUR GLYNN-1(369)	WARREN BORGES-1					
	DOUGLAS SCHRACK-1	ARAM NAHABEDIAN-1					

369th STAINED GLASS EMBLEM

Made of the finest Art Glass in colors true to our original emblem. An 8½" inch diameter emblem surrounded by a clear textured glass edging with Squadron number and name. Overall size of medallion is 11¼" diameter. Suitable for wall or window hanging.

Send me _____ FIGHTIN' BITIN' Stained Glass Emblem(s) at \$75.00 each (includes packaging, UPS shipping and insurance). Allow 3 to 6 weeks for delivery.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Send to and make check payable to:

Tony Birkenmeier
4419 Osceola
St. Louis, MO 63116

The Association in Session



Dale Briscoe, Bob Riordan, Russ Strong, and Chris Christianson as he assumed the 306th presidency.



Stephanie and Bill Rader.

Kitty Hulings, Lillian and George DeVack, Grace Perez and her son.



Dancing is still very much a 306th activity.



Bob Riordan
Ralph Bordner
Tom Hulings
Russ Strong

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 ML LAST

Address _____

8AF Unit 306th BG

Dates of 8 AF Service _____

Purple Heart

Military Order of the Purple Heart is seeking all current and former Air Force personnel who have received the award. To receive a membership application, send a copy of DD214 or general order announcing the award to William L. Cramer Jr., 817 San Marcos Lane, Bedford, Texas 76021.

Consolmagno

Joe Consolmagno, 367th navigator and MIA 5 Apr 43 at Antwerp, is the editor of Kriegie Klarion, the newsletter of former prisoners of war of Stalag Luft III. He has also been elected to the board of directors of the Former Prisoners of Stalag III. Joe now lives in Englewood, FL.

Dresden

Those who flew on the mission of 14 Feb 45 to Dresden are asked to contact M.F. van Eyck, 12365 Cohasset St., N. Hollywood, CA 91605. He says he is researching a book on planes lost over Czechoslovakia. The 306th lost Capt. Boylston B. Lewis and crew on this mission.

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for
Christmas
Children,
Libraries



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

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More B-17F Aircraft of the 306th

From those 35 new aircraft which came to the 306th at Westover AFB, MA, through the last model Fs assigned in late 1943, the 306th received 199 aircraft of this model. Several of the late assignees actually had chin turrets, but were in fact Fs. Pictured are 21 more aircraft to join those 35 pictured with their nose art in the July issue. If further photos of other named aircraft can be found in the ensuing months, they will also be featured in later issues.

On the far right of page 11 is a chart prepared for your edification—and it is hoped that you may be able to provide some additional information. As you will note, there are many planes for which we have been unable to identify crew chiefs. We hope that you can assist us in filling in at least some of the blanks.

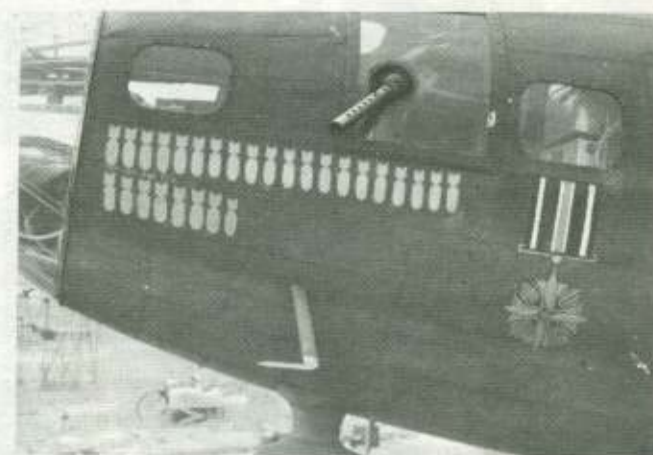
The first column shown is the last three digit identification, by which planes were commonly identified. The next number is the complete aircraft number, followed by the squadron assignment of the aircraft. After the crew chief we have the best available information as to the date that the aircraft left the 306th, and to where it went. If you closely examine the list you will note that several planes lost on 15 and 21 May 43 do not indicate the pilot who was flying the plane that day. There are no adequate records we have yet found to clearly name the pilots and planes. Perhaps you can help.

Send all comments or additional data to the editor.

The January issue will begin a similar feature on the G models, which first made their appearance with the 306th mid-September 1943 and continued to be assigned through the end of the war.



Dark Horse



Fightin Pappy



Fightin Bitin



Little Savage



Lucille



Montana Power



Mr. Smith



Olde Faithful



Sugar Puss



Terry and the Pirates



Une Petite Peu Jervad



Wahoo



What's Cookin'



Wild Hares

F Models Assigned to 306th



Eager Beaver



Gets There Fastest, V Mail



Midnight



Paris Express



V-Pack



Wolf Pack

#	#+	NAME	SQDN	CREW CHIEF	DPT
007	42-31007		369		44-02-04 MIA FRANKFURT (w.BERRY)
023	42-3023		367		44-03-05 SALVAGED
025	42-31025		367		43-04-13 BREMEN
074	42-3074		369		43-06-18 TO 3SD
040	42-3040		369		43-08-23 TO 384BG
041	42-3041		368		43-09-25 TRANS TO 303BG
052	42-3052	NEEPAH	367		43-09-25 TRANS TO 303BG
054	42-3054		367		43-05-15 MIA HELGOLAND
055	42-3055		367		44-11-04 TO 91BG
061	42-3061	SKUNK FACE II	367		43-05-15 MIA HELGOLAND
062	42-3062		367		43-09-10 CRASH LANDED AT ROMNEY, FLAK DAMAGE, SALVAGED
065	42-3065		367		42-12-20 MIA ROMILLY SUR SEINE (w.NYGAARD)
071	42-3071		367		44-04-05 ANTWERP (w.PARKER)
072	42-3072		367		44-06-27 RET. TO U.S.
074	42-3074		367		43-07-28 SALVAGED
076	42-3076		367	JOHN STONE	43-07-29 MIA KIEL (w.CARL BROWN)
084	42-3084		369		43-09-05 TRANS TO 384BG
086	42-3086	WAHOO II	367	FORREST GOODWILL	43-07-31 SALVAGED; 43-09-04 TO 384BG
087	42-3087		367		43-00-08
103	42-30103		367		43-05-21 MIA WILHELMSHAVEN (w.FIELDS)
127	42-3127		368		43-03-04 MIA HAMM, GERMANY (w.FRIEND)
129	42-3129		367		43-03-04 MIA ST. NAZAIRE (w.RYAN)
130	42-3130	SWEET PEA	368		
139	42-3139		368		43-11-13 BLEMUP OVER ENGLAND (w.SCUDDER)
142	42-3142	BUTTERCUP	368		44-01-07 TRANS TO RAF
145	42-30145		368		43-07-26 MIA HANNOVER (w.COURSON)
156	42-30156		368		43-09-06 MIA STUTTGART (w.PETERSON)
163	42-30163		368		43-06-17 TRANS TO 379BG
167	42-3167		369		44-02-13 TRANS TO RAF
169	42-3169		367		43-04-17 MIA BREMEN (w.GEORGE)
171	42-3171		423		44-04-13 RET. TO U.S.
172	42-3172	MISS PATRICIA	367	HERMAN COTHMAN	43-02-16 MIA ST. NAZAIRE (w.DOWNING)
175	42-30175		367		43-10-14 MIA SCHWEINFURT (w.BUTLER)
	42-3175		423		43-04-25 MIA HAMBURG (w.LOGAN)
180	43-5180	DFC	368		43-06
198	42-3198	WICKED WAAC	369		43-10-14 MIA SCHWEINFURT (w.BETTINGER)
199	42-30199	JANELL	367		43-06-22 MIA HULS (w.JOHNSON)
209	42-3209		368		43-05-21 WILHELMSHAVEN (w.JUDAS)
214	42-3214		423		43-06-13 MIA GERMANY (w.MARCOTTE)
218	42-5218	SKYWOLF	423		43-12-27 TO SALVAGE
221	42-30221		368		43-04-17 MIA BREMEN (w.SMILEY)
241	42-6241		367		43-06-30 TRANS
251	42-5251	BODACIOUS CRITTER	367	JOHN STONE	44-02-29
274	42-3274		367		43-08-23 TRANS TO 303BG
301	42-3301	BOUNCIN' BABY	367	RICHARD WALLACE	43-12-22 MIA OSNABRUCK (w.WINTERS)
306	42-5306		367		43-03-06 MIA LORIENT (w.TUNNELL)
363	42-4363		367		44-05-10 SALVAGE
378	42-5378		367		43-04-17 MIA BREMEN (w.FORTIN)
382	42-3382		369		43-08-11 TRANS TO 91BG
394	42-5394	DEE!!!	367		43-08-13 MIA COLOGNE (w.CUNNINGHAM)
404	42-5404	BIG OPERATOR I	367	GLENN TOMPKINS/STONE	43-09-11 TRANS TO 91BG
406	42-5406	FIGHTIN' PAPPY	369		43-07-26 TO SALVAGE
407	42-5407		368		43-05-01 ST. NAZAIRE (w.PIPP)
417	41-24417	LITTLE SAVAGE	423	WILLIAM M DRUMM	43-07-24
420	42-5420		369		43-10-23 TRANS TO 91BG
422	42-5422	FIGHTIN' BITIN'	368		44-07-16
426	42-5426		368		TO 12TH AF
428	42-5428		423		TO NORTH AFRICA
431	42-30431	KWITCHRITCHIN	368		43-09-25
434	41-24434		369		44-09-05
435	41-24435		369		43-09-22 TO 91BG; 44-10-00 TO U.S.
436	42-5436		369		43-02-27 TO SALVAGE
438	41-24438		369		42-09-06 MISSING OFF GREENLAND (w.LEAHY)
449	42-3449	GET'S THERE FASTEST, V-MAIL	423	JOSEPH TERRANA	43-03-04 SALVAGED
451	42-30451		369	GEORGE H BRIGHT	43-04-05 ANTWERP (w.SEELOS)
460	41-24460		369		43-04-11 TO SALVAGE
461	41-24461		423		43-04-17 BREMEN (w.LALLY)
463	41-24463		367		43-01-13 SALVAGED
464	41-24464	MONTANA POWER	368		43-11-05
465	41-24465		368		43-01-13 ENGLISH CHANNEL (w.CRAMMER)
466	41-24466	GRIN BEAPER	368		43-01-13 OVER FRANCE, MIDAIR COLLISION (w.JOHNSTON)
467	41-24467	WAHOO	368	FOREST GOODWILL	42-11-08 FRANCE (w.RICHARD ADAMS)
468	41-24468		369		42-11-18 ST. NAZAIRE (w.GASTON)
469	41-24469	SONS OF FURY	367		42-12-05 SALVAGE
470	41-24470	POOR OF A KIND	369	HARRY TEIPOWITZ	43-03-03 SALVAGE
472	41-24472		369		43-09-25 TRANS TO 303BG
474	41-24474	FLOOPY	367		TO 12TH AF
475	41-24475		423		42-11-23 FRANCE (w.ISBELL)
476	41-24476	UNBEARABLE/ADORABLE	423		42-11-09 NORTH SEA (w.STEWART)
477	41-24477	JOAN OF ARC	369		43-11-05 RET. TO U.S.
478	41-24478		369		43-04-17 HOLLAND (w.CASEY)
486	41-24486	EAGER BEAVER	367	JAMES EDNEY	42-12-20 ROMILLY SUR SEINE (w.MCKESSON)
487	41-24487	BANSHEE II	368	RICHARD HANNEY	42-11-09 FRANCE (w.FELTS)
488	41-24488	TERRY & THE PIRATES	367		42-10-02 PRACTICE MISSION (w.ELY)
489	41-24489		368		43-04-11 TO SALVAGE
491	41-24491		367		42-12-11 TO SALVAGE
492	41-24492		367		42-12-20 ROMILLY SUR SEINE (w.MCKEE)
493	41-24493		423		42-12-17 TO SALVAGE
494	41-24494	ROSE O'DAY	367	C. LARRY EMEIGH	43-01-13 FRANCE MID-AIR COLLISION (w.KAHL)
495	41-24495	CHENNAULT'S PAPPY	367	HENRY BALAWAJDER	43-09-25 TRANS TO 303BG
496	41-24496		368		43-01-03 FRANCE (w.FERGUSON)
498	42-29498	DARK HORSE	368		43-07-28 TO SALVAGE
501	41-24501		368		43-04-11 TO SALVAGE; LATER TO 384BG
502	41-24502	YANKEE RAIDER	368		42-11-05 SALVAGE
507	41-24507		423		42-11-09 ST. NAZAIRE (w.BARNETT)
508	41-24508		367		42-10-09 LILLE (w.OLSON)
509	41-24509	MISS SMOOSIE	367	WILLIAM FUTCHIK	43-12-01 SALVAGE
510	41-24510	SNOOZY II	367	SELDEN H WENTWORTH	43-03-08 FRANCE (w.BUDDENBAUM)
511	41-24511		423		43-09-01 DITCHED OFF IRELAND (w.MELTON)
514	41-24514		423		43-06-00 TRANS TO 303BG
515	42-3515	MELTING POT	423		44-04-12 RET. TO U.S.
516	41-24516		368		43-10-00 TRANS TO 305BG
523	42-7523	MEAT HOUND	423		43-08-21 TRANS TO 384BG
524	42-19524		369		43-09-20 TRANS TO 384BG
527	42-3527		369		43-09-05 TRANS TO 184BG
529	42-29529	MARYLAND, MY MARYLAND	367		44-04-24 MIA OBERPFÄFFENHOFEN (w.MAC DOWELL)
554	42-29554		367		43-11-26 MIA BREMEN (w.JEFFRIES)
557	42-29557	LITTLE AUDREY	423		44-01-04 MIA KIEL (w.TUCKER)
560	41-24560		368	BENNY CAMPBELL	43-05-01 MIA BREST (w.LUBY)
578	42-8578		368		43-04-17 MIA BREMEN (w.HARWOOD)
583	41-24583		367		43-09-25 TRANS TO 303BG
586	42-30586	LAS VEGAS AVENGER	423		43-04-17 MIA BREMEN (w.GEORGE)
603	42-30603		423		43-04-17 MIA BREMEN (w.MILLER)
604	42-30604		367		43-05-03 SALVAGE
605	42-30605		367		43-04-17 BREMEN (w.WATSON)
606	42-30606		367		43-04-05 MIA ANTWERP (w.FISCHER)
620	42-29620		369		43-05-21 MIA DITCHED IN NORTH SEA (w.ROBERT SMITH)
625	42-29625		367		43-05-21 MIA WILHELMSHAVEN (w.FYTHER)
639	41-24639		367		43-10-14 MIA SCHWEINFURT (w.HOLMSTROM)
	42-29639		423		43-10-14 MIA SCHWEINFURT (w.JACKSON)
631	42-29631		423		43-09-11 TRANS TO 91BG
643	42-29643		368		43-12-08 CRASHED IN ENGLAND (w.HESSE)
649	42-29649		423		43-02-16 MIA ST. NAZAIRE (w.WARNER)
658	42-29658		368		44-06-12 RETURNED TO U.S.
660	42-29660	L'IL ABNER	367		43-10-14 MIA SCHWEINFURT (w.BISSON)
666	42-29666	DEARLY BELOVED	369		44-02-25 MIA ADGEBURG (w.GAY)
677	42-29677		367		43-09-08 TRANS TO 91BG
706	42-30706		367		44-05-29 SALVAGE
707	42-30707		367		44-04-24 MIA OBERPFÄFFENHOFEN (w.RANSEY)
710	42-30710	HUSTLING SUE	423		43-09-11 TRANS TO 91BG
714	42-30714	OLD FAITHFUL	423		43-05-15 MIA WILHELMSHAVEN (w.CLEMENS)
717	42-5717		423		43-07-29 MIA KIEL (w.WINTERS)
720	42-30720		423	JOSEPH TERRANA	43-07-29 MIA KIEL (w.BERRYMAN BROWN)
722	42-30722	SCARLET	367		44-01-05 TARKOFF CRASH AT THURLEIGH (ELLIOTT)
724	42-30724		369/367	ED GREGORY	43-11-03 MIA WILHELMSHAVEN (w.GORIS)
727	42-30727		367		43-07-28 MIA KASSEL (w.FECK)
728	42-30728		367		43-07-28 MIA KASSEL (w.HARRIS)
729	42-30729	PICADILLY COMMANDO	368		43-10-14 MIA SCHWEINFURT (w.LOCKYEAR)
	42-5729		368		44-01-11 MIA HALBERSTADT (w.ROED)
730	42-30730		369		43-05-01 MIA BREST (w.WIGGINTON)
739	42-29739	WOLF PACK	369		43-07-06 TO SALVAGE
741	42-5741		368	RAYMOND ABERNATHY	43-09-10 TRANS TO 91BG
744	42-29744		368		43-09-10 TRANS TO 91BG
745	42-5745		367		44-01-05 MIA KIEL (w.WOLFE)
746	42-5746		367		43-09-25 TRANS TO 303BG
767	42-30767		367		43-09-00 TRANS TO 91BG
776	42-30776		367		43-05-21 MIA WILHELMSHAVEN
777	42-29777	PECK'S BAD BOYS	423		43-09-03 TRANS TO 384BG
779	42-30779		369		TRANS TO 379BG
782	42-30782		369/368		43-10-14 MIA SCHWEINFURT (w.PETERS)
784	42-5784		368		44-01-29 TRANS TO RAF
786	42-29786		368		43-11-14 MIA SCHWEINFURT (w.McCALLUM)
793	42-29793		367		TRANS TO 379BG
794	42-29794		367		43-01-11 TRANS TO 91BG
795	42-30795		369		43-01-11 TRANS TO 91BG
804	42-5804		423		43-01-28 TRANS TO 303BG
806	42-29806		368/423		43-01-28 TRANS TO 303BG
809	42-29809		368		43-01-28 TRANS TO 303BG
810	42-5810		369		43-01-28 TRANS TO 303BG
811	42-30811		369</		

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Reunion '90 Yearbook \$10

(One copy of the Yearbook will be mailed, without additional cost, to those who attended the Reunion.)



306th Logo Quartz Wristwatch

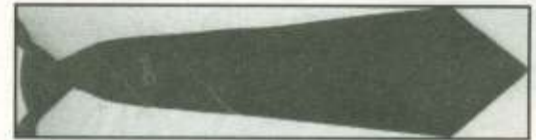
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