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306th Bombardment Group Association

## Henry Terry, 369th CO, Dies 30 Nov.

Col. Henry W. Terry, Jr., one of the legends of the 306th and certainly one of its best liked squadron commanders, died 30 Nov 90 in Tucson, AZ, after a long bout with leukemia.

Terry joined the embryo 306th at Wendover, UT, in early 1942 as a pilot with the 367th Squadron. He was promoted to captain 12 Aug 42, before the group left the U.S. for England.

On 7 Dec 42 Terry replaced Maj. Ralph Oliver as CO of the 369th, and continued in that post until 22 Jun 43, during which time he was promoted to major. When Terry took the 369th the squadron was at a low ebb because of combat losses, and he led the unit into a more stable condition and during his service it began its record-setting string of 42 consecutive missions without a loss.

Terry was both a ground leader and an air leader. He flew the initial raid to Lille 9 Oct 42, and by the time he left that the 369th had flown at least twenty missions.

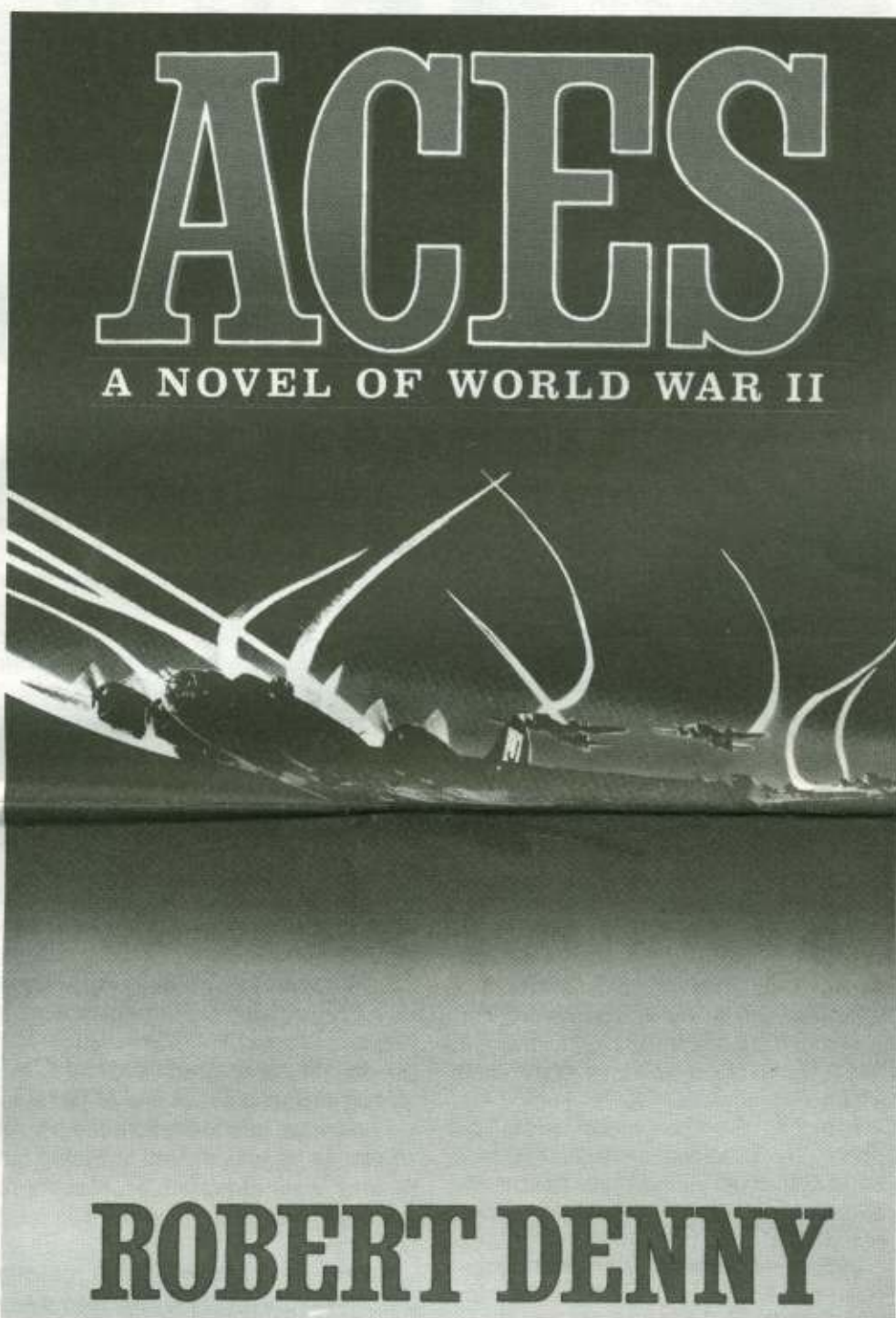
On 22 Jun 43 Terry replaced Lt. Col. J.W. Wilson as deputy group CO. He served under Col. George L. Robinson, the 306th's fourth group commander, until 8 Aug 43 when he became chief of staff at 1st Combat Wing. Col. Frank A. Armstrong, while he was group commander for the 306th, reportedly recommended to higher headquarters that Terry be considered for higher commands.

He was promoted to colonel in January 44, and then was given command of the 91st Bomb Group at Basingbourne, 17 May 44. He had early on met the lady who was to become his wife, Hazel Boston, when she would come to visit her aunt, Agatha Dixon, who ran

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Col. Henry W. Terry, Jr.



ACES, A NOVEL OF WORLD WAR II, by Robert Denny. New York, Donald I. Fine, 1990. \$18.95. 294pp.

Much has written on WWII, including several fine novels, and much more remains to be done during our life times.

Bob Denny, a 368th pilot in 1944-45, has made a fine contribution to this literature in his first novel, *Aces*.

We recommend it to you because it comes out of his 306th combat experience, but also because it is a good, readable story. It is well-written and I believe that one who flew in these same skies will find little to quibble with, a fact that is often a problem in reading stories about some of those same things we went through.

To set the stage, Bob has written a fine forward, and in his opening paragraph really sets the record straight:

"All novels and films about war are lies. They lie because, to entertain, they compress into days or hours events that occur infrequently and over long periods of time. In wars, any war, the most common experience is waiting rather than fighting. So it follows that the most common emotion is not fear or anger but boredom."

The novel opens in a small town in Pennsylvania, but rather quickly gets to England and into combat. The dramatic background for the combat action is the arrival on the scene, late in 1944, of the ME 262, with which the Germans belatedly began to harass the bomber stream, and for which the escort fighter pilots developed a great appetite.

Bob Denny leaves no doubt that he is an accomplished writer. Previously his metier has been in TV documentaries, a factor which gave him some of his background for this book, and which provided him with an entree to many figures who had participated in the air battles and who had an intimate knowledge of both sides of the combatant scene.

I have no doubt that you will find this an interesting and highly readable story. The skills of the writer and his editor have rendered a manuscript that is a delight

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## Pittsburgh To Welcome 306th Men

The annual 306th Bomb Group Association reunion will be held this year 19-22 September in Pittsburgh, PA.

Chairman Jim Macry, working with the officers and directors, has selected the Holiday Inn near the airport. This location will make communication for air travelers to and from the hotel quick and easy.

It is felt, as well, that this facility has some unique aspects that will make the reunion easier to participate in and will bring the group closer together.

Macry has worked out a tentative program, which appears in outline on another page, with activities beginning Thursday morning at the nearby Beaver County Airport. A restoration facility there has several WWII aircraft in various stages of renewal. It is hoped that a restored B-17 will be "in" at that time for everyone to visit. This place will also be the future site of the Western Pennsylvania Air Heritage Museum.

There are also planned activities at Station Square, the site of the old railroad station in downtown Pittsburgh, which has been changed into a shopping and eating center, as well as providing an excellent meeting place for visitors. Nearby is also located one of the area's inclined railways which takes people quickly to the top of a high hill. This affords one an excellent view of Pittsburgh and is also the location of a number of fine restaurants.

A boat trip on the Ohio River is also planned, which takes the group to Old Economy Village, a restored 19th century neighborhood with a fine pioneer museum.

There will also be available a trip to the nearby Air National Guard facility, which is currently headed by Brig. Gen Robert Chrisjohn, the son of onetime 368th pilot, Brig. Gen Robert Chrisjohn, now living in Iowa.

Special plans are being made to entertain the ladies attending the reunion on Saturday morning, taking them away from the hotel setting to see some other Pittsburgh sights, and to be able to spend some time in the largest mall in Western Pennsylvania.

A seafood buffet will be held in the hotel on Friday evening, featuring one pound lobsters for each person. Then, on Saturday night the annual banquet of the Association will be held in the same setting.

One attending the reunion won't have to look far for old friends, as the principal meeting place is immediately adjacent to the front desk of the hotel, and can be seen from the lobby. On the other

(Turn to page 2)

## Col. Terry (from page 1)

the Falcon Inn. Henry and Hazel were married in July 1944. On many days Hazel would ride her bike to the field to watch the planes land, and worry as to whether her fiancé and later husband would be returning.

After more than a year at the 91st, Terry was transferred back to 1st CBW as chief of staff, and left the 8th and England 1 Sep 45.

A graduate of Colorado State University in 1939, Terry early got into flying, serving in Panama, and flying one of the B-17's that went to Hawaii just prior to the Battle of Midway.

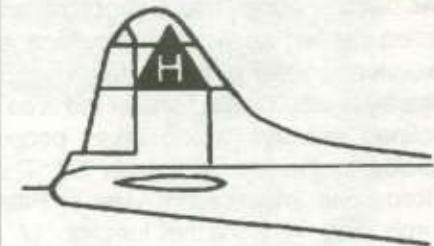
His assignments after leaving the 8th were: deputy chief of staff, 9th AF, 15 Oct 45-30 Aug 47; Command and General Staff school, 30 Aug 47-1 Jul 48; director of operations, Langley AFB, 1 Jul 48-1 Jul 49; Munitions Board, 1 Jul 49-1 Jul 50; office, Secretary of the Air Force, 1 Jul 50-1 Jul 54; chief, air mission to Chile, 1 Jul 54-1 Jul 57; DCO and CO, Luke AFB, Arizona, 1 Sep 57-1 Feb 60. At that point he retired from active duty.

He and Hazel had two daughters, and became grandparents to four children.

During his military career, Henry Terry earned the Silver Star and two oak leaf clusters, Distinguished Flying Cross and 4 oic, Air Medal and seven oic, the British DFC, the French Croix de Guerre, the Air Force Commendation Medal and Chilean Medal Militaire.

For the last ten years the Terrys had made their home in Tucson, AZ, and were enthusiastic participants in the 306th reunions at Colorado Springs, Las Vegas and Little Rock.

J.P. Shutz, co-pilot for Elmer Heap's 423rd crews, is among the seriously ailing, having suffered a heart attack and stroke. A onetime regular attendee at reunions, he can be contacted at his home, 248 Eldorado Drive Circle, Lusby, MD 20657.



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).



### ENDICOTT'S CREW AT SAN ANTONIO

The most members of any crew to come together at the San Antonio reunion was that of John Endicott, a 423rd crew that arrived with the Group 2 Apr 45. Most of them managed to fly enough combat missions to earn their Air Medals, and then they saw service in the Casey Jones Project. Left to right, they are: Carlos Gavito, Brownsville, TX, waist gunner; Harold Demorest, Hemet, CA, ball turret; John Tinklenberg, Kalamazoo, MI, tail gunner; Paul Zahniser, Palm Harbor, FL, navigator; Kenneth Jacobson, LaCrosse, WI, co-pilot, and John Endicott, San Diego, CA, pilot. Others on the original crew were Robert Kirkaldie, engineer; William Jung, radio operator, and Douglas Panchot, gunner.

## OBITS

**Willis E. Blouch**, 368th navigator (Herbert Cohn crew), died 13 Jul 80 in Lewisberry, PA. He joined the 306th 3 Feb 45 and flew about twenty missions by the end of the war.

**Robert A. Bodenhamer**, 368th co-pilot (James Burgess crew), is deceased. He arrived at the end of 1944 and flew more than twenty-four missions before the close of hostilities.

**Charles A. Buck**, 368th radio repairman, died 27 Sep 75 in Barberton, OH.

**Jack A. Corona**, in charge of the EM pay section for the 2976th Finance Company at Thurleigh, died 4 Nov 90 in Fair Oaks, CA, where he had lived in retirement. He had formerly operated a night club in Madison, WI.

**Cleo H. Dark**, 369th gunner (John Roberts crew), died 24 Oct 90 in Rogers, AR. He joined the group 27 Apr 44 and was MIA 11 May 44 on a mission to Saarbrücken (w. William Wills).

**Robert T. Goodrich**, a member of the 306th Bomb Wing following WWII, died 2 Nov 90 in Floreffe, PA.

**Harry E. Gorzyca**, 368th radio operator (Toy Husband crew), died 30 Nov 89 in Glendale, AZ. He had been self-employed in the TV business before retirement.

**Albert W. Greaves**, personal equipment officer and engineering officer for the 368th squadron, died 12 Aug 90 in Spokane, WA. He had arrived with the Group 19 Nov. 43.

**Ronald T. Hauck**, a gunner on Verlin Higginbotham's 367th crew, died in Aug 70. He flew more than twenty missions in early 1945.

**Verlin Higginbotham**, 367th pilot, died 7 Aug 65. He arrived with the Group in Jan 45, and flew until the end of the war.

**John M. Howard**, an original 369th pilot, died 13 Dec 90 in Daytona Beach, FL. He arrived with the Group as a captain and completed his combat tour in Apr 43. Howard graduated from the University of Wisconsin in 1940, and earned his law degree at Northwestern University in 1946. Entering pilot training after college, he was commissioned at Kelly Field, TX, in the 41-G class. After the war he became a trial lawyer, retiring from the Garrettsen and Santoro law firm in Chicago in 1977. A native of Orangeburg, SC, he lived in Palatine, IL, until moving several years ago to Ponce Inlet, FL. Howard and his wife, Dorothy, attended the 1988 reunion in Las Vegas, and he suffered a massive heart attack the evening they returned from the reunion.

**Ralph L. Kennett**, a sheet metal

worker during his thirty-seven months with the 306th, died 9 Aug 90 in Pittsburg, KS. He had joined the group in Sep 42.

**Ernest G. Knote**, a 423rd cook, has died in England where he had made his home with his British wife for a number of years.

**Alva J. McCalley**, 368th co-pilot and pilot, died 18 Nov 90 in Hazelton, IA. He joined with the Group 23 Dec 44 with Ned McKinny's crew, and departed 19 May 45.

**James L. Mitchell**, a clerk for the medics, died in 1990 in Covington, KY. He reported to the Group 20 Feb 43 and remained throughout the war.

**Joseph W. Pedersen**, 367th pilot, died 23 Jul 86 in Portland, OR, where he was an executive with The Kellogg Co. He joined the group 27 Apr 44 and was MIA 17 Jun 44 on a mission to Noyen, France. He evaded capture until 25 Jul 44, and when captured was placed in Buchenwald, one of Germany's notorious concentration camps. On 19 Oct 44 he was moved to Stalag Luft III and was liberated at Moosberg. Pedersen was a graduate of Gonzaga University.

**Louis P. Prokop**, 367th co-pilot (Lawrence Gassman crew), died 8 Nov 90 in Stratford, CT. He came to the Group 29 Jun 44 and completed thirty-five combat missions in late December.

**Earl F. Roberts**, a gunner on Verlin Higginbotham's 367th crew, died 27 Apr 88. He flew more than twenty-five combat missions in 1945.

**Robert W. Travis**, a 369th armorer, died 4 Aug 90 in Hollywood, FL. He joined the Group in Mar 43 and remained until Nov 45.

**Richard J. Weisen, Jr.**, assigned to both the 4th Station Complement Squadron and the 449th Sub Depot, died in 1990 in Philadelphia, PA. He came to the Group 27 Dec 43 and served through the rest of the war.

## 8th AF Reunion

Thirteen 306'ers attended the reunion of the Eighth Air Force Historical Society last September in Las Vegas, including Dr. Sam Alewitz, Robert Bentley, Vincent Chiccarelli, Elwyn Courtright, Joseph Cronin, Joe Hoffman, Col. Ray Hopper, Saul Kupferman, Norman Outcalt, Edward Peterson, Daryl Phillips, William Walsh and Warren Wilson.

## UPS May Get Base At Thurleigh

Originally used by the RAF in its heavy bombardment training program, RAE Thurleigh, once home of the 306th Bomb Group, may undergo another change, according to Bedford news reports.

The North Bedfordshire MP (member of Parliament) recently revealed that serious thought was being given to abandonment of the base as an experimental site for the Royal Aircraft Establishment; and further that the base might be taken over by United Parcel Service.

One report says that UPS "is in the last stages of negotiation with the Ministry of Defence over Thurleigh."

The plot thickens, though, because of a historical fact that the airfield was bought under compulsory purchase to provide for wartime uses. One of the conditions of compulsory orders at the time was that if the land stopped being used for military purposes, it would be offered back to the previous owners.

As to whether these terms were used when the land was taken in 1940 has not yet been established.

## Great Stories a Part of 305th Action Series

THE 305TH BOMB GROUP IN ACTION, AN ANTHOLOGY, John V. Craven, editor. Published by the 305th Bombardment Group (H) Memorial Association, from Edward C. Lukach, 173 Wayavka Ave., Middletown, NY 10940. \$20 postpaid.

This is one of those books that can be opened any place, and in two minutes the story will grab you so that you won't want to put the book down.

Jack Craven, a 306'er for a month on detached service in 1944, has done an excellent job in putting together a series of anecdotes covering all aspects of the life of a Bomb Group in combat, and in the housekeeping duties back at Chelveston.

It is not a narrative history, but it is a series of sketches authored by various men who tell about their missions, events around the base, escape and evasion, and death.

Fifty-four names are mentioned in the table of contents, and many, many more appear in the text. Some of these names will be familiar to 306th men from associations at various times in their lives.

Among WWII books today it is a bargain in price, and a treasure in content. Buy it yourself, or tell your local library they ought to add it to their collection so that you can read it.

## Pittsburgh (from page 1)

side of this location is the indoor swimming pool, which also provides seating for those wishing to visit at length.

A hotel registration form appears in this issue, and the reunion registration form itself will appear in the April issue.

## Aces (from page 1)

to spend a few hours with—and for me carried me far into the night to finish it in one sitting.

Join Bob Denny in the cockpit of his B-17 and experience combat as it really was!

## Direct to Bedford, Plan for 1992 'Mission to England' Revision of Reunion Set For Group

From the airports south and west of London directly to the Swan and Moat Hotels in Bedford will be the route taken by 306th travelers to England when they arrive there Tuesday, 25 Aug 1992, according to Donald R. Ross, '92 England chairman. The departure date from various U.S. airports (probably six) will be the previous day, 24 Aug.

Following the San Antonio reunion and the discussion there, the committee went back to work with the travel agents and have made a considerable revision in the proposed itinerary and in the first week's calendar.

### Split Visit Offered

Because of the diversity of interests of our group, as expressed at San Antonio, it is planned to give everyone the opportunity to determine whether they will spend more time in Bedford or in London.

When the registration form is presented persons will be able to make this selection, and it will in part determine which hotel in Bedford one will be housed.

The London-bound group will leave Bedford on Thursday morning, 27 Aug, and the Bedford group will catch up in London on Saturday, 29 Aug.

Don Ross, Russ Strong and George Roberts will serve as the committee in charge on the trip, with assistance from others in the Group and representatives of the travel agents. When the Group splits, Ross and Strong will take the group to London, while Roberts will head the Bedford unit.

With a lunch stop likely along the way, and perhaps a stop at Woburn Abbey, the buses will make their ways to the Bedford hotels, affording the travelers an opportunity to rest up a bit.

In late afternoon, and in the evening, a large reception is planned in Bedford, enabling many British guests to come together with this American "invasion," renewing acquaintanceships of a half century ago as well as making new friends. Invitations will be extended to many British who knew or know members of the 306th, or who had various connections with the base and the 306th.

The following morning the group will bus to Thurleigh and the memorial outside the old 40th Combat Wing headquarters. It is just outside the fence of the present RAE-Bedford. Here a memorial service will be conducted around the memorial which was dedicated in 1982.

After this the group will move on to the base for a tour of the present experimental aircraft facilities and a luncheon. From there we will be taken to the U.S. cemetery at Madingley, just west of Cambridge, where many 306th members are buried. The names of those men lost in the waters around England are listed on the impressive stone wall which runs alongside a reflecting pool.

Following another memorial service, visitors will have an opportunity to find the graves of wartime friends, which will be marked with American flags, and to visit the impressive memorial chapel located at the far end of the reflecting pool.

Returning to Bedford to freshen up, and grab a few minutes rest, a hangar dance is planned at the old base. Dinner arrangements are still to be clarified.

On the third day in England, the London-bound group will embark by bus for a trip through Cambridge and to Duxford, with its RAF Museum. Besides interesting 8th AF exhibits, two B-17s are housed here, one of them being flyable. It is planned that the Bedford Group will make this same trip, and then return to Bedford.



When the London group gets to the "big city" it will be housed in the Cumberland Hotel, which faces Marble Arch at the point where Oxford Street becomes Bayswater Road. A large hotel, the Cumberland is frequently used by tour groups, and boasts large meeting rooms, fine restaurants and a good location from which to get around London.

Upon arrival in London, the following morning will be occupied with a city tour, so that those unacquainted with the city will see some of the highlights and learn something of the layout of things. Other trips throughout the Greater London area will be conducted for those wanting to see Windsor Castle, Chartwell and Hampton Court for example. Also high on the list of places to visit will be the Imperial War Rooms and RAF Bomber Command's Hendon museum.

With the entire group together on Saturday in London, consideration is being given to an evening "pub crawl," an event that may bring back a lot of memories for a goodly part of the contingent.

London is an interesting city of churches and cathedrals for those seeking to attend services Sunday morning. In the afternoon the annual business meeting of the Association will be held at the hotel, to be followed by the annual banquet in the evening.

On Tuesday, 1 September, many of the travelers will leave in the morning for "their" airport and the flight home.

Others, who have elected to continue their travels, may go on a Group-conducted trip to Scotland, or another such venture into the Normandy battlefields, Caen, and on to Paris for a few days.

Signup time will begin at about the time of 1991 reunion in Pittsburgh, and in the interim much more information will be addressed to you through *Echoes* and through the travel agents.

### 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.

Name	_____
	FIRST MI. LAST
Address	_____
8AF Unit	306th BG
Dates of 8 AF Service	_____

## Mission Report Requests Spread Across '42 to '45

Of the 341 missions flown by the 306th, which were the most sought after out of the mission reports offered in the October issue of *Echoes*?

If you guessed the first two Schweinfurt missions, 17 Aug 43 and 14 Oct 43, you would have been right on the money. Seven of the former were ordered and eight of the latter. Tied for third in popularity were 14 Feb 45 (5) Dresden and 18 Mar 45 (5) Berlin.

The same criteria as listed in the October issue of *Echoes* continue to prevail concerning Mission Report orders at the present time. The secretary has 4,600 pages of material on order at National Archives, and he expects to have it in hand by the end of February. This will expand considerably the missions which he will be able to furnish. The principal gaps

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## New Additions

Beethan, Robert C., 410 E. Hamilton, Foley, AL 36535 369

Carey, James R., 3856 Shunn Rd., #6, Vale, OR 97918 368

Cebelak, Robert J., 741 Union NE, Grand Rapids, MI 49503 876

Crowton, Vernon T., 1258 Stanley Blvd., Birmingham, MI 48009 369

Danielson, Miss Edna L., 107 Jefferson Ave., Valhalla, NY 10595 Nurse

Dodds, Paul D., PO Box 941, West Plains, MO 65775 367

Fatheree, Ira C., 6244 San Martin St., North Highlands, CA 95660 368

Kerr, Jr., George T. 32 Stonedge Village, Lookout Mountain, TN 37350 369

Leigh, Francis B., 3223 N 4100 W, Cedar City, UY 84720 423

Levinstone, Lionel, 5 Ramsdell Rd., Gray, ME 04039 367

Lewis, Mrs. Boylston B., 10165 Greenwell Springs Rd., Baton Rouge, LA 70814 368W

McGough, Walter T., 435 6th Ave., Pittsburgh, PA 15219 39th

Messinger, Louis K., PO Box 227, Tonto Basin, AZ 85553

Paskiewicz, Anthony C., 2720 26th Ave., Kenosha, WI 53140 876

Rasmussen, Clifford, Rt. 2, Box 103, St. Peter, MN 56082 368

Rusch, Fred W., 231 Desmond Dr., Schaumburg, IL 60193 368

Semler, Woodrow W., 499 Liberty St., Hagerstown, MD 21740 367

Skinner, Louis A., 688 Amber Dr., Mira Loma, CA 91752 423

Streeter, Thomas E., 828 Spring, NE, Minneapolis, MN 55413 367

Swift, Philip, 525 Timothy Dr., Frankfort, KY 40601 368

Trimmer, Henry C., 203 N. Broad, York, PA 17403 368

Westberry, Bennie, Rt. 2, Box 502, Jessup, GA 31545 876

Young, Mrs. Wallace, 418 Zephyr Dr., San Antonio, TX 78239 369W



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## Milton Looks Back On WWII, Men, Missions

This is part of the final column written by Gen. T.R. Milton for *Air Force Magazine*, to which he was a contributor for sixteen years. A West Pointer, Gen. Milton came to the 8th AF in Mar 43 as operations officer of the 351st BG; following which he was executive officer, 91st BG; chief of staff, 41st Combat Wing; and CO, 384th BG until 16 Jun 45. He retired from the USAF 1 Aug 74, and makes his home in Colorado Springs, CO.

Fifty years ago last June, prompted more by curiosity than by any convictions about airpower, I elected to give the Army Air Corps a try. Even the earnest advice of a senior cavalry officer, one who would become famous in the Pacific War, failed to change my mind. His parting shot was typical of attitudes in those days: "If you are going to fly an airplane, why the hell did you bother to get an education?"

Strategic airpower, the concept of overflying the battlefield to mortally wound the enemy in his ability to wage war, became the rationale for the emerging Army Air Forces. It was also, in the course of time, the justification for a separate air force—not only separate but also equal, something my old cavalry friend could not have brought himself to imagine.

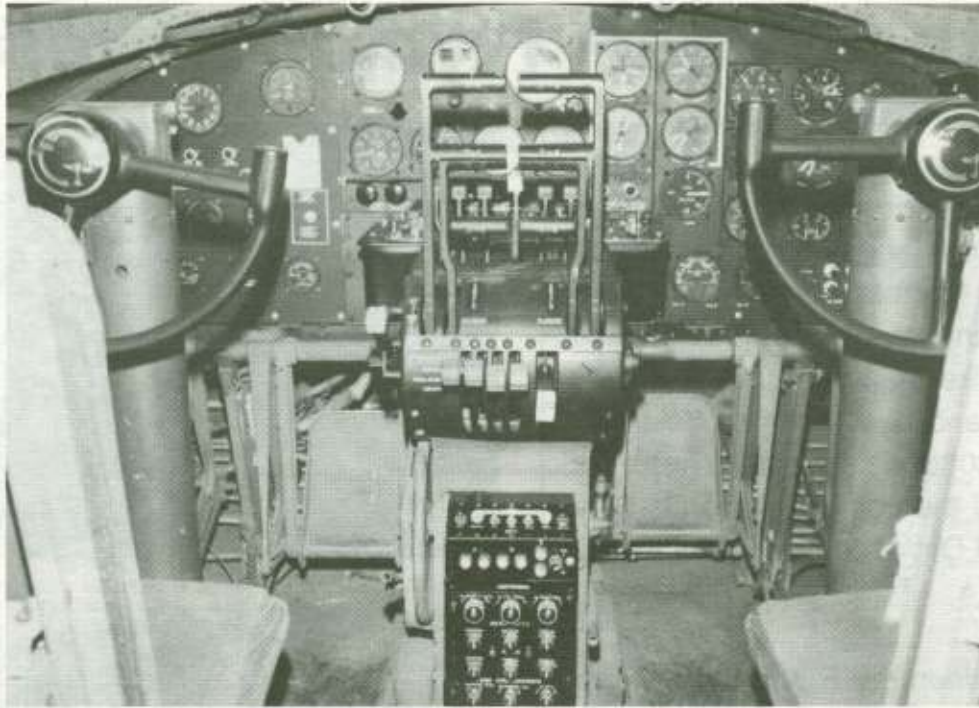
There were a few problems with the concept, not the least of which was the unfortunate dogma that the bomber could fight its way into the target, a dogma that was reinforced by the name given to the B-17—the Flying Fortress. The October 14 mission to Schweinfurt—for which I had a front-row seat—lost twenty percent of its attacking force and nearly put paid to the concept of strategic bombing, even though our results that day were precise and costly to the critical German ball-bearing industry. In the fall of 1943, B-17s had an expected life of eleven missions, so it was necessary, after Schweinfurt, to back away from the difficult targets and wait for fighter support.

In many ways, the years after World War II have been confused ones for strategic airpower. During the brief time of our nuclear supremacy, the bomber became simply the instrument of threatened mass destruction.

Looking back over these past fifty years, certain faces come into view. One is that of "Hap" Arnold, a man with vision and a facility for remembering countless things, even young officers' names. Jimmy Doolittle, still going strong, was an aviation legend when I was just starting out. When he, as Eighth Air Force commander, arrived at our bases in England, it was with a flourish, a buzz job on the tower followed by a chandelle. Ira Eaker had a more sedate manner, but he was a wonderfully considerate commander, and his Eighth Air Force stewardship saw us through the critical first years of the war.

Tommy White always comes to mind. He was an intellectual Chief of Staff but one with a warm and approachable side. Then there is Nate Twining, another Chief with an unbounded store of common sense and integrity. Curt LeMay, of course, will go down in history for his steadfast convictions about strategic airpower. When I first knew him, he had already, as a major, begun to stand out as a man who knew where he was headed. Later, while a colonel in England, he seemed more important than most of the brass in London.

Now, we are on the verge of another war, if, in fact, it has not already begun by the time this appears. The question of airpower's place in the strategic lexicon continues to be a source of argument, even in the face of indisputable accomplishments. The arguments are the same as those of fifty years ago, or forty years ago, or any point in between.



This is a shot of the cockpit of the Memphis Belle, resting now at Memphis, TN, and completely restored in the last several years. There remain a few items still missing, but Sheldon Beigel, a 369th gunner with James Cation's crew in late '44 and early '45, has played a significant role. He had once picked up a steering wheel cap, and when he learned that this was one of the missing parts for the restoration at Memphis, he contributed it. It lay on a shelf in Memphis for quite a while until another was found, and the caps now have been properly installed.

## 'War Babes' Get Help Tracing American Fathers

*The Washington Post*

The U.S. government has agreed to release thousands of pages of information on the whereabouts of former American GIs stationed in England during World War II to a group of British subjects who believe the men may be their long-lost biological fathers.

The settlement marks the end of a four-year-old lawsuit filed by War Babes, a 500-member British organization made up of the offspring of wartime liaisons between American soldiers and English women.

Until now, the U.S. government had withheld the information on the grounds that releasing it might invade the privacy

of U.S. citizens.

Under terms of the settlement, the U.S. Department of Defense and the National Archives and Records Administration will release the last known home city and state for each former serviceman, as well as the date of the address.

The information would go to any War Babes member or other child of a former U.S. serviceman.

The settlement states that if the serviceman is dead and that fact is known to the government, it will release his last known address, including street address. The government has also agreed to forward letters from the offspring to the ex-servicemen.

## Tentative Schedule - 1991 Reunion in Pittsburgh

### Thursday, 19 September

9 a.m. Trip to Aircraft Restoration Facility, Beaver County Airport Hangar Party, fish and chips

12 p.m. & later Trip to Air National Guard Base, Pittsburgh Airport. Hosted by Brig. Gen. Robert Chrisjohn.

6:30 p.m. Trip to Station Square in downtown Pittsburgh. Dinner will be on your own in various restaurants in and about Station Square, or at the top of the Incline.

### Friday, 20 September

8:30 a.m. Travel to Pittsburgh to pick up boat for Ohio River trip to Old Economy Village. Lunch on board. After visiting Museum in village, bus back to the Hotel.

6:30 p.m. Seafood Buffet at Hotel, featuring a 1-lb. lobster for each person.

### Saturday, 21 September

9:00 a.m. Ladies leave for Station Square, and then to Ross Park Mall

10:00 a.m. Annual Business Meeting, 306th Bomb Group Association, Chris Christianson, president

6:00 p.m. Cocktail Party, hotel

7:00 p.m. Annual 306th Banquet

## Three twins, brothers on 306th Rosters

Strangely, the only sets of twins serving with the 306th whom the editor has been able to identify all had last names beginning with W.

They include **Ray Y.** and **Roy Y. Ward**, 368th gunners on Warren Lutz' crew, who were both KIA 29 Apr 44 on a Berlin raid. They had joined the Group 5 Apr 44.

**Elmer R.** and **Emil R. Wilke** completed combat tours as gunners on Roy Trask's 369th crew, arriving 1 Sep 44 and finishing up in mid-January. Emil now lives in Midlothian, IL, and Elmer is deceased.

### Shot Down Early

Earliest among the twin brother acts were **Darwin** and **Erwin Wissenback**. Erwin was the engineer for John Olson's 367th crew, and was an evadee when Olson's plane went down on the Group's first mission 9 Oct 42. Darwin, a waist gunner for James Stewart's crew, also flew on the first mission and saw his brother's plane go down. Before anything could be verified concerning Erwin, Darwin went down 20 Dec 42 with John McKee's crew on a raid to Romilly, and Darwin spent the rest of the war in prison camp.

Other known brother acts in the Group include:

**Edward** and **Walter Bergeron**, 423rd crew chiefs, who still make their homes in New Hampshire, and who shared a room during the San Antonio reunion;

**John L.** and **Richard W. Lambert**: John started as a 367th pilot with the original group, and was CO of the 423rd squadron from 19 Feb 43 to 4 May 44. A retired USAF colonel, John lives now in Largo, FL. Richard was killed 8 May 44 in the three-plane collision en route to Berlin as a 369th pilot. He had joined the Group 18 Apr 44;

And **Roy** and **Ray Speckman**, both of whom served with the 39th Service Group in the early days of the Group in England. Later, Roy became a master sergeant with another organization, but nothing is known today of their whereabouts.

**Robert** and **Woodrow Semler** were in the 368th as gunners in 1944. They are first cousins, both having enlisted on the same day in Hagerstown, MD. Robert now lives in Williamsport, MD, and Woodrow is presently hospitalized in Hagerstown.

**Joe D. Lyles, Jr.**, a 369th copilot in 1945, was surprised when his uncle, **James H. Higginbotham**, was assigned to the squadron as a gunnery officer, and James was also assigned as Lyles' roommate. Lyles' mother was the sister of Higginbotham. Lyles lives in Cochran, GA, and his uncle died several years ago at Spartanburg, SC.

Obviously, other familial relationships existed in the 306th from time to time. If you were so involved, or know others who were, please inform the historian.

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# A Look at 306th G Model Flying Fortresses

The first G model of the B-17 arrived at Thurleigh 16 September 1943, an event that was to be repeated more than 300 times during the remainder of the war. As changes had come along with the various models of the Flying Fortress, and although there were more than 400 engineering changes between the F and the G, the F and G were more alike than were the E and F. The 306th used Es at Wendover and flew them to Westover. Before crossing the Atlantic, the 306th's new planes were all F models, and these prevailed until the coming of the Gs. The first big influx of G models came 19 Oct 43, covering the losses of Black Thursday at Schweinfurt.

Some of the major changes between the F and the G were the addition of the forward-firing chin turret, the removal of the radio gun and redesign of the blister in the radio room, the installation of permanent waist windows and the staggering of the windows to give each of the two waist gunners more space in which to move while firing their guns. By mid-1944 the Group usually had at its disposal about sixty-five aircraft. Late in the war the Group transferred veteran planes out, many of which returned to the States; it also received a number of almost new planes from other groups, and at the end of hostilities these planes usually "lost" their chin turrets and other features that would hinder the use of the planes in the Casey Jones aerial mapping project of Europe and North Africa, an effort that continued into January 1946.

As you read the charts on page 7 and 8, please inform the editor of any additional information and/or corrections that come to mind. Much of this data must now come from your own records or memories, although it is hoped to update some of the data from official records before the end of this year.



Ass Bandits



Begin the Beguine



Belle of the Blue



The Boss



Choo-Z-Suzy



Bouncing Baby



Colonel Kearney's Kids



Capt'n and his Kids



Combined Operations



42-39768 A		367	43-10-31 43-12-13 MIA KIEL (w.BRINKLEY)	1575
770 44-8770	GLORIA ANN		45-05-00	
771 44-8771				
776 42-39776 F		423	43-11-06 44-04-24 MIA OBERPFAFFENHOFFEN (w.COUGHLIN)	4285
		367	45-05-00	
777 44-8777				
778 42-97778			45-06-21 TRANS TO 9TH AF	
779 44-8779	EVELYN ANN	367	45-05-23	
792 44-8792			45-05-00	
796 42-97796 D	LADY ELAINE	368	44-06-05 44-09-19 SALVAGED	
802 43-38802 Y		368	44-10-31 45-05-00 TRANS TO 381BG	
803 43-38803			45-04-10	
804 44-6804			45-01-03 45-03-04	
807 44-6807 Q	DEAR MOM	423	44-12-11 45-03-07, CRASHED IN FRANCE	
814 44-6814 G		368	45-01-03 45-05-00 TRANS TO 381BG	
819 44-6819 Q		367	45-02-04 45-05-09 TRANS TO 92BG	
826 44-8826			45-05-23	
827 42-39827 C		369	43-11-24 44-05-01	
44-8827	DUSTY GAY	367	45-05-23	
830 44-8830	SOUTH BOSTON SHILLELAGH	367	45-05-23	
832 43-38832 Y	IRENE	369	45-02-19 45-05-09 TRANS TO 92BG	
835 42-39835 G		369		
836 42-37836 P	RAIN CHECK	368	43-12-30 44-09-11 MIA EISENACH (w.MACHOSKY)	8830
840 42-37840 Y		367	44-03-12 45-04-00	
44-8840			45-05-00	
850 42-39850 B		423	43-10-21 44-07-16	
852 44-8852			45-05-00	
855 44-8855			45-05-00	
857 44-8857			45-05-00	
866 44-8866			45-05-23	
868 44-8868	LOW BOY	367	45-05-23	
880 42-97880			45-05-07	
894 42-31894 Z			44-02-28 44-03-27 SALVAGED	
896 42-102896	CAPT'N AND HIS KIDS	369	44-09-00	
42-97896 X	MISS AMERICA	369	44-06-10 45-05-09 TRANS TO 92BG	HARLEY COVELIER
897 42-31897 S		423	44-02-25 44-07-28 MIA KOTEN (w.McMAGUIR)	7277
901 42-31901 Y		369	44-02-25 44-04-24 MIA OBERPFAFFENHOFFEN (w.TARR)	4284
904 42-97904			45-06-21 TRANS TO 9TH AF	
910 43-38910 B	SALVOIN' SACHEN	423	45-02-19 45-05-00 TRANS TO 381BG	
913 43-38913 P		367	45-02-08 45-05-00 TRANS TO 381BG	
914 43-38914 B		368	45-02-10 45-05-00 TRANS TO 381BG	
916 43-38916 M		368	45-02-08 45-05-00 TRANS TO 381BG	
923 44-8923			45-04-00	
44-8923	THE BOSS	369	45-05-09	HARRY TZIPOWITZ
928 44-8928 L		368	45-02-00	
935 42-39935		369	44-01-06 44-02-22 MIA BERNBURG (w. HORST)	2651
942 42-37942 A		367	43-12-19 44-05-08 MIA BERLIN 3-PLANE COLLISION (w.JACOBS)	4554
943 42-37943 L	WEARY BONES	368	43-12-12 44-09-17	
42-39943				
945 42-39945 S	HOLY HELLCAT	423	43-12-18 44-02-22 MIA BERNBURG (w.TOOMBS)	2649
946 42-102946 T		368		
42-97946 Y	HARD TO GET	368	44-06-14 44-08-26 MIA GELSENKIRCHEN (w.ALLEN)	8454
950 42-39950 X	WAMPUS CAT	423	43-12-28 44-03-29 MIA BRUNSWICK (w.HARDIN)	3481
951 44-8951			45-03-19	
953 42-37953 L		369	43-12-27 44-03-29 MIA BRUNSWICK (w. SCHWERING)	3480
959 42-97959	RHAPSODY IN RED		45-05-20 45-06-09 TRANS TO 18D	
962 44-8962		423	43-12-30 44-12-05 MIA BERLIN (w.STETLER)	--34 JOHN TUREK
963 42-39963 P	LITTLE LOLO	369	43-12-19 44-03-29 MIA BRUNSWICK (w.RAYWOOD)	3482
965 42-39965 M		423	44-07-26 44-12-01 SALVAGED	
967 43-37967 B	DONALD DUCK W BOMBS	367	44-01-11 44-09-12 MIA HOBLAND (w.BARR)	8836 ELMER WEBER
969 42-102969 X	NETRUSELAH	369	44-02-22 44-05-08 MIA BERLIN (w.SCHLECHT)	4553
42-31969 F		369	44-06-06 45-02-27 MIA DRESDEN (w.HENLEY)	12325
975 42-102975 F	VERNA E	369	45-06-18 TRANS TO 1 AIR DIVISION	
42-97975 F		423	44-07-23 44-10-22 MIA HANNOVER, COLLISION OVER NORTH SEA	9656
976 43-37976 F	LILLY MARLENE	368	44-02-22 44-02-25 MIA AUGSBURG (w.BAYLESS)	2767
979 42-31979 U				
990 42-97990			45-05-07 45-06-05 TRANS TO 18W	
991 44-8991			43-12-19	
992 42-37992			45-05-10 45-05-10 TRANS TO 381BG	
994 44-8994				



Commando Chief



Dam Yankee



The Dingleberry Kids



Donald Duck



Drive It Home



The Duck



Duration Plus



Evenin' Folks! How Y'all?



The Fickle Finger



Fightin' Carbarh Hammerslaw



Flack Shack



Fortunate Youth





4F



Fuddles Folly



Geraldine



How Soon?



Irish Lassie



Lady Kathryn



Little Cinder



Little Joe



Little Lulu



Low and Slow



Mason Dixon



Methuselah 969 Years



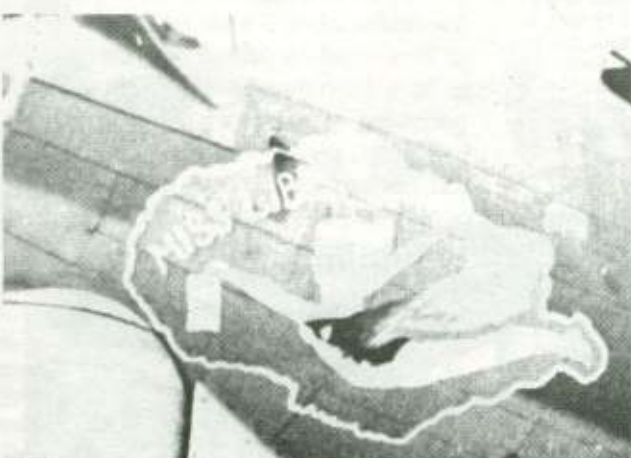
Milk Run Special



Milk Run Special II



Miss America



Miss Liberty



Mission Maid



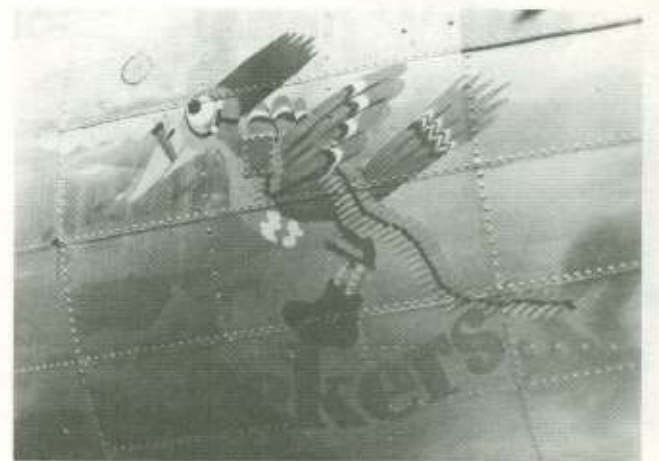
Nicotine Nelly



Our Baby



Paper Doll



Peckers



Princess Elizabeth



Pretty Baby



Princess PEP



Rose of York



Salvoin' Sachem



Satan's Lady



Sleepy Time Gal



Snortin' Abortin'



Solid Sender



Sweat'er Girl



Tailwind



Tess



Time's Awastin'



Toggle Tessie



Steady Hedy



Unavailable Mable



Vapor Trail



V Mail Get's There Fastest



Weary Bones



We Promised



Ya Cawn't Miss!

## 'Fortress Pilot Gets Craft Back With One Motor,' from Bremem

From the New York Herald-Tribune

AN AMERICAN FLYING FORTRESS BASE, Somewhere in England, April 18, 1943 — The Comanche town of Walters, Okla., down in the Red River Valley, can put out flags for Captain Purvis E. Youree, a native son, who brought home a crippled Fortress from the mass daylight raid over Germany yesterday in a feat that might possibly win him the Distinguished Service Cross.

Staffed by a squadron of enemy fighters just as his Flying Fortress, *Old Faithful*, was nearing Bremen, Captain Youree made a perfect bombing run over the Focke-Wulf plant with two of his four engines dead and the top turret shattered. But that was only the beginning.

With the odds 100 to 1 against his reaching the coast of England, Youree skimmed 200 miles across the North Sea with only one good engine. His co-pilot, Lt. Leroy C. Sugg of Huntsville, AL, coaxed a little juice out of No. 3 engine by grabbing two ends of a broken cable until his hand was cut and bleeding.

Every moveable fixture was thrown overboard to lighten *Old Faithful* and give her altitude. All guns and ammunition went out the hatch, even the lamps and the radio. In the radio room the gunners huddled on the floor, bracing themselves for a crash into the sea.

### Flew at Wave Level

Youree was flying at wave level, his props actually dipping into the sea. The top turret gunner wounded, had a useless right hand. Another gunner suddenly remembered he couldn't swim. "If I ever get out of this," said the third gunner, from Georgia, "I'll never trouble the good Lord no more."

*Old Faithful* was still within range of the twin-engined Junkers 88s based along the enemy-held coast. Stripped of her armor, she should have been knocked off by a single pass of an enemy fighter, but the minutes went by and nothing happened. *Old Faithful* was over English waters, but her gas was almost gone.

Youree saw two trawlers and was tempted to glide up close to them so that none would have far to swim. A Fortress stays afloat only a few seconds and it takes a miracle to get every one out, Youree went on.

### Lighten Plane Further

They sighted the English coast. The crew ripped all the remaining fixtures off the wall, threw out the last oxygen bottle. *Old Faithful* leaped up to 300 feet. Youree dropped flares so that coast gunners wouldn't shoot him down for a hit-and-run enemy raider. He studied the fuel gauge and figured he had five to ten minutes to go. *Old Faithful* sailed over a flat meadow.

They came in at tree top level on the next open space. it proved to be a Spitfire base. Youree managed to put one wheel down, got the other down halfway. There wasn't time to look for the runway, so Youree set *Old Faithful* down in the grass.

"He really greased her in," said Lieutenant George S. Horner, bombardier, of Springfield, Ohio. "It was the smoothest landing—you could have held a glass of water on that one."

The commanding officer at the Spitfire base took a look at *Old Faithful* and Purvis E. Youree. He saw Youree eyeing a Spitfire and said: "It's yours for the day."

Youree took a rain check because it was late afternoon and he was accepting the C.O.'s offer literally. He intends to put in a full day with a Spitfire on his next leave.

Youree's return last night gave this base a morale lift that was badly needed. This base lost ten Fortresses on the Bremen raid and 100 faces are missing tonight from the part in "B for Bertie" mess.

### Taciturn on Feat

Captain Youree wouldn't say much about the trip home from Bremen. "It's kind



Zamro

of a mystery how we got back," he mumbled, darting for the nearest door.

The narrative came from Lieutenant Horner. He told how shells from a Focke-Wulf tore out all the control cables except for the No. 4 engine; how Sugg, the co-pilot, crawled down below the catwalk, tearing out the broken cables until he found the ends of the one leading to the only other serviceable engine. He pulled the cable back to the cockpit, holding it together with his bleeding hand, and grasped the throttle and the control stick with the other, while Youree went back and gave first aid and a shot of morphine to the wounded top-turret gunner.

## Crew list

Pilot, Capt. Purvis E. Youree  
 Co-Pilot, 2nd Lt. Leroy C. Sugg Deceased  
 Navigator, 2nd Lt. James S. Cheney  
 Bombardier 1st Lt. George S. Horner  
 Engineer, S/Sgt. William R. Wilkinson  
 Radio Operator, T/Sgt. Henry E. Bean  
 Ball Turret, S/Sgt. Kenneth N. McClure  
 Right Waist, S/Sgt. Louis A. Skinner  
 Left Waist, S/Sgt. Freel L. Colvard  
 Tail Gunner, S/Sgt. William V. Baker

Wilkinson and Baker had been on Youree's original crew.

*Old Faithful* lost altitude so rapidly that Youree gave orders to prepare to "ditch" the ship. The bombardier, navigator and the gunners assembled in the radio room and pulled off their heavy flying clothes. Lieutenant Horner gave orders that the wounded gunner would be the first man hoisted out on the wing. He reassured the gunner who couldn't swim.

"Everytime we felt the ship give, we said: 'This is it!'" Horner concluded. "Youree did just about everything it is possible to do with a Fortress."

## Reunion Books Available to Others

Reunion books, which include 275 pictures of individuals and couples attending the San Antonio gathering last September, were in the mail by 23 January. If you don't receive your book in the next couple of weeks please contact Russ Strong.

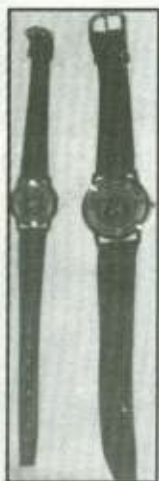
Those who did not attend, but would like a reunion book, may use the coupon on the back page of this issue of *Echoes* to order a copy. The individual and couple pictures are identified.

We regret that the identifications on page 17 were jumbled and that pictures of John Walkenhorst and Richard Wallace were transposed on page 37.

**VHS Videocassette of Reunion ..... \$20**

**Reunion '90 Yearbook ..... \$10**

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



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**\$10**..... Navy with logo of a B-17 & 306th Bomb Group, Thurleigh, 1942-45 in gold



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Grand Total			\$ _____

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