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306th Bombardment Group Association

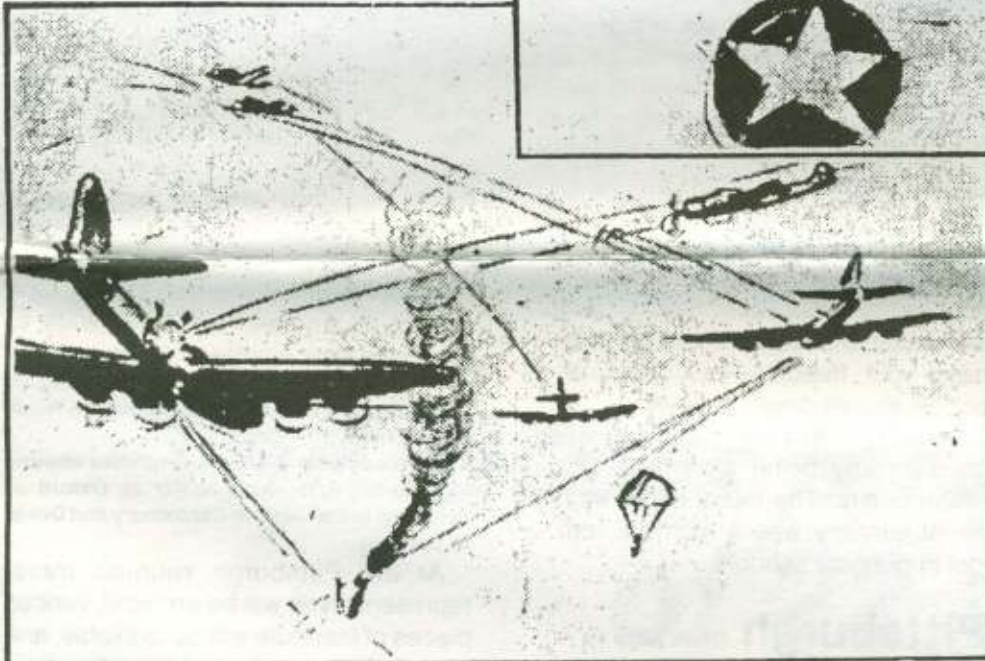
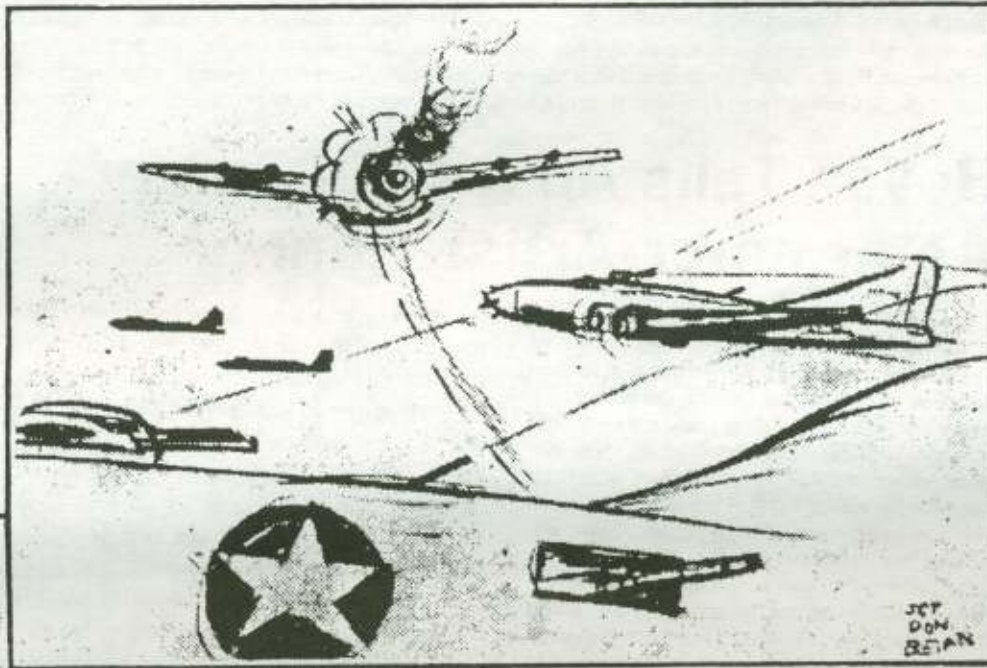
Gunner Sketches Aerial Duel He Won

Dramatic Drawings Come Out of Combat

By Bud Hutton, Stars & Stripes

A U.S. BOMBER STATION, ENGLAND, DEC. 14 — A former newspaper artist who shot down a Focke Wulf 190 his first time behind a gun at high altitudes has drawn two of the most dramatic sketches of combat World War II has produced.

He is Sgt. Donald Bevan, in civilian life an artist for the New York Daily News;



The artist who drew these sketches was operating a waist gun in a B17 during the big raid on Rouen which turned into one of the fiercest air fights of the war. He is Sgt. Don Bevan, former New York newspaper artist. In the upper drawing he shows how his ship was attacked by an Me190, firing from above. Another Fort also is shown firing. Bevan's gun jammed, but he got his Nazi. At left, he shows the Me190's shell striking just behind him. He was unharmed. Below Bevan's ship another German fighter, caught in cross-fire goes down in flames. It was the American sergeant's first flight, and his first time behind a gun at high altitude. He drew the sketch for officers just after landing safely in England.

the time the bombardment formation approached the French coast until their return midway of the Channel.

Fort Got Four Foes

One of the heavy bombers credited with four enemy aircraft destroyed was piloted by 1st Lt. Robert Riordan. Three FWs and one of the Ju88s fell to Riordan's guns Saturday, the second time he has downed four Huns in one flight.

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1992 Tour To England Progressing

"We are continuing to hone the tour package for our 50th anniversary celebration in England," says Donald R. Ross, Association vice president and chairman of the 1992 committee.

Working with Russell Strong and George Roberts, efforts are being made to develop a comprehensive, yet manageable ground experience in England; one that will not be too taxing for anyone participating, yet will cover the places and events that people are interested in experiencing.

Since the 1990 reunion at San Antonio, the ground travel phase has undergone considerable discussion and

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Pittsburgh Prepares to Welcome Us

Jim Macry has been busy scurrying up and down the three rivers of Pittsburgh, traveling the highways and burning up the phone lines making preparations for the 306th visit to the one-time steel capital of the nation.

He has found a most cooperative hostelry at the Holiday Inn close to the Greater Pittsburgh International Airport for us to gather in, beginning Thursday, Sept. 19, and closing with a rousing banquet Saturday, Sept. 21.

Headliners for the program include Andy Rooney, now of CBS fame as the humorous commentator winding up Sunday evening's "60 Minutes" show. But many regard Andy as a bonafide member of the 306th, for it was with us that he flew his only WWII combat mission, and it was at Thurleigh that he spent days and months covering the antics and anxieties of 306th personnel.

He rode with Wild Bill Casey 26 Feb 43 on a mission to Bremen, and returned with greater knowledge of the foes faced by the fliers — fighters, flak, freezing temperatures, etc. — to match the dedication he had found among the ground crews and others who made the "American town" of Thurleigh function as it did.

Because of his weekend commitments, Rooney will be with us on Thursday, and will speak at the Fish and Chips luncheon planned that day in the hangar of the 171st Air Refueling Wing, Pennsylvania ANG, at the nearby Pittsburgh airport.

Brig. Gen. Robert G. Chrisjohn, commander of this unit, will be our host at the ANG facility, and he has a special mission on this date because he was brought up in a 306th home headed by his father, retired B/Gen Robert J. Chrisjohn, who flew his first combat mission as the co-pilot for Chris Christianson, currently president of the 306th Association.

Another headliner for Pittsburgh will be another one-time 306th pilot, Robert R. Denny, who will speak at the Saturday banquet, coming back to the 306th after a career in the media, as a TV producer and writer, and more recently the author of a new WWII flying novel, *Aces*, which is to be followed by another WWII flying novel with a different twist.

In among all of this, there will be an evening at Station Square, the near-downtown center for interesting shopping and fine dining. From this area one can also take the inclined railway to the top of Mt. Washington for an excellent view of downtown Pittsburgh at night and an area that abounds with restaurants.

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in the Army a volunteer substitute waist gunner in a Flying Fortress.

Bevan went to Rouen the other day and got mixed up in a ding-dong battle with Jerry.

When he came back to this station Bevan started to tell the intelligence officer the necessary dope and, as a matter of course, got out an old pencil, found a couple of pieces of scrap notebook paper and drew two dramatic action sketches.

First High Flight

The day before the attack on Rouen Sgt. Bevan practiced with a machine-gun and hit his target, but he'd never been in high altitude requiring an oxygen mask. He hadn't even been picked to go on the raid. But the waistgunner was ill, so Bevan reported in his place.

Over Rouen the group of heavy bombers got into one of the fiercest fights they've experienced in this war, destroying 19 enemy fighters, losing two bombers and four escorting fighters. The Germans attacked with Me109s, FW190s and some Ju88s, with the Focke Wulfs in preponderance.

Sgt. Bevan, the "new shooter," soon caught an FW 190 in his sights. He tried a burst at long range, but his gun jammed. He primed it once, then again — with the FW boring in. Finally, the gun fired. Bevan had kept the German

steadily in his sights and at close range he gave the FW a prolonged burst.

The enemy aircraft blew up, but not before it had plumped a .20 mm shell into the waist of the Fortress, just behind Bevan.

"That one," said the artist on his return, "had my name on it, all right, but it wasn't my day!"

His picture shows the fight just as the impression remained in his mind when he got back to his familiar old pencil and paper. You see one FW ahead, caught in cross-fire of two Fortresses. You see the Hun getting a smashing hit in the waist of Bevan's ship.

FW Blew Up

And — a sight Bevan probably will remember clearly when he's 80 — you see the FW190 boring in to kill and later, as Bevan finally got his gun to working, blowing up for the end of that little engagement.

According to the official release covering the Rouen raid, three bombers in the group were credited with destroying 12 of the 19 enemy planes shot down. Losses were two bombers and four fighters, but the pilot of one of the Allied fighters is safe. According to the Eighth Air Force, the American bomber crews were warm in their praise of the Allied fighter protection provided them. Enemy aircraft were encountered from

Bevan (from page 1)

"I thought they had us once," said Lt. Riordan, describing how his top turret gunner, S/Sgt Raleigh W. Holloway had fired point blank into an onrushing Focke Wulf. "He burst into flames, but kept coming out of control. Finally he went on over the top of our nose, so close we could see the torn edges of his wings and the shot-up fins dangling in smoke."

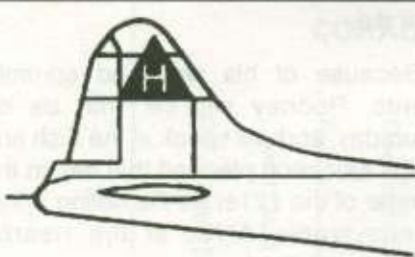
From the fighter attack report for the mission of 12 Dec 42: "Our A/C #124460 (Capt. McKay, 423rd Sqdn) destroyed one FW190. Our aircraft was attacked near Beauvais at 1320 hrs, height 21,000 ft, from 3 o'clock and from above. It was first hit at 600 yds. E/A was seen to descend in flames so intense that the pilot could not extinguish them. This aircraft is claimed by Sgt Donald Bevan, right waist gunner. Corroborated by S/Sgt Raymond Henn, left waist gunner. It is believed that no other U.S. crew fired at this aircraft. One other E/A attacked at about the same time."

Two other members of McKay's crew also made claims that day, Lt Eugene J. Pollock, navigator, shot down an Me109, and S/Sgt Raymond Henn, left waist gunner, claimed an FW190.

MACK McKAY'S crew for 12 Dec 42 raid:
 Capt Mack McKay, pilot
 2nd Lt Lewis P. Johnson, Jr., copilot
 1st Lt Eugene J. Pollock, navigator
 2nd Lt Stanley N. Kisseberth, bombardier
 T/Sgt Jacob Kim, radio
 T/Sgt Harry Alleman, engineer
 S/Sgt James Hobbs, ball
 Sgt Donald Bevan, right waist
 S/Sgt Raymond Henn, left waist
 S/Sgt Roy Gibson, tail

VFW Honors 369th Casualty

1st Lt Robert D. Stewart was killed in action when his plane disappeared into the North Sea en route home from a mission to Kassel, 1 Jan 45. Having come to the 306th 1 Jul 44, this mission was probably very close to the end of his tour. In 1957 the South Milwaukee, WI, post of the VFW renamed Post 3742 to honor Stewart and Pvt Lawrence Turczyn, a Korean War casualty. It is now the Stewart-Turczyn Post, and in early 1991, Stewart's 93-year-old mother was still an active member of the post. Robert Stewart was one of six brothers to serve in WWII.



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.

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The 306th Bomb Group Historical Association is a Federally tax-exempt organization and as a veteran's group is classified as 501 (c)(19).



Another six-man crew present at the San Antonio reunion, included back row, left to right: C. Kenneth Starks, pilot; Raymond Sensenbrenner, navigator; and Eric Edwards, engineer; front row: Joseph Savino, radio operator; Peter Petrelli, ball turret, and Richard Holland, waist gunner.

Bevan Tells About His Career As Armorer-Artist-Gunner

Donald Bevan is a notable member of the 306th and 423rd squadron. He went to England as an armorer, gained initial attention because of his artistic talents, demonstrated some abilities as a gunner, and flew his first combat mission 12 December 42. His last mission was 17 Apr 43 to Bremen, and from then on he was a POW. This was what gave him the background that enabled him to co-author the Broadway hit, "Stalag 17," which later became "Hogan's Heroes" on TV. He has been a screen writer for many years, living in Studio City, CA. This series of vignettes includes a story which appeared in *Stars and Stripes*, a portion of a letter to the editor of *Echoes*, and other bits of information from the Mission Report files.

"How the artistic duty came about: I was ground crew, an armorer, until somebody went through the records looking for an artist to do nose-art on the bombers. When it was learned my talent was more suitable to bare faces I got assigned to decorating the drab combat hut with sketches of the crews. Maj J.W. Wilson gave up his little office there as a studio for the "sittings." Above and beyond that gesture, he excused me from all military duties — allowing me to be my own free artistic spirit, answerable only to him!

"Prelude to combat: Wilson took me along on a squadron gunnery mission — in the manner of mascot — and watched from over my shoulder the tracer particles spray-out, upon penetration. The "hit" accounted for one of only three holes in the big sack — what does that say for the gunnery of our time? And that against a lumbering target big as a box car.

"Artist in residence: Awakened by operations officer, Robert C. Williams, rousing flying crews for raid. One member of McKay's crew was emotionally unfit for battle — he wanted out, and I (untrained) was permitted to take his place on strength of tow-target score a few days before.

"The Stars and Stripes report is a nice human interest account of my baptism under fire, but the show played much, much better than that: the dramatic last-minute change into ailing gunner's flying clothes right there on the parking pad, with that deafening deathly roar of every bomber on the base preparing for take-off.

"And the shot: a great, controlled, shot; the best in the book! Three o'clock high, ninety degree deflection and bullet drop — that's shooting broadside at a head on attack. How'd I do that — by overshooting and drawing back, hoping to make contact along the way. Allowing

for the looping trajectory, I sighted high to the left of the target and dragged down across the fighter's nose in a forty-five degree angle to lower right, "closing the ring." It worked; it blew up! But I didn't know that, it disappeared, I didn't know what happened to it until tail gunner, Roy Gibson — the injured tail gunner who made Snuffy Smith stay with the ship and work for his Congressional Medal — said, "You got it! You blew him up!"

"In prison camp, a 92nd BG barracks-buddy became aware that I was the artist who bagged the fighter in that Stars and Stripes story. 'You son-of-a-bitch,' he says, we really took flak from our CO (Col James Sutton) over that one! What's the matter with you airmen, he yells — hang your heads — an 'artist' of all people shoots down a plane!" —

"That CO tells me his group wasn't shooting any better than ours, or any of the others. The moral of the story is aerial gunnery was a high art form — lost in gunnery schools."

Pittsburgh (from page 1)

On Friday morning we will bus down to the Ohio River to board the "Gateway Clipper" for a leisurely progress down river and lunch aboard, to stop at Ambridge for a visit at Old Economy Village, a restored 19th century pioneer community.

There will also be an opportunity for a golf tournament with an assist from the Air Guard people Friday afternoon, as well as an opportunity for a limited number to fly on an ANG tanker to witness air refueling with fighter aircraft.

Seafood Buffet

Friday evening we will all be at the hotel for a seafood buffet, which will feature a one-pound lobster for each person.

Saturday morning the ladies can pick up a continental breakfast in the hotel, with buses leaving at 9 a.m. for the Station Square complex. At noon they will be able to either return to the hotel or go to the Ross Park mall for shopping.

The annual business meeting of the Association is scheduled for 10 a.m. in the hotel, with Chris Christianson presiding.

Saturday evening there will be a cocktail party, followed by the annual banquet in the hotel ballroom.

Group and hotel registration forms will be found on the back page of this issue.

England (from page 1)

revision, and a near-final delineation of it will be ready by the July issue of *Echoes*.

Presently the planning is that those arriving by air at one of London's airports, 25 Aug 92, will be picked up by buses and will travel directly to Bedford, with a lunch stop likely. We will try to time our arrival at the Swan and Moat hotels with the general availability of rooms.

There will be a reception later that day for the travel group and British friends in Bedford.

On Wednesday, 26 Aug, we will be at the base for a Memorial service, and for lunch and a tour of RAE Bedford, the experimental base that came into being following WWII and the departure of the 306th.

After these events, the Americans will have a chance to visit Thurlough village, Keysoe, and other points of interest in the area.

Thursday the group will depart, for Madingly Cemetery, Cambridge, and with a stop at Duxford to see the WWII display in general and the 8th AF display in particular. At this point the group will split, with part going on to London and the remainder returning to Bedford for another day there.

Groups Rejoin in London

We will merge once again Friday afternoon in London. Tours will be planned there for the early arrivals, and again for those coming later to see the general layout of the city and some of the high spots for American tourists. Tour opportunities will continue throughout the weekend for those wishing to see specific places in London and the surrounding area. Free time will be there for the experienced and venturesome travelers who wish to see things on their own. And conducted tours will be available to those who may be first-time visitors to England and who want to maximize their sightseeing chances.

This may well include Windsor Castle, Hampton Court Palace, and Churchill's home at Chartwell.

For those who wish, opportunities abound for one-day train trips as far as Oxford or Stratford to the west, or Canterbury and Dover to the East.

At the Pittsburgh reunion travel representatives will be on hand, various pieces of literature will be available, and reservations can be made at that time for the trip. Much detailed information will be available also in the October issue of *Echoes* to give everyone the data they need in making a decision to travel, and the various forms and directions needed to begin this exciting venture to mark the 50th anniversary of the 306th Bomb Group's arrival in England. This occurred during the first and second weeks of September, 1942, for both flying and ground personnel, with combat actually beginning 9 Oct 42 with the Group's first mission, to Lille.

Who's on First?

That might have been the question asked of the 368th Squadron as the planes took off for Lille on 13 Jan 43.

It would appear that officer personnel were a problem, with an acute shortage of navigators, in particular.

A review of the crew interrogation sheets for the mission shows that the plane flown by Lt Otto Buddenbaum had four officers aboard, all pilots! Lt Maxwell Judas was the co-pilot, Lt Theodore Jankowski was the navigator, and Capt William Friend is listed as the bombardier.

Lt Robert Seelos and Lt Marlen Reber were both short of navigators for their aircraft, with Sgt Leno Off in that position in the former plane and Sgt Leith Lemmerhirt in Reber's craft.

BROADCAST OF A BOMBING MISSION

Thomas Witt's Crew

A/C 42-29815 N

Capt T.F. Witt, pilot
2Lt D.H. White, copilot
2Lt G.E. Meltzer, navigator
2Lt W.Z. Morey, bombardier
T/Sgt J.C. Bocelli, radio
T/Sgt G. Riecke, engineer
S/Sgt F.W. Pulliam, ball
S/Sgt C.A. Adams, right waist
S/Sgt W.R. Earnest, left waist
S/Sgt W.D. Sherrill, tail
Major H. Nussbaum, observer

The Mission in summary:

20 A/C took off at 0715. Crossed enemy coast at Fecamp at 0909. Over target at 0936, lead Group of Third Combat Wing. Back over enemy coast at Trouville at 1028, over English Coast at Airport FORD at 1059, at base at 1129...

Crews reported a maximum of ten E/A attacking... Types were FW 190s and ME 109s, colours varying from black to silver with white spinners. E/A were first encountered at 0930 and last seen at 1008... Two or three persistent attacks were made on the Group, breaking off at close range... Capt Reecher reported guns heavier than 20 mm in one FW190.

First radio broadcast of a Flying Fortress in Actual Combat — 16 August 1943

Broadcast by NBC 18 August 1943

Le Bourget, France

Lt. General Jacob L. Devers, CG ETO
Major Howard L. Nussbaum — Observer
Captain Thomas Witt — Pilot

RICHARDSON

This is Stanley Richardson in London. The National Broadcasting Company is bringing you tonight the results of a unique experiment. A little more than forty-eight hours ago a Flying Fortress of the 8th United States Army Air Force took off from Britain to bomb Le Bourget Airfield just outside of Paris. There was nothing unusual in that. But in that plane was one addition to its regular crew of ten. He was an officer with a small portable recording apparatus, and that officer recorded his own description of the flight, including two brushes with enemy fighters and the bombing of the target. Thus, for the first time, an on-the-spot recording has been made of what goes on inside an American heavy bomber in combat. And now here is Lt General Jacob L. Devers, Commanding General of the European Theater of Operations in the studio with me to introduce that recording to you.

GENERAL DEVERS

Never before has a civilian population been so well or so quickly informed of the progress of a war. This is possible because of recent scientific advances, especially in radio. It is strategically advisable because never before has the civilian population been so directly involved. What you will hear today is the result of an experiment, the testing of a new device which may have great tactical value to our Army. Its future possibilities of providing information to the public can be judged by yourselves.

The device is a magnetic wire recorder which was installed in a Flying Fortress previous to last Monday's raid on a Paris airplane factory. The comments of the Observer, Major Howard Nussbaum, were recorded, as well as the voices of the Pilot, Captain Witt and the members of his crew taken directly from the plane's intercommunication system. These men deserve high praise for their gallantry. From the time our heavy bombers hit the Channel Coast they faced determined enemy opposition. Through flak and enemy fighters they drove straight to the target, and then battled their way home. This is aerial warfare of deadly intensity, and our crews are facing an ordeal by fire difficult to imagine but once realized, almost impossible to overestimate.

Perhaps you will have a clearer understanding of what this means when you know that this same crew took part in another operation on Sunday. When they returned to their base at dusk, the heavy bombers of the Royal Air Force could be seen overhead, winging towards Italy. This was round-the-clock bombing. A complete recording, four hours long, was made during the raid. You will hear only a few small portions and these are not intended as a comprehensive account. That would necessarily include the careful planning by General Eaker, commanding general of the Eighth Air Force, his staff, and all the other officers working in operations. It would have to include the work of ground crews, the indispensable contribution of the Service Command, the coordinated efforts of the Fighter and Bomber Commands.

All these are imperative to a sustained and unrelenting assault on Nazi Europe.

You will hear the words spoken by the members of one crew as they face danger and carry out their mission. Such phrases as "nine o'clock" and "eleven o'clock" may be strange to you. They indicate the direction from which enemy fighters are attacking. Thirty-seven enemy planes were knocked down. You will not hear machine gun bursts because at the time this action took place, all the crew were wearing oxygen masks, and with the exception of the Observer, all the men used throat microphones. These can only pick up the individual's speech. The Observer's lip microphone was enclosed in his oxygen mask. But even if you hear no gunfire — either on this recording or at any other time — you are fighting this war as well as the men in this bomber. It is you who provide the Army's weapons, and here is a chance to meet our fighting men as they use them — at the moment when they prove their courage and their devotion to duty. Now we pick up the voices of its crew as they speed towards the Continent just a little more than forty-eight hours ago to bomb the Nazi-held airfield at Le Bourget near Paris.

NUSSBAUM

It is now 8.20. Zero Hour is at 8.45. In exactly twenty-five minutes, at Zero Hour, every plane, every bomber, every fighter on this operational mission...

PILOT

Pilot to Tail Gunner. Check your glasses and see if you can get the number of that aircraft to the right of us.

TAIL GUNNER

Tail Gunner — Roger. Four two eight. I think it is four two eight. Roger.

PILOT

Thank you. Roger.

NUSSBAUM

As I said, at 8.45, which is in about twenty-five minutes, all the planes on this mission, whether they be bombers or fighters, will be in the air on the way to the target. That is known as Zero Hour. I can now see the wing ahead of us. It is in perfect formation. They are scheduled to go into the target two minutes ahead of us. We have not as yet made our rendezvous with our fighter escort.

BOMBARDIER

Altitude 10,000 feet. Put on your oxygen masks. We are at oxygen level.

TAIL GUNNER

Tail Gunner. Roger.

NUSSBAUM

As you can hear, we are going on oxygen now. I have just put on my mask, and it may make my voice sound somewhat muffled. Crews generally go on oxygen at around 10,000 feet. The pilot will check the crew every 10,000 feet altitude or so to make sure the men are still on oxygen and are all right.

It is now exactly 8.48, and we are somewhere out over the English Channel. In just two minutes we are to rendezvous with the fighter escort, all P-47 Thunderbolts — the bomber crew's best friend. The navigator is working over his maps closely now. That rendezvous is desperately important. If we are too early for it, our Thunderbolts might never find us, and if we're late, they'll use up all their gas circling and waiting for us, and won't be able to take us as far as Paris.

We're right on the nose! Three huge formations of Thunderbolts are swooping down on us from the North West. They're a good deal higher than we are. That is precision timing for you, especially when you remember that these Thunderbolts took off from different air fields 10 or 15 minutes ago, rendezvoused first with each other, and then came out here to meet us, at a precise time when we would be passing a given pinpoint on the map.

The time is exactly 9:02. We are at bombing altitude....

PILOT

Calling all to man your guns!

BOMBARDIER

Bombardier to Navigator — man your guns!

NUSSBAUM

We are now flying over enemy territory. Our parachutes have been adjusted. We have put on helmets to catch any flak that might be coming our way.

BOMBARDIER

Bombardier to Pilot — go ahead.

PILOT

Go ahead.

BOMBARDIER

I'm going back to pull the pins out of the bombs now.

PILOT

Roger.

NUSSBAUM

That was the Bombardier to the Pilot. He is now leaving the bombardier's compartment and going back to the bomb bay to pull the pins from the bombs. We are getting ready for business.

BOMBARDIER

That guy at twelve o'clock seems to be hit!

PILOT

Pilot. Roger. Roger.

NUSSBAUM

The flak is coming up.. This is certainly flak-infested....

RIGHT WAIST GUNNER

Flak 4:30 high!

TOP TURRET GUNNER

There! Four fighters right above us — four fighters!

PILOT

Are they 47's?

TOP TURRET GUNNER

Yes, sir, they're 47's.

PILOT

O.K.

NUSSBAUM

We are nearing the target. We can see the field from here, and just beyond that we can see Paris itself. We are getting some very bitter and determined opposition, they're giving us just about everything they have....

TOP TURRET GUNNER

...something around I think.

PILOT

Cut the goddam fussing around and get on the ball!
Flak Flak Flak

TOP TURRET GUNNER

Enemy eleven o'clock level.

NUSSBAUM

We are being attacked! We're being attacked! A Focke Wulf 190 is coming in on us.

PILOT

Get at your guns! Get at your guns!

NUSSBAUM

The guns are going — A Focke Wulf came in at about eleven thirty.

PILOT

Report. Report.

TAIL GUNNER

Tail Gunner Roger.

LEFT WAIST GUNNER

Left Waist Gunner Roger.

RIGHT WAIST GUNNER

Right Waist Gunner Roger.

BALL TURRET GUNNER

Ball Turret Roger.

RADIO OPERATOR

Radio Roger.

NAVIGATOR

Bombardier Navigator Roger.

PILOT

O.K. Boys, keep your eyes open now.

BOMBARDIER

At twelve o'clock level there seems to be something burning — some plane or something.

TAIL GUNNER

Flak six o'clock! Six o'clock level.

BOMBARDIER

Bomb bay doors being opened!

PILOT

O.K. Open bomb bay doors.

RIGHT WAIST GUNNER

Three 47's at three o'clock high.

PILOT

Roger.

TOP TURRET GUNNER

There's something at twelve o'clock high.

BOMBARDIER

Don't bother me now, please! On the level there, boy, please!

NUSSBAUM

The Bombardier is working with his bomb sight now. There's been a lot of flak. Our pilot has been taking evasive action. The bombardier wants the ship — he needs the ship level — we're leveling off.

The flak is really coming up — some more bursts! The sky is — the sky is just black with little puffs of smoke.

BOMBARDIER

Bombs away!

NUSSBAUM

The bombardier has just dropped his bombs and we are leaving the field. We are taking a wide turn to try to avoid the flak. We will be going due East now.

RIGHT TAIL GUNNER

Watch there — one o'clock low — some enemy fighters!

NUSSBAUM

We are directly above Paris now.

RIGHT WASIT GUNNER

Flak four o'clock low! Flak four o'clock low!

NUSSBAUM

Paris is just about four miles directly below. There is not a cloud between us and the ground. I can see the Eiffel Tower —

BOMBARDIER

Where?

NUSSBAUM

Right out there just about one o'clock — see?

BOMBARDIER

Yes, that's what it is!

NAVIGATOR

Attack! Attack! — One o'clock!

Broadcast for Fortress

(from preceding page)

NUSSBAUM

We are being attacked — there go our guns! — It was an ME 109, a Messerschmidt 109. It came in at eleven o'clock right to the left of our nose. It swooped down on us, and under as our guns fired. If we missed him, the Ball Turret Gunner got his chance, I guess.

RICHARDSON

At this point the small recording apparatus became temporarily disconnected. The Fort was on its way home, and the remainder of the voyage was so short that the crew knew they were going to get back safely. They celebrated in mid-air by singing while one of them played the harmonica. Listen to them!

RADIO OPERATOR

(Singing)

"The Stars at night,
are big and bright,
Deep in the heart of

Texas...."

CO-PILOT

Hey, cut that out! Cut that out!

RADIO OPERATOR

Cut what out?

CO-PILOT

That singing!

PILOT

Yeah, that's because it's Texas — that's why you want it cut out! All right! Everybody take their hats off, we're going to sing the National Anthem now.... At ease.

Crew begins "Deep in the Heart of Texas")

(Tail Gunner comes in with "Pennsylvania Polka")

RICHARDSON

This is the first recording ever made inside of a Flying Fortress in combat. For this unique recording of air warfare, the National Broadcasting Company is indebted to Lt. General Jacob L. Devers, commanding general of the European Theater of Operations; Captain Witt, who piloted the Fortress, and Major Howard L. Nussbaum, the Observer with the recording apparatus who gave you the description. This is Stanley Richardson returning you now to New York.

New Additions to Our Roster

Berkowitz, Leon, 9735 Chapel Rd., Philadelphia, PA 19115	423
Boerner, Charles E., 106 Trenton Terr., Yukon, OK 73099	1024
Brown, Merle P., Box 634, Lakeville, MN 55044	368
Capaldi, Michael P., 522 Federal St., Philadelphia, PA 19147	423
Carey, Donald N., 1330 Glen Oak Dr., 261D, Sarasota, FL 34232	369
Day, Norman L., 1208 N. Lee, Lost 172, Leesburg, FL 32748	1628
Dignan, Edward G., 7902 S. Whipple Ave., Chicago, IL	368
Donnelly, Patrick, 3512 W. 64th St., Chicago, IL 60629	368
Duggan, Clifford E., 13110 Marshall St., Crown Point, IN 46307	369
Ford, Emmett W., 107 Country Club Rd., Siloam Springs, AR 72761	423
Fuller, Frederick J., Rt. 1, Box 1617, Factoryville, PA 18419	367
Harrison, James T., 3404 Bonnie Rd., Austin, TX 78703	368
Holve, Donovan G., 7735 N. Willow, Clovis, CA 93612	369
Koniarski, Oliver, 6237 N. Natoma Ave., Chicago, IL 60631	368
Krigbaum, Oscar W., 204 E. Walton, Warrenton, MO 63383	423
Lewis, John W., 2166 Ann St., Concord, CA 94520	423
Manicki, Sylvester, 1223 Canal Rd., La Salle, IL 61301	876
Matusiak, John J., 4215 Weatherston, St. Charles, MO 63303	4th
Mihelich, Tony F., 1601 N. College Ave., Fort Collins, CO 80524	423
Phillips, Ted, Rt. 1, Box 2480, Berryville, VA 22611	368
Roberts, Earl F., 3231 W. Boone, Spokane, WA 99201	367
Smith, Charles W., PO Box 3, Deer Isle, ME 04627	368
Tenelly, Jack A., 515 S. Hyde Park Ave., Scranton, PA 18504	367
Thomas, Louis J., 96 Mendota St., Mansfield, OH 44903	367
Tilton, William, 1809 Eater Dr., Rantoul, IL 61866	BW
Trama, Joseph, 1809 Prospect Ave., Scranton, PA 18505	368
Williams, Harold H., Rt. 1, Shamrock, TX 79079	368
Wright, Dalton H., 405 N. Sherwood Forest, #18, Baton Rouge, LA 70814	GP
Ziemer, Paul, 5234 Lewison Port, San Diego, CA 92120	423
Zinkovich, Michael M., 2719 Tierra Circle, Winter Park, FL 32789	369

Other 306th Family

Fuller, Freda, 830 Beech St., Scranton, PA 18505	369
Job, Mrs. Kathleen Corcoran, 803 W. 38th St., Beaver Falls, PA 15010	367D
Koinzan, Mrs. Herman G., 1023 Kittitas St., Wenatchee, WA 98801	369W
Prokop, Mrs. Louis, 104 Lordship Rd., Stratford, CT 06497	367W

What We Said Back Home

Remember the crew interrogations following combat missions?

Or do you just remember the double/double shot and the meal that followed?

Most of those crew interrogation sheets exist, and in the course of examining several thousand of them while preparing them for inclusion in three-ring binders of other Mission Report data, we have found some of the closing comments interesting and amusing.

We picked out a mission at random and at this writing can't tell what its date was, but it was probably sometime in 1943.

In the final crew comments, these were some of the things we read:

"Don't like to fly at 15,000 in formation over flak areas."

"Run into sun—bad. 15,000' poor alt. — flak too good."

"Mission much too low over target."

"18,000 much too low for comfort."

"Early missions or late missions bad because of sun."

"Could have planned route in better—more direct."

"No more 15,000."

"25 missions is enuff."

"Too damn low—flak too good."

The length of the combat tour was something mentioned over and over again as one goes from 1942 to 1943, 1944 and 1945.

And, while we are talking about the crew interrogations, William Van Norman, Group public information officer, wins all the plaudits for always writing a legible hand. Rudy Skalak, Group photographic officer, also wrote legibly. Most of the rest wrote poorly more often than legibly, including the author of this piece during his six weeks on the intelligence staff.

OBITS

Bergeron, Walter H., 423rd crew chief and line chief, died 11 Jan 91 in the VA Hospital, Manchester, NH. He was the brother of Edward A. Bergeron, who was also a 423rd crew chief, and both had joined the Group in Jun 42 and departed in Sept 45. Both brothers attended the 1990 reunion at San Antonio.

Brend, Calvin T., 369th ball turret gunner (JP Toombs crew), died 22 Feb 91 in Plainfield, NJ. He became a prisoner of war 22 Feb 44 when Toombs' plane was shot down on a mission to Bernburg. Brend's experiences were recounted in the April and June 89 issues of *Echoes*. The articles used his illustrations, which came out of his POW experience and his later career as a graphic designer and photographer. He leaves his wife, Karen.

Cox, Ernest A., 423rd mechanic, died 9 May 90 in Riverside, CA. He joined the group in Jun 42, and was transferred out in Jun 45. As a civilian he was a roofing foreman.

Frymoyer, Carl E., 369th waist gunner (Keith Conley crew), died 30 Jun 82 in the VA hospital, Lebanon, PA. He was the 67th enlisted man to finish a combat tour, in Jul 43. Frymoyer had made his home in Reading, and left his wife and nine children.

Giglio, William F., 369th copilot (Robert H. Brown crew), died 3 Feb 91 in Letterman Army Medical Center, San Francisco, while undergoing surgery for an abdominal aneurysm. Giglio was on his last mission 9 Dec 44 when the plane went down on a mission to Stuttgart. He had a piece of flak enter his leg at the knee and continue up into his thigh, causing such damage that his leg had to be amputated. Since release from service he had made his home in San Francisco. A graduate of Rutgers University, he worked for the Department of the Army for 30 years, retiring as comptroller at Ft. Mason, CA. He leaves his wife, Elizabeth.

Hawthorne, William, 423rd crew chief who also worked in Group engine change, died in about 1972 in Lunenburg, MA. Ray Fortin has learned.

Jeter, James T., a cook for the 4th Station Complement Squadron, died 12 Dec 84 at Womack Army Hospital, Ft. Bragg, NC. He made his home in Fayetteville, NC, and had served in the Korean war.

Koetter, Jack W., 423rd tail gunner (James Sylvester crew), died 14 Dec 90 in Ocala, FL. He became a POW 8 Oct 43 at Bremen when Dean Rodman's aircraft was shot down.

Koinzan, Herman G., a 368th mechanic, died in Nov 60 in Wenatchee, WA. His wife, Annie, was a British war bride from Chorley, Lancs.

Kuzma, William J., a repairman with the 352nd Service Squadron and the 449th Sub Depot, died in Mar 74 in Chicago, IL.

Lineberger, Edgar, a welder for the 449th Sub Depot, died in 1980 in Valdosta, GA.

Mann, James R., copilot on Robert Collins' 369th crew, died 16 Sep 86 in DeRidder, LA. He arrived with the Group 2 Mar 45, and flew at least a dozen missions before the end of the war.

McLellan, John J., 367th radio operator, died 29 Sep 90 in Pittsburg, CA. He became a POW 14 Oct 43 at Schweinfurt when William Bisson's plane went down.

Miller, Harold A., chief clerk in the Quartermaster office, Thurleigh, died 27 Mar 73 in LaCrosse, WI. After service he returned to the Newburg Clothing Co., where he was a buyer and department

manager.

Motisi, Frank L., 369th waist gunner (Clifford Tinkham crew), died in 1989 in Chicago, IL. He arrived with the Group 26 Dec 44 and completed his 35-mission tour 16 Apr 45.

Ramsey, David B., 369th pilot, died 30 Dec 90 in Nortonville, KS. He came to the 306th 3 Apr 44 and was the pilot of one of the 10 planes down 24 Apr 44 en route to Oberpfaffenhofen, and a POW. In later years he worked as technician in the movie industry, after retirement from the USAF as a major.

Rommeiss, Edgar G., engineer for William Winslow's 367th crew, died 12 Nov 90 in Mt. Prospect, IL. He flew about 20 missions between 23 Dec 44 and the end of the war.

Ruschmyer, Donald F., 368th radio operator (Gwynn Boswell crew), died 28 Jun 76 in Quincy, IL. He arrived with the Group 29 Apr 44 and completed his combat tour 25 Sep 44.

Zlotowski, Jerome B., an ammunition inspector for the 1628th Ordnance Co., died in 1976 in Chicago.

A Million at Tech Schools

Most of us who arrived at Thurleigh sometime during WWII had undergone training in specialty schools to fit us for the tasks ahead. And many went on to short courses in England in a variety of tasks, that included flight crews as well as the mechanics, intelligence clerks and others.

There were a few who arrived at Wendover, UT, for their basic training, and with that beginning served with the 306th throughout the war.

In 1947, a study was made of those who went through training between Pearl Harbor and VJ Day at some 475 facilities, using 30,000 aircraft and involving more than a million people.

Specialties, and numbers involved, included:

497,533—A/C and Engine Mechanics
347,236—Gunners
195,422—Radio Mechanics and Operators
193,240—Pilots
51,357—Radar Mechanics
50,976—Navigators
47,354—Bombardiers

We suspect the list is much longer, but this is all we were able to borrow from "Cross Hairs," the newspaper of Bombardiers, Inc.

Seven Officers On Lead Crew

In reviewing thousands of crew interrogation reports in recent months, the "rankest" crew we've found was that which led the 22 Feb 45 raid to Wittstock, Germany, including a colonel, five captains and a second lieutenant.

Col James S. Sutton, group commander, was in the lead, and as his copilot he had Capt Henry E. Hanson, 367th; Capt Paul V. Osburn, 367th, navigator; Capt Charles C. Olenik, 423rd, DR navigator; Capt Gordon A. Spencer, 367th, radar navigator; Capt Donald R. Ross, Group bombardier, and 2nd Lt Francis R. Specht, 367th, formation observer flying in the tail gunner's spot.

With them were T/Sgt Carl R. Chase, 367th, radio operator; T/Sgt Harry Vitale, 367th, engineer, and S/Sgt Cloyd M. Cresswell, 367th, waist gunner.

They were flying that day 44-8443, a 367th aircraft.

Names Plentiful, But Matching Them With A/C Numbers Proves Difficult

So you thought you were through with the aircraft lists?

Not so!

Now we need to match a host of names with numbers, and that's a difficult task 50 years later. We need your help to bring this about, having mined the crew chiefs for information, and with some volunteer help.

Perhaps this is aimed more at flying crews, but I'm not sure. It's a game that many can play.

To the flying crews: If you remember flying in a named aircraft on a mission or many missions, and can supply the editor with appropriate dates, and perhaps the first pilots' names, we can try to match this up with data from the Mission Report files.

Also, there may have been at some time and some place a log kept of A/C names and numbers. If so, we have not yet come across it. There is also the puzzler that some planes were named, but the names never made it to the aluminum skin before the A/C turned up MIA.

Anyway, this message is to ground crews, flight crews, and observers along the runways and taxiways. Look at the accompanying list of A/C names for which we cannot match numbers, and try to help in bringing the two together.

Where known, I have appended to the plane name, and in parentheses the crew chief's name, squadron assignment and model. N.B.: The accompanying picture of **Weber's Wagon**, crewed by the late Elmer Weber, has not been matched with a number. (The editor regrets that the picture was omitted from the last issue's array of G models.) Now, the list for you to work on follows:

Arkansas Traveler, 423rd	Lucky Seven, 369th
Ass Bandits	Man O'War II, 367th, F
Banshee, 369th, F	Mason Dixon, G
Barrelhouse Bessie, 367th, F	Miss Liberty, G
Battling B, 369th (Robert Rulifson)	Mission Maid, G
Big Operator II, F	Mr. Smith
Bung Fodder, 423rd, F	Nemesis, 369th, F (Richard Hankey)
Chennault's Pappy II, 423rd, F	Nicotine Nelly, 368th, G
Chennault's Pappy III, 423rd, F	Nobody's Darling, G
Cocaine Bill, 368th, G	Odd Fellow, 369th
Combined Operations, 367th, G, (VanDrew/Wallace)	Old Glory, F
Connecticut Yankee	Paris Express, F
Daisy, 368th	Peckers, G
Cuddlin' Up, 423rd	Piccadilly Lil
Deanna D, 369th, G	Princess Pep, 423rd, F
Devil's Workshop, F	Queenie
Dixie Demo	Rough House
Duke of Paducah	Scotch Express
Eight Ball	Shamrock
Exterminators	Skunk Face, 423rd, F
Fickle Finger, G	Sailing Thru, 369th
Fightin' Bitin' II, 369th, G	Snuffy Smith
Flying Circus	Star Duster
4-F	Steady Doc
Four-Leaf Clover	T-Man
Galloping Ghost	Tally Ho, F
Geezil II	Texas Glad, F
God of War	Thar She Blows
Gray Lady	Thundermug, F
Half and Half	Time's A Wastin'
Hangover, 369th	Tony H, F
Helga, 423rd	Unbearable 3, F
Impatient Virgin, 367th, F (Clair Emeigh)	Unbearable Meathound
Lady Margaret, 367th, F	Unmentionable
Lady Winifred	V-Pack, F
Lamesa Lass	Weary Bones 2, 368th, G
Larrupin' Lou	Weber's Wagon, 367th, G (Welmer Weber)
Lil' Butch, F	Wild Hares
Little Joe	Ya Cawn't Miss
Lone Ranger	



Finally, All 306th Men in Single Microfilm List

The matter of a directory of all men who served in the 306th has long been considered as a worthy project, until the matter of cost is looked into.

It would take a 350-page book to provide a one-line entry on each person, which would include rather minimal data, and would probably cost in the neighborhood of \$25,000 to produce a thousand copies.

As this seems somewhat out of reason, we have decided on another route that can make a complete roster available to you for many less dollars, much more data, and a lot less effort on everyone's part.

We have just completed the task of having the Secretary's 10,781 3x5 cards put onto microfilm, which safeguards 15 years of hard work against any catastrophic loss that would destroy the entire record. These cards have been compiled from any and all sources available.

A "normal" card includes name, serial number, date of arrival w/306th, the pilot's name if you came with a combat crew, squadron assignment, specific job assignment on a flying crew, MOS or job title of both combat crewmen and ground personnel, decorations and dates of their orders, date of departure, rank or grade with dates of promotions, plus data as to rank or grade on joining the 306th and on departure. Date and place of death is also noted, if known. Some current personal data may also be listed on the back of the card, if available.

Cards may range from one with both sides full of data on down to a card that lists only the last name of a person. The latter may have come from a photo identification, which during 1942-45 were great on listing only last names.

The historian began this card file in 1975 as he began work on "First Over Germany," and the entries have continued up to 1 Apr 91. During the past four years all cards have been retyped and placed into a rather standard format. It is expected that changes and additions will continue to be made in these cards as new material becomes available.

For someone to make use of this microfilm, one must gain access to a microfilm reader, which can be found at almost any library and in many offices. Inexpensive microfilm readers can also be purchased through audiovisual stores, etc.

To obtain your copy of this film, send a check for \$20 (made out to the 306th BG Association) and mail to Russell A. Strong, 5323 Cheval Place, Charlotte, NC 28205.

There may be no dues, BUT

It does take money to keep the 306th Association flying. Those who are able are asked to make an annual contribution to keep everything running smoothly. No one is dropped from the mailing list for non-payment!

Please accept my gift to the 306th BG Association: \$ _____

NAME _____

STREET AND NO. _____

CITY, STATE & ZIP _____

TELEPHONE NO. _____

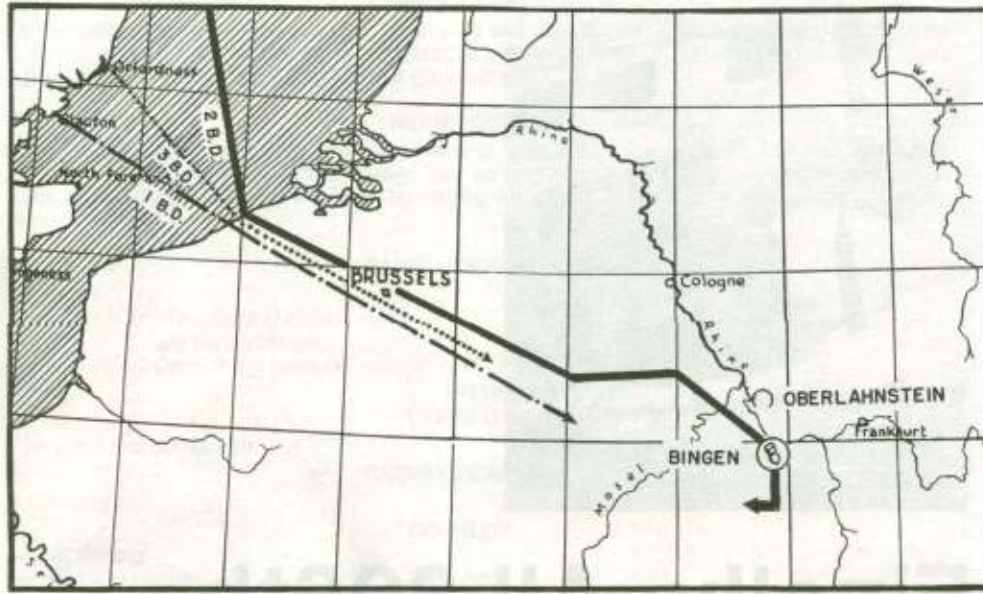
306th Unit _____

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

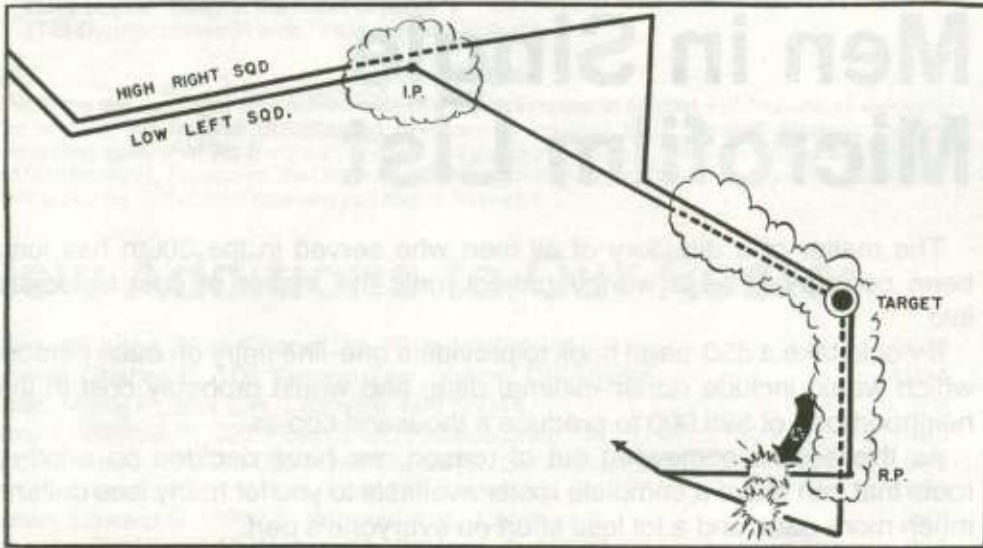
DATE _____

GAF Tactics, 2 Dec 1944

Tactics Report, HQ 8th AF



Penetration Routes.



Second Division Encounter near Bingen.

The Mission

As on 26 November, this mission was notable for an interception far to the west of most encounters. It was the first time since 12 May that the enemy has intercepted a mission to southwestern Germany this far west.

With SECOND Division leading, FIRST Division in the center, and THIRD at the rear, all three Divisions crossed the coast south of the Dutch Islands and flew southeast over Brussels toward targets in the Moselle-Rhine area.

Multi-layered cloud, extending in some places up to 30,000 feet, was encountered from the coastline to the target area.

The enemy put up 135-160 fighters in the target area, but escort shattered

The Attack

The fighter attacks were made on two squadrons of the last Group in SECOND Division, which bombed Bingen.

The two 10-ship squadrons approached the target area with the high right squadron in the lead. Before reaching the IP, this squadron entered heavy clouds. By the time it had passed through them, it was considerably east of the IP and approaching the Rhine River. To avoid heavy flak in the Coblenz area, this squadron turned back toward the briefed course between the IP and the target.

As the low left squadron approached the IP, it climbed to 22,800 and succeeded in topping the clouds. This squadron made good the IP and started on the bomb run ahead of the high right squadron.

Halfway down the bomb run, however, the low left squadron ran into dense weather and lost formation. Most of its aircraft bombed separately on the smoke marker of an earlier squadron.

Emerging from clouds about 3-5 minutes after bombs away, this low left squadron was attacked by about 40 190s and 109s while it was still attempting to regain formation and had no

most of their formations. With layered cloud providing perfect concealment, however, about 40 FW-190s and Me-109s succeeded in making heavy attacks on two SECOND Division squadrons shortly after bombs away over Bingen.

SECOND Division withdrew on its briefed course without further encounters. FIRST Division veered north and bombed Oberlahnstein without opposition.

Just past 6°E, THIRD Division was forced to turn back because cloud, plus dense and persistent contrails of the two preceding Divisions, made formation flying impossible.

All bombing was through 10/10 cloud.

supporting firepower.

Attacking at first in fours, and at other times by twos and single ships, the enemy used cloud layers above and below the formation to achieve surprise.

Most of the attacks were made between 4 and 8 o'clock; none were from the nose. When one or two e/a attacked, they usually approached simultaneously with another aircraft attacking from the opposite side.

Attacks made in elements of four were, for the most part, not pressed closer than 600 yards. Fighter escort reported that these four-ship elements were in line abreast.

Some attacks by single e/a, on the other hand, were pressed to 100 yards, although gunners opened fire at 1000 yards whenever possible.

After every attack, the enemy used the clouds above and below to reform and commence new surprise attacks, usually from below.

Seven bombers are missing from the low left squadron.

One aircraft from this squadron, which turned late at the Rally Point and was well south of its squadron when it broke out of the cloud, was attacked by four 190s.

Diving 1500 feet to cloud cover, the bomber avoided all but one pass by a single fighter, which was pressed to within 100 yards despite the fact that all rearward firing guns were in action. This Lib got back to England with two engines shot out.

The high right squadron followed the low left over the target, but did not run into cloud and remained in formation.

Observations

1. German fighter attacks may occur even on shallow penetrations west of the Rhine.

2. Good formation is vital even when friendly fighter support is present. The well-formed high right squadron was attacked despite fighter protection, but lost not a ship. Supporting fire power from other aircraft means successful

It was attacked in approximately the same spot.

Crew members estimated that there were 60 e/a in the area, but friendly fighters were more numerous than they had been when the low left went through. That, plus good formation and support fire, got the high right squadron through without a loss.

defense.

3. When an enemy attack occurs, keep cool and collected. Do the best you can without confusion. This was the payoff for the single crew which was caught unavoidably alone. Through the alertness of its crew, they all returned home.

Mission Report Collection Expands, Awaits Your Order

Mission Reports are still a hot item, and as our file becomes more complete more of your orders can be filled.

At this writing we have made a number of additions, and our 1943 file is quite complete. Those missions which are "missing" at National Archives are 14 Feb—Bremen, 18 Mar—Vegesack, 9 Oct—Gydnia, and some of the crew lists from 14 Oct—Schweinfurt.

With many more missions flown in 1944, our percentage missing there is not as bad. They are 21 June—Berlin, 6 July—Noball in France, 18 July—Peenemunde, 20 July—Kothen and 30 Nov—Gera. Also our files generally for July and December 1944 are pretty slim.

In 1945 we are missing 8 Apr—Halberstadt, 17 April—Dresden and 19 April—Falkenburg. Our January and February files still need to be filled out.

The historian made probably his last trip to National Archives just after Easter and placed orders for items which were needed. But, at this writing, he has yet to receive all that was ordered 5 Dec 90. We are trying hard to resolve the impasse with Archives personnel and hope to have the matter cleared up very soon.

As to the missing files, listed above, there is another possible source for this material, and we have contacted that agency to see what can be done on acquisitioning it to our files.

The same conditions prevail for orders — three missions for \$5. Send checks with your lists (made out to 306th BG Association) to Russell A. Strong, 5323 Cheval Place, Charlotte, NC 28205.



YOUR copy awaits you!
Learn about the Group's entire WWII experience

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The Great Mid-Air Collision of 22 Oct 44

It was a murky day in the air on 22 October, and the 306th planes were feeling their way into the field, when suddenly two formations appeared almost out of nowhere. Two of the squadrons from the 305th Bomb Group came over Thurleigh, one from the south and another from the east, searching for safety at their own field.

One air commander took his squadron up, telling his compatriot at 90 degrees to him to take his planes down. All did, except for the "down" tail ender, who came up instead and collided with the

last plane in the other squadron.

Nineteen men fell out on the Thurleigh runways and the debris from the two planes caused a fire in a straw stack. It was a frightening, riveting experience for those 306th people watching the drama in the clouds, an experience they won't forget.

The shot of the planes in the air is shown at top, while two lower shots show other aspects.



Reunion Registration

Complete, and send form and check to
**James Macry • 1533 Third Ave., Apt. 2E
 New Brighton, PA 15066**

Reunion registration fee, \$25 per person	_____ at \$25.00	\$ _____
Thursday visitation, inc. bus and lunch	_____ at \$16.25	\$ _____
Thursday bus to Station Square	_____ at \$ 8.00	\$ _____
Friday boat ride, inc. lunch and buses	_____ at \$25.00	\$ _____
Friday seafood buffet	_____ at \$20.00	\$ _____
Saturday, buses for women, round trip	_____ at \$ 6.00	\$ _____
Saturday Banquet	_____ at \$25.00	\$ _____
	Total	\$ _____

Tickets will be given to you at your Registration on Arrival at the Holiday Inn.

name _____
 address _____
 telephone _____

Are there any physical or medical problems of which the committee should be aware?

Tentative Program

1991 Pittsburgh Reunion of the 306th BG Association

Wednesday, 18 September

- 9:00 a.m. — Officers convene for breakfast
- 1:30 p.m. — Officers and Directors convene
- 2:00 p.m. — Registration for the Reunion opens
- 2:00 p.m. — Meeting Room opens adjacent to hotel registration desk, cash bar.

Thursday, 19 September

- 10:00 a.m. — Depart hotel for visit to 171st Air Refueling Wing, Pennsylvania ANG, Greater Pittsburgh International Airport, B/Gen Robert G. Chrisjohn, host.
- 1:00 p.m. — Fish and chips luncheon in the ANG Hangar at the Airport. Speaker: ANDY ROONEY, CBS commentator, and Stars and Stripes Reporter who covered the 306th in 1942-43; flew the mission of 26 Feb 43 with Bill Casey's 369th crew.
- 6:30 p.m. — Buses will leave the hotel for Station Square in downtown Pittsburgh. From there visitors may take the inclined railway up to the top of Mt. Washington, which overlooks the city. Dinner on your own.
- 9:30 p.m. — Buses will begin to take people back to the hotel.

Friday, 20 September

- 9:00 a.m. — Buses depart hotel for Gateway Clipper ride on the Ohio River to Old Economy Village, a restored 19th century pioneer community near Ambridge. Lunch on the boat is a part of the tour package.
- 10:00 a.m. — A 306th Golf Tournament will be hosted by the Air National Guard at a nearby layout. Register in advance at the Registration Desk.
- 2:00 p.m. — Buses will return from Old Economy Village to the hotel.
- 3:00 p.m. — Two air refueling flight demonstrations, limited to 20 persons per trip, will be flown by the 171st Air Refueling Wing. Register at the Registration Desk.
- 4-6 p.m. — Reunion book photography.
- 7:00 p.m. — Seafood buffet, ballroom, featuring one-pound lobster for each person. Cash bar.

Saturday, 21 September

- 7:30 a.m. — Continental breakfast opens, especially for the ladies.
- 9:00 a.m. — Buses depart hotel for Station Square complex in Downtown Pittsburgh
- 10:00 a.m. — Annual business meeting of the Association, Ballroom. President Chris Christianson, presiding.
- 12:00 p.m. — Buses leave Station Square. Ladies may either return to the hotel or go to the Ross Park Mall for shopping.
- 3:00 p.m. — Buses leave Ross Park Mall to return ladies to hotel.
- 4-6 p.m. — Reunion book photography
- 6:00 p.m. — Cocktail party, cash bar.
- 7:00 p.m. — Annual 306th Reunion Banquet, ballroom. President Chris Christianson, presiding. Speaker: ROBERT DENNY, 368th pilot; TV producer; novelist

Sunday, 22 September

- 7-10 a.m. — Buffet breakfast available for travelers.

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ROOM RESERVATION REQUEST

ROOM TYPE: (Check One) Number of Rooms with 1 Bed _____
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One room reservation per card. (412) 262-3600

Name _____

Credit Card No. _____

Room rate \$69 per night.

Date of Arrival _____ 6 p.m. Gtd.

- 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.)



306th Logo Quartz Wristwatch
 Goldplated case with leather band

Ladies' - \$20
 Men's - \$20

306th Tie
 Navy with logo of a B-17 & 306th Bomb Group, Thurlfeigh, 1942-45 in gold



Squadron Logo T Shirts - Squadron Emblem \$10

In full color on the front, and the B-17 Formation and "First Over Germany" on the back.
 Available Sizes are M, L, & XL



Knit Sport Shirts with collar - silver with the 306th Group logo in colors.
 Sizes M, L & XL

\$15



Squadron Patches
 Silk screened, full color, 5 inch diameter

\$5



Golf Cap
 with 306th logo
 white only \$10

Visored Cap
 Light Blue with logo, scrambled eggs
 \$8.50



Oil Painting Copy \$2
 "Black Thursday"

Excellent color print, suitable for framing for your den. Serves as the 306th equivalent to the "Memphis Belle."

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Send order form and check payable to 306th Bomb Group Association to: Dale Briscoe, 7829 Timber Top Drive, Boerne, TX 78006