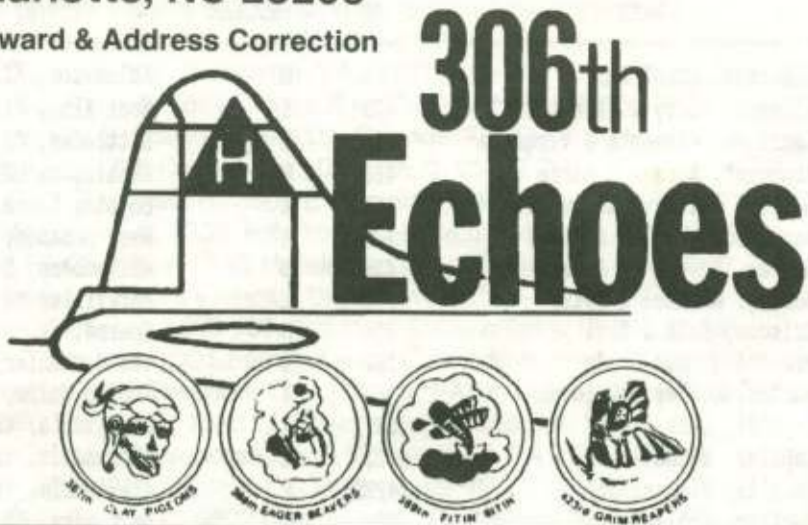


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Dr Thurman Shuller  
1312 E Miami  
Mc Alester, OK 74501-6746

# 145 Signed Up for 1992 England Trip



The first planes came to Thurleigh fifty years ago just a week or so after the date of our 1992 reunion. Those first aircraft bore only a tail number and a squadron letter, but the real give away is the star next to the waist window. This was before the bars were put on either side of the star after some difficulties in the Pacific Theatre in the quick identification of aircraft. This particular plane was 41-24560, which came to the group 26 Nov 42 and was one of the first replacement a/c. Flown by the 369th, it was known as "Little Audrey". The only question is, "When was the combat camouflage paint put on the planes and how long was it used?"

## Travel Expert Points To Appeal of UK and London

By Len Barnes, Editor in Chief  
AAA Michigan Living Magazine, Used by permission

When friends who've never been outside the United States ask me which country they should visit first, I always suggest Great Britain (or United Kingdom) and specifically London.

A week in London last fall reinforced my opinion and added new experiences to a list of reader "must-do's," including visits to the Cabinet War Room and Imperial War Museum.

My reasons for suggesting London:

- Most travelers are apprehensive about the unknown the first time they leave the United States — how to clear customs and change money. Knowing that Britons speak a form of English, some with Cockney accent, is reassuring. And most Brits are helpful and friendly to Americans.

- The United States shares more customs, thinking and history with Great Britain than with any other country, dating back before the Revolution. The Magna Carta and Britain's legal system are cornerstones of our justice system and Bill of Rights.

For me, London and its surrounding historic countryside are the roots of modern day English-speaking civilization. Its built-to-last public buildings speak to permanence.

The British people appeal to me as solid, enduring, tradition-honoring, undefeatable, although their government shares many problems with ours and has many of its own. It's almost unthinkable that either Britain or the United States would refuse to help the other if one was seriously threatened. We found the orderly, firm-but-polite British character illustrated on this trip by a sign on the door of a pub called Kings Arms. It read: "Polite Notice. No soiled clothing or dirty footwear are allowed."

Two experiences give one insight into the key roles the Brits played in winning World Wars I and II. The Cabinet War Rooms under Horse Guards Square offer a step-by-step taped guide to how the German Luftwaffe came close to defeating England in the Blitz of 1940-41. During it, Winston Churchill's wartime Cabinet held more than a hundred meetings in this underground 20-room complex, which displays the first transatlantic hotline, to President Roosevelt. On tape one hears Churchill's bulldog voice on BBC in 1940: "Hitler vowed to cow the people of this imperial city. Little did he know the people who value freedom before their lives."

At the new Imperial War Museum one can sit in an air raid shelter and feel, hear and see the horrors of the Blitz, with Edward R. Murrow's radio reports over the eerie wails of air raid sirens. Walking through a trench complete with sounds,

(Turn to page 3)

## Reunion Sets Big Schedule For Thurleigh and London

Fifty years ago next September, the 306th Bomb Group flew into history, with its arrival in England for combat duty with the U.S. 8th AF. That signal event in aviation lore will be recalled once again in August when the men of the 306th, their spouses families and friends will join in a reunion visit to Bedford, the old base at Thurleigh, Madingley cemetery at Cambridge, and to the venerable city of London.

Specific details of the trip were included in the mailing of the October issue of **Echoes**, having been announced in detail earlier that month during the Group's reunion at Pittsburgh. When the festivities were over in the steel city, people left for home with the six-page folder in their hands.

The October issue of **Echoes** announced that the program was open to all friends of the 306th, and the folder included a registration form. That same form appears on page 8 of this issue. If questions arise, contact the Witte Travel organization by calling 800/253-0210.

Also included elsewhere in this paper is the complete registration list as of 3 January, and indicates that 145 persons have now registered.

Highlights of the planned trip include a reception in the Corn Exchange at Bedford for British friends of the 306th; memorial services at the 306th Memorial at Thurleigh and at Madingley cemetery; a hangar luncheon and tour of RAE Bedford, which occupies our old field; a hangar dance there on Friday evening; a visit to the Imperial War Museum site and luncheon at Duxford; a city sightseeing tour of London, and the annual reunion banquet before many will be wending their ways back to the United States.

## Directory Info Needed Soon

Most of us probably thought a decade or two ago that Zip Codes for mail and Area Codes for telephone were constants that we would never have to think about again. T'ain't so!

They are changing across the U.S. Demographics, with people and businesses moving around, have outrun the available zip code numbers in many places, especially around large cities. Thus, the Postal Service has been forced to change zip codes to accommodate the crush of business.

The telephone systems have encountered the same problems, further com-

(Turn to page 2)

Two options are being offered for those participating in the main trip: A. being to spend two nights in Bedford, at either the Swan or Moat House hotels, which lie across the Ouse River from each other at the bridge; or, #2. to spend four nights at Bedford and the remainder in London. Group A will go on to London after the visit to Duxford, a WWII airfield that served both the RAF and USAAF and which has been restored as a WWII field.

As an added fillip, the travel description includes two extended week-long trips following the activities in Bedford and London: One will go north to Scotland by bus, offering a good look at the North Country, staying three nights in fascinating Edinburgh, and will stop among other places at Oxford, Stratford, Coventry, Harrogate, Carlisle, Chester, Cheltenham (with a brief excursion into Wales), and Bath; the second will take the travelers to Dover, across the Channel to 15th century Brugge, two nights in Paris, Versailles, Caen, the Normandy beaches of 1944 invasion fame, Deauville, Rouen and back to the London airport area.

Because of the diversity of post-war experiences in the Armed Services or with airlines, and in consideration of the desires of people to extend their travel at one end or the other, special flight and land arrangements are also offered.

After examining many other tour proposals during this 50th year, we find that the 306th tour will better serve 306th people than anything we have seen. It is also hoped that it will offer the congeniality and fun that have always been evident in the 306th reunions.

Travel arrangements have been made through Tripmasters, Inc., and Witte Travel, both of Grand Rapids, MI, and they have the capabilities for tailoring any additional travel plans you may wish to propose to satisfy your own needs.

Judge Donald R. Ross is the chairman for the 1992 venture, assisted by Russell A. Strong, secretary and who has considerable experience with foreign tours, and George G. Roberts. The special Bedford extension will be handled by Roberts and William F. Houlihan.

During meetings with British friends of the 306th last August, with the 306th represented by Ross and Strong, and with our travel agents participating, full cooperation of those around Bedford has become a part of the entire process. Ralph Franklin of Keysoe and an employee at RAE Bedford heads up Bedford group.

# England 1992 Roster

## '92 Directory Is Coming (from page 1)

pounded by the explosion of FAX machines and other devices demanding many more phone numbers in metropolitan areas.

So, both of these essential services have been playing "upset the fruit basket," and it raises hob with everyone, especially mailers and list keepers.

### New Directory Due

Our 1992 directory should come out in May, and we need your help!

The Postal Service has been good about sending us changed numbers, but we need more data from many of you.

We also need to have you check your listing in the 1990 directory and to let the editor know what you need changed.

If we don't hear from you we must assume that the data we have is correct as far as your directory entry is concerned.

Check the form below:

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State and Zip Code \_\_\_\_\_

Telephone #, with the correct area code \_\_\_\_\_

Can you give us the four-number addition to your zip code? (Look on one of your utility bills for this, if you can't remember it).

On that street address, please designate whether it is St., Ave., Blvd., Road, etc. Rural routes AND box numbers need to be spelled out. In the alpha listing of the Directory, be sure your unit designation is correct. That's the one that counts. (If you were placed in the wrong listing under organizations, don't worry about it. We plan to get it right this time.)

Other data we will store away for possible later use:

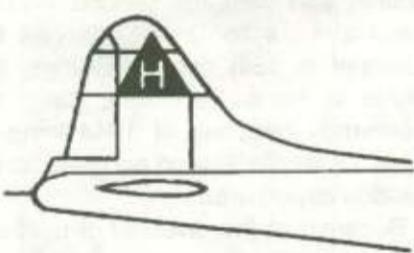
Wife's first name \_\_\_\_\_

Your birthdate \_\_\_\_\_

Social Security # \_\_\_\_\_

Retirement date/place of employment/job title \_\_\_\_\_

Send the above to Russell A. Strong  
 5323 Cheval Place  
 Charlotte, NC 28205-4937  
 704/568-0153  
 367th  
 June  
 20 April 1924  
 379-12-7272  
 January 1988/Western Michigan University/Senior Development  
 Officer & Director of Research for the WMU Foundation



The 306th Bombardment Group Historical Association: Donald R. Ross, president; Forrest J. Stewart, vice president; Russell A. Strong, secretary; C. Dale Briscoe, treasurer; C.F. (Casey) Jones, assistant treasurer. Directors are: Rex C. Barber, William R. Carlile, George G. Roberts, Victor L. Rose; M.E. Christianson, immediate past president; Donald R. Ross, 1992 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).

## A Black in The Air Force

**Benjamin O. Davis, Jr., American**, an autobiography. Smithsonian Institution Press, 1991. 442 p.

Benjamin O. Davis, Jr., has taken pen in hand to provide America with a valuable accounting of his life in public service.

As the son of a black Army officer, Davis made his way to West Point, endured "silencing" for four years, and graduated. He really came to public attention when he led the first Black fighter group to the Mediterranean as an Army Air Forces colonel.

Up until now in his life nothing had been easy, but not because of any lack of ability or fortitude on his part.

He lived and worked in a segregated society and felt its strictures keenly. That he was able to persevere and to succeed pays great tribute to his parents, and most of all, to himself. He had "guts", and he was possessed with a fine mind and a profound sense of his abilities.

As opportunity knocked each time in his life in WWII and beyond, he was prepared to serve to the best of his considerable ability. He overcame obstacles at almost every turn that would have defeated most men. And the farther he went the more he drew praise from all quarters.

Lt. Gen. Benjamin O. Davis, Jr. (USAF ret), is an American of whom everyone can be justly proud.

NAME	SQ	PROGRAM	CITY, ST
Ackerman, Carol Ann		B	Kalamazoo, MI
Alleman, Harry G. & Mildred	423	A	Mont Alto, PA
Amundson, Clements & Virginia	367	A	Littleton, CO
Armbrust, Norman & Lorie	423	B	Washington CH, OH
Bailey, Walter & Marguerite	368	A	Boynton Beach, FL
Barchard, Charles & Hazel	367	A	West Lebanon, NH
Beaver, Edward W. & Maureen	423	B	Whitesboro, NY
Boring, Wallace & Betty	368	A	Maryville, TN
Briscoe, Dale & Beti	369	B	Boerne, TX
Broussard, Joe & Ada	367	A	Grand Chenier, LA
Burton, Dudley & Dolores	369	A	Indian Wells, CA
Capaldi, Lucy	423D	A	Alexandria, VA
Capaldi, Michael	423	A	Alexandria, VA
Capaldi, Michael Jr.	423S	A	Alexandria, VA
Carlile, William	GP	B	Baltimore, MD
Castro, Ralph & Miriam	367	B	Cocoa, FL
Chesher, Walter		B	Baltimore, MD
Christianson, Chris & Em	368	A	Dallas, TX
Civils, Harry & Alice	368	B	Kinston, NC
Couris, Joseph & Eleanor	367	A	Nashua, NH
Daniel, Robert W. & Pat	423	A	San Carlos, CA
Eliot, James & Rosemary		B	Garland, TX
Fite, Barbara	367D	A	Malvern, AR
Fite, Virgil & Sarah	367	A	Malvern, AR
Fox, Edward & Minnie	369	A	Seminole, FL
Hansen, Leif H. & Anne	369	A	Frederick, MD
Hathaway, Joe & Pat	423	A	Glendive, MT
Hickey, John & Elizabeth	369	A	Lexington, KY
Hill, Richard & Helen Praley	423	A	Pittsfield, MA
Hopkins, Royce & Mollie	367	A	Brookshire, TX
Houghton, Russell G.	368	B	Tucson, AZ
Houlihan, William F. & Ruth	367	B	Belleville, MI
Huistra, John & Phyllis	423	A	Allendale, MI
Jones, John & Minnie	369	A	Pima, AZ
Jones, Ralph & Dee	423	A	Cool, CA
Kaye, Herman & Dolores	423	A	Beverly Hills, CA
Kerr, George & Rita	369	A	Lookout Mtn, TN
Kolger, Bill & Helen	369	A	Leakesville, MS
Korf, Glen & Margarite	368	A	Gladwin, MI
Krajcik, Gus & Dorothy	368	A	Columbia, SC
Krische, John C.	369	B	Glendale, LI, NY
Lateano, Guy & Ysleta	369	A	Arlington, TX
Leroy, Jacob & Bernice	423	B	Portage, MI
Lynch, William & Jean Marie	423	A	Cedar Rapids, IA
Nesbitt, Archie & Nadyne	367	B	Overland Park, KS
Offord, Durwood & Elizabeth	367	B	Amarillo, TX
Phillips, Daryl & Helen	423	A	Fresno, CA
Raineri, Michael & Helen	367	A	Dedham, MA
Riordan, Robert & Miriam	369	A	Dallas, TX
Roberts, George G. & Norma	367	B	Gulfport, MS
Rockwell, Robert	367	B	Ridgefield, CT
Rodriguez, Louis & Rita	368	A	Stamford, CT
Romano, Lawrence A. & Eva	527	A	Yonkers, NY
Ross, Donald R. & Janice	368	A	Omaha, NE
Ross, Shirley & Betty	367	A	Boise, ID
Roth, Howard G. & Esther	423	A	Lockport, NY
Santoro, Tony & Margaret	369	B	Houston, TX
Schaefer, William & Evelyn	369	A	Burr Ridge, IL
Serafin, Frank & Florence	423	A	Hempstead, NY
Sharkey III, Dennis	369S	A	St Marys, PA
Sharkey, Dennis & Mary Rose	369	A	St Marys, PA
Smith, Charles O. & Vivian	367	B	Lowville, NY
Smith, L. Eugene & Jean	423	A	Punxsutawney, PA
Sorden, Myron & Kay	367	A	Indianola, IA
Stephens, George A. & Elizabeth	369	B	Wichita, KS
Strong, Russell A. & June	367	A	Charlotte, NC
Tenley, James & Betty		A	Lexington, KY
Thayer, Reginald	368	A	Palisades, NY
Thompson, Adrian		A	Alexandria, VA
Trask, Roy E. & Dannie	369	A	Jackson, MS
Traver, Marvin & Frances	423	A	Pismo Beach, CA
Trimmer, Henry & Gloria	368	A	York, PA
Valenti, Jasper & Elaine	423	A	Tallassee, AL
Vaughn, Robert & Doris	449	A	San Diego, CA
Vickers, Robert & Helen	367	A	Clarence, MO
Wagoner, Billy & Jeanne	368	A	Carmel, IN
Wirth, James & Margaret	369	A	Riverside, CA
Young, Charles (Bill) & Evelyne	369	A	San Antonio, TX
Young, John & Kay	367	A	San Gabriel, CA

### 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 and Zip \_\_\_\_\_

Telephone No. \_\_\_\_\_ 306th Unit \_\_\_\_\_

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

# Major Books on 8th AF Published Recently

Two major books concerning the Eighth Air Force have made their appearance recently both of which merit your consideration when choosing future reading. The first was Jimmy Doolittle's autobiography (written by Carroll V. Glines), and late in the year appeared **To Command the Sky, The Battle for Air Superiority Over Germany, 1942-1944**. Both are reviewed below by the editor.

**To Command the Sky, The Battle for Air Superiority Over Germany, 1942-1944**, by Stephen L. McFarland and Wesley Phillips Newton. 1991, The Smithsonian Institution Press, Washington, 248 pp + appendix and notes.

This is a noteworthy addition to the literature of the air war fought over Northern Europe during WWII. It may be the first such study by younger historians which gets into the heart of the matter of the battle for air superiority as it was fought over Germany, and as ideas were fought out in the several headquarters of the 8th Air Force and its subordinate organizations. It also involves USSTAF headquarters and in particular M/Gen Frederick B. Anderson.

To those wondering what went on in the background that caused the change in 8th AF commanders in January 1944, one will find the fullest explanation yet to appear in print in this book.

McFarland and Newton seem to have been indefatigable researchers, as they delved into all kinds of documentary material at National Archives, and other collections of pertinent data of the time.

**They also spent a great deal of time going through German archives to get at combat losses and then to reconcile the various figures which they found as to the declared losses of the Luftwaffe on a given date with the orders for new planes submitted through the quartermaster's office.**

In the chapter, "Trial and Error-Early Operations," they air out the prewar doctrinal development under which the Army Air Forces operated at the beginning of the war. This leads naturally into the need for and development of long range fighter escort. Eaker's early lack of enthusiasm for such escort did not set well with Arnold, and was one of a number of factors the authors cite in the buildup to the change of leadership.

While some other writers have concluded that Eisenhower was the central figure in the replacement of Eaker with Doolittle, it is stated in this book that it was Arnold who controlled the matter. Arnold was a tough taskmaster, and the authors mention that he had never commanded so much as a group in combat and that he had little sympathy with the handling of the flying crews.

#### Anderson Applies Pressure

Later, when Doolittle tried to "stand down" the 8th because of weather, it was Anderson who played the tough role and demanded that the planes fly both in Big Week (February 1944) and in March as the raids began on Berlin. He was neither sympathetic to weather or crew morale as reasons to stay home.

Several interesting tables are included in the book, providing comparable data from different sources.

I think most readers familiar with the 8th and its history will find this book interesting, although perhaps somewhat disquieting. And there will certainly be no universal agreement on some of the conclusions which they reach.

With the quantity of pictures available for such a publication, one wonders not only over the subject choices, but also the quality of the prints used. If there is a real weakness in the book, this may be it.



Lt. Gen. James H. Doolittle at Tarleigh

## Travel Expert

(from page 1)

smells and other special effects gives an idea of how Western Front soldiers existed in World War I. Weapons from both wars, video screens and movies give more insight.

It is a sobering experience to "live" through what Londoners had to, and realize how close the Germans came to conquering England, which stood between Nazi tyranny and U.S. freedom. For those who applauded and those who decried recent Operation Desert Storm, visiting these places gives ammunition for argument. Yes, war is horrible, but so would have been living under the Nazis (or a world threatened by Saddam Hussein).

Words of a wise philosopher, Plato, at the War Museum, still sober me: "Only the dead have seen the end of war." One can lighten up after this by visiting the nearby Lambeth Walk pub for a photo, and a pint of ale.

New for us was a worthwhile Thames River cruise, visiting Greenwich, a downtown London tour walking where Shakespeare walked, and seeing the hit show "Miss Saigon," ticket \$100. It's sold out most nights for months yet, at what is said to be the oldest theater still in use in the world — age 350 years. Play and theater are superb.

Must-sees in London include Changing of the Guard at Buckingham Palace held 11 a.m. daily, when red-coated troopers crowned with two-foot-tall black bearskin hats march down a boulevard and into the Palace courtyard. Drums roll, bugles blast, sergeants shout commands, the guard is changed, fancy marching is demonstrated.

Other must-do's include Westminster Abbey where English leaders are buried, the National Gallery of Art, the Museum of the Moving Image (world's largest museum of film and TVs); Tate Gallery filled with 16th century-to-present British art; Royal Botanical Gardens, Madame Tussaud's Wax Museum, and the Tower of London fortress. Housing the Crown Jewels and museums (one was a torture chamber), it is guarded by "Beefeaters" in red tunics and box hats.

London dinner costs vary, a bit above Michigan's. At Poon's Chinese in theatre district, for \$13 chicken or corn soup, beef with oyster sauce and rice or chicken chow mein, duck with rice.

#### Saving Money

Britrail Travelcard good for three-, four- or seven day London underground and bus travel starts at \$18, purchased at AAA Travel Agency offices. Theater tickets are cheaper than New York's, and unsold tickets are half-price on day of performance at Society of West End Theater ticket booth in Leicester Square.

"I Could Never Be So Lucky Again," An Autobiography by General James H. Doolittle with Carroll V. Glines. New York, Bantam Books, 1991. 539 pages + appendices, career summary and bibliography.

Indeed, Jimmy Doolittle had a bit of luck going with him through life, but he also had an engineer's mind and intuitive flying ability and perceptions that often permitted him to escape trouble early on.

With the record in test flying, competitive flying and combat that he put together, there had to be more than just plain luck riding with him almost anytime he strapped himself into a cockpit. Doolittle was unusual among the flyers of his day, earning a doctorate in aeronautical engineering from the Massachusetts Institute of Technology long before most flyers even got to college.

**But it was the flamboyance that went along with his chosen careers that brought him headlines, crowds and not a little envy from those around him. He was a reservist who spent much of the 1930s out of the Air Corps, but when the chips were down in combat got the "plums" of leading the Tokyo raid, and eventually earning his third star as commander of the Eighth Air Force.**

The early days are fascinating. The middle years when he worked for Shell and was instrumental in pushing the development of 100 octane gasoline that was so vital for high performance aircraft, and the combat years are also fascinating demanding of close attention by the reader.

Because of all that he did during his active days, he proved a valuable member of the military, and became one of the great promoters of aviation both before and after WWII. Doolittle usually drew a crowd whenever he slowed down.

One may note along through the manuscript, though, where on several occasions Doolittle seemed to be bereft of commonsense. Despite these brash episodes he always seemed to emerge with his skin intact and on the lookout for further opportunities to exploit.

The book is well illustrated with an excellent selection of pictures, all of which were well printed.

Glines wrote another book about Doolittle earlier, "Jimmy Doolittle, Master of the Calculated Risk," and that typifies the Doolittle one meets in this book.

Those of us who served in the Eighth, especially during the period in which Doolittle was its commanding general, will find this book of extra interest, but everyone else should remember that Jimmy Doolittle is one of the greatest of the great in the first century of American aviation.

## Sandini Crew Holds Reunion

Ed Sandini and his wife, Karen, greeted other members of the original crew, seven men and four wives in all, last October in Dayton, OH.

Those attending were Jerry and Nelda Knowlton, Pat and Marie Solano, Bud and Lou Vandiver, Spencer Scherer, Larry McDaniel and Clayton (Blackie) Gilliam. Two came from Pennsylvania and the others were from five different states, as far away as Oklahoma.

Besides unending war stories, the group also spent an afternoon touring the USAF Museum at Wright-Patterson AFB.

The Sandini crew arrived at Thurleigh 2 Mar 45, and had to hurry to get in any combat flying. Sandini managed to fly at least 18 missions by the end, 19 April 1945.

## 115th Mission — Fort Returns On One Engine

306th BOMB GROUP — The Fortress How Soon returned from its 115th mission on one engine, 10 April 1945.

Approximately ten minutes from the target — an airfield in the Oranienburg area of Germany — the bomber ran into heavy tracking anti-aircraft fire. Close concussion of flak bursts bounced the Fort, striking No. 3 and 4 engines.

The pilot, 2/Lt. Robert E. Woods, was hit in the right hand. The co-pilot, 1/Lt. John S. McDonald, was knocked out by a chunk of metal which tore through his helmet.

"When I came to, the cockpit was full of smoke, powdered glass and debris," McDonald related. "Three engines were out."

The battered Fort unloaded its bombs and went into a dive, plunging 10,000 feet before pulling out. Crewmen were alerted for the bail-out order.

Eight Mustangs suddenly appeared, four staying with the crippled bomber and four hitting the deck, silencing enemy flak batteries.

All equipment was jettisoned. The ball turret jammed. However, S/Sgt. Clarence W. Hunter, tail gunner and Sgt. Edward J. Maliszewski, radio operator, each grabbed one of the two tail guns and kept beating on the ball turret until it dropped.

"We staggered all over the sky — but made it back to base somehow," the co-pilot said. Despite one more obstacle — a flat tire — the pilot landed the Fort smoothly.

## Miles Pile Up For Reieux As They Rejoin 306th

Paul Reieux and his wife haven't missed a reunion of the 306th since 1979, when they first heard about them. Paul was a 423rd pilot and flew a combat tour of 240 hours and 40 minutes, starting soon after his arrival at Thurleigh 1 Sep 44.

One of his later missions, flown 28 Dec 44 to Koblenz, almost ended in disaster, when the plane caught fire over England on the return. Paul and his crew, except for one member, bailed out to safety about ten miles from the base.

Paul and Aileen now live on the island of Maui, Hawaii, where they settled after retiring from a job in Carlsbad, NM. He is now an enthusiastic fruit rancher.

When the Reieuxs reached home from Pittsburgh last fall they had traveled 69,588 miles attending a dozen reunions, and if his WWII uniform doesn't wear out, they plan to make a lot more 306th gatherings.

Has anyone else registered this number of miles in keeping up with old friends, and newly found ones, in the 306th?

## XVII-B Reunion

Members of the American Former Prisoners of War-Stalag XVII-B are planning their reunion for 3-7 May at Knoxville, TN. Inquiries concerning this reunion can be obtained from Adjutant/Treasurer, Stalag XVIII-B, 11005 Haines Ave., NE, Albuquerque, NM 87112.

# Pictures Continue Of 197 Named A/C Flown by 306th

Pictures have been trickling in, or found in strange file folders, so that once again we print nose art not previously shown in the various listings of 306th aircraft seen in the last two years. The number of named aircraft has reached a total of 197 at this writing.

If you haven't looked at those pictures you brought home nearly 50 years ago, its time to bring them out in the light and have a look. If you have a good shot of some nose art, particularly items we have not seen before, we'd like an opportunity to add them to the 306th collection in one way or another, either by gift or by copying.

On this page we start a list (continued on page 6) of names we have for aircraft. We think some of the name: may never have actually appeared on the planes, but were what the crew may have called them. We'd like your help in providing further data on any of the planes.

The anomalies in the list you may note: "Elizabeth" "Princess Elizabeth" and "Rose of York" were all on the same plane; "The Dingleberry Kids" and "Ginger" were the same plane; "Dearly Beloved" appeared on two planes, although out of different squadrons and different eras; and there may have been two "Queen Jeannies."

"Elizabeth's Own" was a prominent 423rd plane, but we've never been shown a "for sure" plane number, and there are a number of other names which we cannot match with number, squadron or model. We are not sure about "Tar Heel Peggy". Was it a 306th plane, or not?

We hope you'll search your records for some of these answers.



Cavalier 42-3301 - William Kirk crew



Four Leaf Clover 42-37942



Fightin' Bitin' II - William Hilton Crew



Gertie from Bizerte - Max Williams Crew



Lady Elaine 42-97796



Larrupin' Lou 44-6515 - Fred Mitchell Crew



Liberty Belle 42-5889



Mamu 42-38148 - James Butler crew



Maryland, My Maryland 42-29554



Tar Heel Peggy



## Named Aircraft 306th Bomb Group

NAME	#	SQDN
4-F		
ANY TIME ANNIE	42-107032	367
ASS BANDITS		
BANSHEE II	41-24488	369
BARRELHOUSE BESSIE		367
BATTLING B	42-29744	367
BEAUTIFUL TAKEOFF	44-8838	368
BEGIN THE BEGUINE	42-97323	368
SHE DOOD IT		
BELLE OF THE BLUE	42-102503	423
BIG OPERATOR II		
BIG OPERATOR I	42-3406	367
BODACIOUS CRITTER	42-5251	368
BOOMERANG'S BIG FRIEND	41-24567	369
BUTTERCUP	42-3142	368
CAPT'N AND HIS KIDS	42-102896	369
CASA DE UMBRIAGO	42-97564	423
CAVALIER	42-3301	367
CHENNAULT'S PAPPY II		423
CHENNAULT'S PAPPY	41-24496	423
CHOO-Z-SUZY	44-6814	368
COCAINE BILL		368
COL. KORNEY'S REBELS	44-8676	367
COMBINED OPERATIONS	42-37840	367
COMMANDO CHIEF	44-6585	423
CONNECTICUT YANKEE	42-29629	369
COW w/BOMBS ON UDDER	42-38019	369
CUDDLIN' UP		423
DAMYANKEE	42-102669	369
DARK HORSE	42-29498	368
DEAR MOM	44-6807	423
DEARLY BELOVED	42-29666	423
	42-30730	369
DEBBIE	43-38250	368
DPC	43-5180	423
DIXIE DEMO	41-24417	369
DONALD DUCK w BOMBS	43-37967	423
DUCK		367
DUKE OF PADUCAH		
EAGER BEAVER	41-24487	368
EIGHT BALL		
ELIZABETH'S OWN		423
EVENIN' FOLKS! HOW Y'ALL	42-97562	
EXTERMINATORS		
EXTRA JOKER	42-31196	369
FICKLE FINGER	42-107086	369
FIGHTIN' BITIN'	42-5426	369
FIGHTIN' PAPPY	42-5407	367
FLACK SHACK	43-37619	369
FLOOZY	41-24474	367
FLYING CIRCUS		

(Turn to page 6)

Because of a great deal of research in the past four months, seeking men who served with the 306th, there are a number of additional names in this column. Dates of death range from 1950 to the present. To ease some of the possible confusion, those persons whose names have previously appeared on our mailing list have been starred (\*).

\***William E. Baker**, 368th gunner and POW (Robert Seelos crew), died 7 Nov 91 in Charlotte, NC. He was on an original combat crew and became a POW 5 Apr 43 at Antwerp when Seelos' plane was one of four MIA. As a gunner he had previously been credited with one German VW 190. For 30 years Baker was the owner of Audio Visual Services in Charlotte, and leaves one son.

**Oliver Bernier**, 1208th QM Co., died in 1984 in Fort Kent, ME.

\***Wilton D. Biggs**, 368th navigator and POW, died 27 Jun 90 in Osyka, MS. He arrived with the Group 8 Dec 42 and was shot down with Otto Buddenbaum 8 Mar 43 on a raid to Rennes, France. Biggs retired as a USAF lieutenant colonel in Sep 63.

**Walter J. Binius**, an original 368th bombardier (William O'Brien crew), but who did not go to combat with the 306th, died in 1981 in Milwaukee, WI. He flew combat in the Pacific Theatre and was seriously wounded.

**Richard A. Boettcher**, 367th fuel truck driver, died 30 July 80 in Caldwell, TX. He went to England with the original group.

**Roy L. Burton**, 367th bombardier (William Allen crew), died 6 Jan 87 in Woodland Hills, CA. He completed his combat tour 7 Sep 44.

\***Demetrius Chakiris**, chief NCO in radio maintenance, died 8 Dec 91 in Dayton, OH, after a long illness. 423rd squadron. During the 1986 reunion at Dayton, Chakiris served as co-chairman, handling all of the finances.

**James J. Dougherty**, 368th navigator (William Heiser crew, 1945), has died at Bellows Falls, VI.

**Joseph F. Dvorak**, a baker assigned to the 423rd squadron, died 24 Nov 87 in Omaha, NE.

**James A. Frederick**, 368th bombardier (Carl Hathaway crew), died 12 Aug 91 in Manito, IL. He arrived with the Group 22 Sep 44 and departed 19 May 45.

\***LTC John R. Grimm**, a 367th armament officer and also serving as a supply and chemical officer, died 6 Nov 91 in Centerville, OH, after a long bout with cancer. He also served the Association as a director from 1987 to 1990 and was co-chairman of the Dayton reunion in 1986. He had retired from USAF in 1968 as chief, requirements branch-comptroller, Aeronautical Systems Division, Wright-Patterson AFB. A volunteer at the USAF Museum, his pictures of unique planes at that facility often appeared in *Echoes*. Grimm leaves his wife, Ruth, also a regular reunion attendee, and three children.

\***Lester A. Harrison**, 369th navigator (Jack Lewis crew), died 30 Aug 91 in Cape Canaveral, FL. He joined the 306th 26 Jul 44 and became a POW on the mission of 14 Feb 45 to Dresden (w/Boylston Lewis).

**John W. Hayden**, who was with the 423rd at Wendover, UT, died 4 Mar 88 in Marion, OH.

**John M. Kavanaugh**, a 369th intelligence officer, died 18 Jun 63 in Clay, LA. A longtime member of the U.S.

diplomatic service, Kavanaugh served in New Brunswick and Halifax, Nova Scotia, in Canada, Washington, DC, and The Hague, Holland. He leaves his wife and one son. He reported to the 306th 13 Aug 43 and continued well past the end of combat.

\***Jerome J. Kostal**, 367th Squadron bombardier, died in November at Berwyn, IL. He came to the 306th 23 Apr 43 (John Winchell crew), later moving to the 40th Combat Wing as wing bombardier and then to the 305th Group as group bombardier.

\***Vernon A. Kuhl**, an instrument specialist in the 367th, died 20 Oct 91 in Minneapolis, MN. He retired in 1978 after 30 years with Brown and Bigelow Co. He leaves his wife, Elinor, and five children.

**Earl W. Lingle**, enlisted payroll clerk in the personnel office, died 24 June 79 in Washington, DC. He was a native of Jonesboro, IL.

**Martin J. McCarthy**, 368th navigator (Floyd Brunn crew), died 12 Aug 79 in Lakewood, OH, having retired from the Cleveland Fire Department 31 Dec 61. McCarthy arrived with the Group 27 Nov 43 and finished his combat tour in Jun 44.



The Rev. Thomas J. Meersman

\*The Rev. **Thomas J. Meersman**, 369th bombardier (Eldon Ralstin crew), died 22 Sep 91 in Salt Lake City, UT. He was a POW (16 Aug 44, Bohlen, w/Ralstin), on his 33rd mission, and spent time in Stalag Luft III and Stalag Luft VII-A. His studies for the priesthood were largely conducted in Rome, and his pastorates were in Utah, concluding as rector of the Cathedral of the Madelaine. His last task for the church was as director of special affairs for the Salt Lake Diocese. Fr. Meersman was state and national chaplain of the DAV and state chaplain of the VFW. In 1975 he became chaplain of the Salt Lake VA hospital, and served 22 years as Roman Catholic chaplain of the Utah State Prison. He also served many other organizations as chaplain, and at various times had his own radio and TV programs. One of the Salt Lake papers said of him: "His loss is a sad one for the Catholic community, for he was in many ways its most articulate spokesman. But he will be missed by non-Catholics alike, for he was the embodiment of the spirit of ecumenism, an always welcome commodity in this culturally unique state." He was one of two Roman Catholic priests known to have come out of the Group, the other being Alex Lazek, 368th gunner and also a POW, now living in Waco, TX.

\***Joseph J. Musial**, 369th waist gunner and POW, died 15 Mar 91 in Miami, FL. Musial had had a lengthy tour of combat in the Pacific before joining the 306th with Howard Snyder's crew. On the 8 Feb 44 mission to Frankfurt, Musial lost a foot which was shot off just

before he bailed out. He was repatriated to the U.S. in Mar 45. Four days after Musial's death, his wife Eleanore, also died, and on 5 July 91 their son, Patrick, was murdered in Miami. Joe worked for 32 years with the Miami Police Department, retiring as chief of the crime lab. He later was a consultant to the police organizations all over the U.S.

**Jacob J. Quintis**, 423rd copilot (Wilbur O'Brien's crew), died 14 Nov 86 in LaLuz, NM. He joined the Group 12 Apr 44, and completed his combat tour in August. He had retired in Oct 63 as a USAF major.

**Carl H. Rathke**, 369th, died 21 Mar 68 in Wichita Falls, TX. He was a salesman and a graduate of St. Johns College.

**John J. Rempala**, 876th chemical co., died 9 Apr 87 in Hines VA Hospital, IL. He was a resident of Cicero, IL.

**LTC Wendall H. Rice**, 367th bombardier (Woodrow Thomas crew), died 25 Mar 84 in Riverside, CA. He joined the Group 23 Apr 43, and before completing his tour was transferred to B-25s because of altitude problems. He retired from the USAF in Nov. 63.

**Samuel Rounds**, administrative clerk to the chemical warfare office, died in 1988 in Hanover, NH. He made his home in Bennington, VT.

**Aaron St. George**, 423rd assistant crew chief, died in 1975 in Washington, DC.

**Samuel S. Seymour** died 28 Apr 71 in Milwaukee, WI, where he was a construction foreman. The collapse of new scaffolding which he was testing caused his death.

**Jack Skiver**, 367th ball turret gunner (Milton Adam crew), died 1 Jan 84 in Richmond, IN. He went to England 7 Jun 44 after having flown a combat tour in the South Pacific, receiving a Silver Star medal there. After five missions over Europe he chose not to continue combat, but before leaving Thurleigh he lost a leg in a jeep-truck collision. His wife died in 1990.

\***Wilson H. Spohr**, a parachute rigger assigned to the 449th Sub Depot, died 13 Sep 91 in Grand Junction, CO. He worked for the U.S. Bureau of Reclamation for 20 years and was then a fruit rancher.

**Saul Soifer**, 369th bombardier (Allan Lingwall crew), died 21 July 80 in Long Island, NY. He flew his combat tour between late June and Oct 44.

**Victor B. Stevens**, 369th radio operator (Charles Schoolfield crew), was killed in Toledo, OH, auto accident 1 Aug 50. He was the 127th EM to complete a combat tour, 13 Dec 43.

\***Joseph C. Stoner**, 369th engineer (Charles Schoolfield crew), died 5 May 90 in Monongahela, PA, after a long illness. He was the 138th EM to finish combat with the 306th; was then transferred to the 91BG, remaining there until 5 Apr 44 when he left for the U.S. He retired from Clairton Coke Works in 1983, and leaves his wife and two sons.

\***Dr. Rex B. Stutznegger**, dental surgeon for the Group from Wendover through Thurleigh, died 3 Dec 91 in Tooele, UT, his home for many years. He practiced dentistry for 50 years. He leaves his wife, four children, 11 grandchildren and 11 great-grandchildren. He was 81 years old.

**Richard J. Tronzo**, 368th waist gunner (Reginald Robinson crew), died 16 Sep 73 in Spangler, PA. His wife was a British war bride. He flew about 15 missions and then served the 306th as a mechanic.

**Arthur E. Ward**, first sergeant for the 367th, died 30 May 71 in Portsmouth, OH.

## 306th Planes In France for 'Casey Jones'

While wandering around the base at Istres, France, during the Casey Jones Aerial mapping effort, Andy Vangalis wrote down the numbers of all of the aircraft which had come there with the 306th Group.

Just for the record, we publish this list of aircraft as an addendum to the combat aircraft previously listed. Some have appeared in the earlier list of G-Model aircraft, and you will note that almost all of them bear the numerical prefix of 44, all late model planes stripped from groups which were heading homeward:

### 367th Squadron:

43-38765	44-6998
43-39116	44-6999
43-39206	44-7000
43-39351	44-83322
44-6992	44-8704
44-6996	

### 368th Squadron:

43-38651	44-8578
44-6991	44-8662
44-6993	44-8676
44-6994	44-8677
44-8443	44-8770
44-8546	44-8779
44-8554	44-8991
44-8570	44-83495

### 369th Squadron:

44-6881	44-8843
44-6891	44-8914
44-8561	44-83317
44-8656	

### 423rd Squadron:

43-37914	44-8868
44-6928	44-8943
44-6995	44-8948
44-8553	44-8995
44-8588	44-3292
44-8671	44-6995
44-8732	44-8692
44-8771	44-8724
44-8852	44-8765
44-8857	44-8848

## 'Aces' Available From Author

A limited number of copies of *Aces*, the novel by Robert R. Denny, 4233rd pilot, are still available directly from him. The book is based on his own life and offers some excellent retelling of the combat experience.

They can be ordered with a check for \$21.85, which includes first class postage, by writing Denny at 4611 Overbrook Rd., Bethesda, MD 20816, or call him at 301/951-0121.

A review of *Aces* appeared in *Echoes*, January 1990.

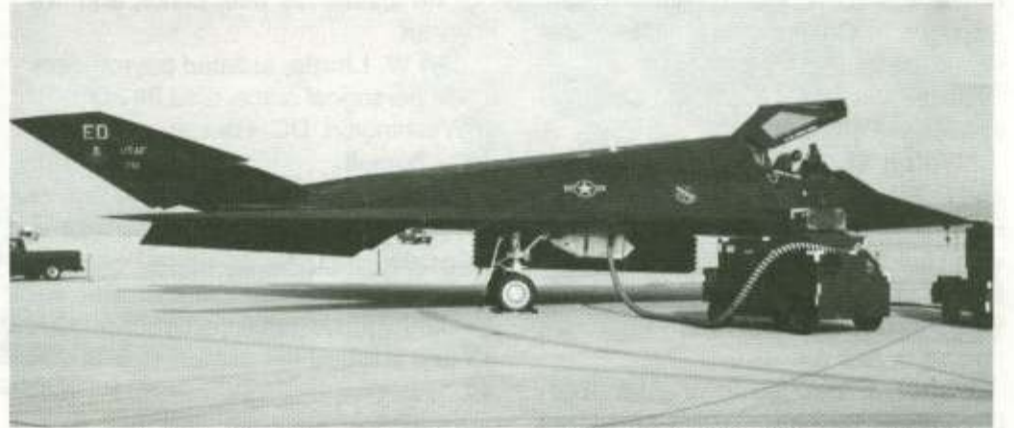
**CORRECTION:** The final death notice appearing in the October 91 issue of *Echoes* was in error. Robert H. Wood, 369th copilot and pilot (George Walter crew), is very much alive, and was at the Pittsburgh reunion. Robert E. Woods, also a 369th copilot and pilot (Loren Hubbell crew), died in 1945. Not only were both on the 369th roster at the same time, but on several occasions flew as pilots of aircraft in the same formations. Our apologies.

# Named Aircraft (From page 4)

FORTUNATE YOUTH	42-97396	369	ROUGHHOUSE		369
FOUR LEAF CLOVER	42-37942	367	SAILING THRU		369
FOUR OF A KIND	41-24471	369	SALVOIN' SACHEM	43-38910	423
FUDDLES FOLLY	43-37611	367	SCARLET	42-5720	367
GALLOPING GHOST			SCOTCH EXPRESS		
GEEZIL	42-5404	369	SHAMROCK		
GEEZIL II		369	SHE HAS TO	42-102512	368
GERALDINE	42-97630		SILVER STREAK	42-102558	369
GOD OF WAR			SIS	42-2978	369
GRAY LADY			SKIPPER	42-97129	367
GRIM REAPER	41-24467	368	SKUNK FACE		423
HALF AND HALF			SKUNK FACE II	42-3061	423
HANGOVER		369	SKY WOLF	42-5218	423
HARD TO GET	42-97946	368	SLEEPY TIME GAL	43-38362	369
HELGA		423	SNOOZY II	41-24510	367
HELL BELOW			SNORTIN' ABORTIN'		
HELLCAT HATTIE	43-38302	367	SNUFFY SMITH		
HOLY HELLCAT	42-39945	423	SOLID SENDER	43-37616	423
HOW SOON?	42-97297	369	SONS OF FURY	41-24470	369
HUSTLING SUE	42-30714	423	SPARE PARTS	44-6012	423
ICE COLD KATIE	42-102557	369	STEADY HEDY	42-97181	369
IMPATIENT VIRGIN	43-37600	367	SUGAR PUSS		
IRENE	43-38832	369	SWEAT'ER GIRL	43-37549	423
JACKIE ELLEN	42-5813	423	SWEET PEA	42-5130	367
JANELL	42-3209	367	SWINGING ON A STAR	43-38153	423
JERAVAD 'UNE PETITE PEU'	42-5826	369	T-MAN		
JOAN OF ARC	41-24477	369	TAILWIND	42-97368	368
JONES FAMILY	42-97658	367	TALLY HO		
KONDITORI BABY	43-38802	368	TAR HEEL PEGGY		
KWITCHRBITCHIN	42-30431	423	TERRY & THE PIRATES	41-24489	367
L'IL ABNER	42-29660	367	TESS	44-8357	
LADY ELAINE			TEXAS GLAD		
	42-97796	369	TEXAS HUN HUNTER		
LADY LUCK	42-38042	367	THAR SHE BLOWS		
LADY MARGARET			THE DINGLEBERRY KIDS	42-97505	423
LADY WINIFRED			GINGER		
LAMESA LASS		423	THUNDERMUG		
LARRUPIN' LOU	44-6515	367	TOGGLE TESSIE	43-37598	423
LAS VEGAS AVENGER	42-30603	423	TONY H		
LASSIE COME HOME	43-37715	367	UMBRIAGO	42-97278	367
LIBERTY BELLE	42-5889	369	UNAVAILABLE MABLE	42-97397	423
LIBERTY LADY	42-40006	368	UNBEARABLE 3		
LILLY MARLENE	43-37976	423	UNBEARABLE/ADORABLE	41-24476	423
LITTLE AUDREY	41-24560	369	UNBEARABLE 2	42-29900	423
LITTLE CINDER	42-39752		UNMENTIONABLE	42-29631	423
LITTLE JOE	43-39174	367	V-MAIL GET'S THERE FASTEST	42-30451	423
LITTLE LULU	42-39963	423	V-PACK		
LITTLE SAVAGE	42-5420	368	VERNA E	42-102975	369
LONE RANGER			VERNA H		368
LOW AND SLOW	44-8772	369	WAHOO	41-24468	369
LUCILLE			WAHOO II	42-5086	369
MAMU	42-38148	368	WAMPUS CAT	42-39950	423
MAN O'WAR II		367	WE PROMISED	42-102578	367
MAN O'WAR	41-24486	367	WEARY BONES	42-37943	368
MARYLAND, MY MARYLAND	42-29554	367	WEBER'S WAGON		367
MEAT HOUND	42-29524	423	WHAT'S COOKIN'		
MELTING POT	41-24516	368	WICKED WAAC	42-30199	369
METHUSELAH	42-102969	367	WILD HARES		
MIDNIGHT			WOLF PACK	42-29739	369
MILK RUN SPECIAL	43-38019	423	YA CAWN'T MISS!		
MILK RUN SPECIAL II	43-38765	369	YANKEE RAIDER	41-24507	368
MISS AMERICA	42-97896	369	ZAMRO	42-97365	369
MISS PATRICIA	42-3172	423			
MISS SWOOSE	41-24509	423			
MIZPAH	42-5052	368			
MONTANA POWER	41-24465	368			
MR. SMITH		368			
NEMESIS		369			
NICOTINE NELLY	43-38429	368			
NOBODY'S DARLING					
ODD FELLOW					
OLD GLORY					
OLDE FAITHFUL	41-24475	423			
OLDE FAITHFUL II	42-5714	423			
PARIS EXPRESS					
PECK'S BAD BOYS	42-29777	423			
PECKERS					
PICADILLY LIL					
PICADILLY COMMANDO	42-5729	369			
PRAYERS & PATCHES	42-40053	367			
PRETTY BABY	42-97133	367			
PRINCESS PEP		423			
PUNCHY	44-8197	367			
QUEEN JEANNIE	42-29809	423			
	42-30813	423			
QUEENIE					
RAIN CHECK	42-37836	368			
REPORT TO THE NATION	42-102619	368			
RHAPSODY IN RED	42-97959				
ROSE O'DAY	41-24495	367			
ROSE OF YORK/ELIZABETH	42-97547	367			
PRINCESS ELIZABETH					



This model, painted in the colors appropriate to early 1945, was built by Paul Steele and his two sons. They live in Mechanicsville, VA, and Paul is a retired auto mechanic. He flew as a tail gunner for the 367th on Hubert Verdick's crew in 1945 during the closing days of the war. When he sent the picture to Echoes, Paul said that the model had already appeared in parades in Mechanicsville, Harrisonburg and Richmond. Perhaps he can upgrade the engines a bit and fly it to Seattle, where he is planning to attend the 1993 reunion!



A new arrival at the USAF Museum for its permanent display at Wright-Patterson AFB, Ohio, is the F-117A, caught by the late Jack Grimm's camera. This becomes the final photographic report by Grimm of activities around the Museum.

## LONDON is a place . . . . !

Many tourists find that London is a place they can never get enough of. Others feel that some parts of Britain, slower paced and with not such a crush of people, meet their needs for a foreign travel experience much better.

But this little piece is about London and its myriad sights and sounds. The Cumberland Hotel is at Marble Arch, where Oxford Street ends and Bayswater Road begins. Half a block from the main entrance is a McDonald's Restaurant, serving on three floors.

Around almost any corner of the area one will find a small and interesting restaurant, offering almost any kind of food. Within walking distance is Claridge's great store, and shops galore. A short taxi ride will take one to Harrod's, the great shopping store in Knightsbridge. While taxis are not as cheap as they were in the '40's (nothing else is, either), they are still an excellent means of getting from one place to a destination you might have trouble finding on your own.

Just adjacent to the Cumberland entrance are steps down to the Underground trains and they can whisk you all over greater London in quick journeys.

Sightseeing tours, to introduce and reintroduce our travelers to London, are a part of the tour package, but once they are over you are somewhat on your own. Many will want to travel about in small groups, which can be made up easily in the spacious lobby. Our name tags will help bring us together.

### Tour Assists

Our tour providers will be on hand to assist those who want to go to Windsor Castle or Hampton Court Palace; or to Greenwich to see where time "begins". A Thames boat trip is a delightful way to see a lot, and boats dock across the road from the Houses of Parliament.

One easy way to see London is for two or three couples to walk out from the hotel, using the maps that are available, perhaps going as far as Buckingham Palace or Piccadilly Circus, and then taking a taxi back to the hotel to save feet, time and exasperation.

Go shopping, go sightseeing, take a train to Bath or Stratford-on-Avon for a day, but don't sit in your hotel room. If you aren't a daring tourist on your own, there will be mini-tours and willing friends available to help you see all that you can squeeze into several days.



This is a room key for the Cumberland Hotel. This sophisticated system helps keep your private room just for you, and the dot combination can be reset instantly, if needed, to restrict entry to you and your partner.

## The 369th Combat Diary

Enclosed is my check for \$17 for one copy of "The 369th Combat Diary." Make your check out to the 306th BG Assn. Send to Russell A. Strong, 5323 Cheval Pl., Charlotte, NC 28205.

Ordered by \_\_\_\_\_

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

# New Additions to Our Roster

- Adams, Albert A., 60 Water Oak Way, Oldsmar, FL 34677 423
- Alter, Robert R., 7429 B St., Chesapeake Beach, MD 20732 1628
- Angel, Arch, Rt. 1, Whitley City, KY 42653 449
- Avisse, LTC Herbert J., Nokesville, VA 22123 423
- Ballard, Col. Allen T., 7804 Smoke Rise Trl, Huntsville, AL 35802 367
- Beedy, Harvey E., 950 Fort Lane Dr., Orlando, FL 32806 369
- Brian, John L., 3736 Cornell Ave., Danville, IL 61832 369
- Brown, Capt. Berryman H., 3565 E Thimble Peak Pl., Tucson, AZ 85718 367
- Bryan, Maj. Jesse A., 1338 Jefferson Dr., Lake Charles, LA 70605 369
- Bryant, LTC Charles W., 725 Mendocino Way, Morgan Hill, CA 95037 369
- Cain, Charles W., 2149 Francais Dr., Shreveport, LA 71108 367
- Cookman, Daniel V., 1200 10th Ave N, #25, Clear Lake, IA 50428 368
- Costlow, Thomas J., 2301 Farragut Ave., Colorado Springs, CO 80907 367
- Cumberledge, Maj. Theodore C., 1239 N 3rd Ave., Upland, CA 91786 368
- Dahly, LTC Ronald N., 1320 W. Powers Dr., Orlando, FL 32818 368
- Deibert, Ole H., 441 Woodland Ave., Williamsport, PA 17701 369
- Disher, Earl J., 4921 Olympia Dr., Indianapolis, IN 46208 423
- Dobbs, LTC Gordon L., 6802 Heatherwood Dr., Mechanicsville, VA 23111 368
- Erwin, Wayne H., 2724 S. Grove St., Arlington, VA 22202 368
- Everson, Lloyd, PO Box 297, Belington, WV 26250 367
- Farwell, Col. Robert H., Rt. 1, Box 366, McFarland, CA 93250 368
- Ford, Virgil R., 511 S. 10th, Munday, TX 76371 367
- Free, Jack L., 113 Riverside Manor, Westfield, PA 16950 368
- Froemel, Erwin A., 1469 28th Ave., Columbus, NE 68601 367
- Gerald, Robert S., 1204 Pebble Creek Dr., Euless, TX 76040 368
- Giles, LTC Donald L., 255 Tucson, Aurora, CO 80012 367
- Griffith, Col. Roy W., 4102 Lazy River Rd., Bay St. Louis, MS 39520 367
- Gustason, Floyd, 3101 Washington, Lot 56, Bellevue, NE 68005 352
- Heard, John F., 3083 Dennison Ave., Grand Junction, CO 81504 367
- Hogan, John J., 999 Wilder Ave., #802, Honolulu, HI 96822 368
- Ianzito, Leonard O., 264 Westmont, West Hartford, CT 06117 367
- James, John W., 1025 Brookhaven Rd., Franklin, KY 42134 368
- Jones, LTC Carl G., 4421 Holly Ln., NW, Gig Harbor, WA 98335 368
- Keiser, William L., 33 Knollwood Dr., Sherman, IL 62684 368
- Kepler, Horace F., 1108 N. Summit Ave., Decatur, IL 62522 369
- Kornegay, LTC Henry J., 1105 Camino Magenta, Thousand Oaks, CA 91360 367
- LaGory, Stanley J., 4121 Jora Ln., Cincinnati, OH 45209 423
- Lantz, Chester L., 1510 SW Bell, Topeka, KS 66604 367
- Lavier, Col. Eugene C., PO Box 360237, Melbourne, FL 32936 423
- Linn, LTC Oleron S., 1144 Wapata Ct NE, #A, Olympia, WA 98504 368
- Liscavage, Robert S., 712 N. Washington St., Wilkes-Barre, PA 18702 368
- Lowe, Fred E., 715 Lynn-Dee Dr., Winston-Salem, NC 27106 368
- Magusiak, Maj. Stanley J., 3410 Volcanic, El Paso, TX 79904 423
- McGrath, Gerald F., 839 Kerry Ln SE, #51, Cedar Rapids, IA 52403 367
- Murray, Maj. William G., 13300 SW 83rd Ct., Miami, FL 33156 423
- Olenik, Charles C., 14407 Vose, Apt. 3, Van Nuys, CA 91405 423
- Parisi, Bennie, 1476 Plainfield St., Cranston, RI 02919
- Paulsen, LTC Paul F., 8180 Woodleaf Dr., Fair Oaks, CA 95628 368
- Pettit, Maj. Charles F., 4917 Ravenswood, San Antonio, TX 78227 367
- Porter, Robert W., 2395 W Labo Rd., Carleton, MI 48117 369
- Quigley, John F., 341 Wright, Lakewood, CO 80228 367
- Robinson, John M., 4791 Flying Cloud Way, Carlsbad, CA 92008 369
- Roeber, LTC Donald P., 25618 36th Pl S., Kent, WA 98032 GP
- Schertz, LTC Donald C., 764 Toyon Dr., Monterey, CA 93940 368
- Shipman, Frank W., 5432 New Havn Ct., Orlando, FL 32812 367
- Simmons, Ralph H., Box 931, Franklin, NY 13775
- Switzer, Col. Alfred J., PO Box 450632, Kissimmee, FL 34745 369
- Sytsma, Louis S., 530 Clinton Ave., Wyckoff, NJ 07491 369
- Wear, Maj. William H., 1955 Franklin St., Fallon, NV 89406 367
- Weber, J. Gaylord, 260 E. Los Milpas, Green Valley, AZ 85614 423
- White, Melvin S., 265 Sunshine Cir., Englishtown, NJ 07726 369
- Zieball, Ewald O., Rt. 2, Arapahoe, NE 68922 367
- Zingerli, Maj. John J., 3728 Marks Pl., Fort Worth, TX 76116 369

## 306th Family

- Fisher, Mrs. Clarence, 1205 Jeannette Ave., Vinton, VA 24179 369W
- Quintis, Mrs. Jacob J., PO Box 188, LaLuz, NM 88337 423W
- Rice, Mrs. Wendell H., 5625 Via Maria Buena, Riverside, CA 92506 367W
- Tronzo, Mrs. Richard J., PO Box 345, Spangler, PA 15775 368W

The combat squadrons, Group headquarters, 352nd Service Sq., 449 Sub Depot, 1628 Ordnance Co.

## Who Went First?

When it was time for the 306th to leave Westover, MA, for England, and the new B-17Fs were being flight tested and the bomb bay tanks were being assembled, a small group left the U.S. on the Queen Elizabeth.

That was our advance party.

This was something that came to light recently in an exchange of correspondence with Ed Maliszewski, one of the first four pilots assigned to the group at Wendover, Utah.

Ed was one of seven officers assigned to this unit, and he now remembers only the late Allan Richardson, an intelligence officer, as in this group. He also reports that there were 50/75 enlisted men.

Who were the others? Does someone have an order covering this matter?

Please send any further information or recollections of this event to Russ Strong.

Maliszewski says this small group was the last to board the Queen, which sailed with 24,000 passengers, and they were the first to debark. From there they went by train to Thurleigh. Once on site they began an intensive face-to-face review with the British who were to leave the base for new quarters. Housing areas were designated, procedures were learned, and one would like to think that all was in readiness for the arrival of the ground troops and the airplanes. Unfortunately, there was too much to do, too little time, and inadequate supplies.

But the Group did arrive, and it survived.

# Chennault's Story Told in 1987 Book

**Chennault, Giving Wings to the Tiger**, by Martha Byrd. Tuscaloosa, University of Alabama Press, 1987. 451 pages.

Chennault and China during WWII were almost synonymous, and this author does an excellent job of sorting out the two, much to the credit of Gen. Claire Chennault, the sometimes-maligned expert on Army Air Corps fighter tactics during the 30s.

There were those in Washington and at Maxwell Field who were happy when Chennault retired prior to the war, thinking that this thorn in their flesh was finally removed.

But, Chennault accepted the opportunity to go to China and to assist Chiang Kai-shek in the marshalling of his forces against the Japanese. While directing the activities of the American Volunteer Group and later, the 14th Air Force, Chennault proved himself to be an inveterate letter writer and lobbyist in Washington for the cause of the Chinese against the growing imperialism of Japan.

Chennault gathered important friends in high places, while Gens. Marshall and Arnold perhaps wished he had gone to the moon instead of just China. It was an interesting battle of wits and wills between Chennault and those in Washington who opposed helping him in any

way. As the intrepid leader of the Flying Tigers, he continued to demand and receive great feats from a valiant few, all of which kept "his" war on the front pages.

This is not just a biography of Chennault but is also a careful explication of Chinese Nationalist policies and the actions and reactions of the American government. Chennault's battles did not end with the collapse of the Japanese military in 1945. He stayed on in China and continued to give his wholehearted assistance to the Nationalists on the continuing battle for control of China.

If you want to travel half way around the world from the 8th AF to find out what was going on, this is an excellent choice for your continued study of the halcyon days of our youth.

## The Distaff Side

The editor deeply regrets the omission of the names of widows who attended the Pittsburgh reunion, and will endeavor to correct that following future reunions.

Up until this point we have carried obituaries only on those men who served with the 306th Bomb Group, from Wendover through the Casey Jones project. Now we think that it is perhaps time to change this policy and to expand our coverage a bit.

In future issues we will carry notices of the deaths of spouses of 306th men, if we are provided with information. A note or a copy of the small folders which are often given out at funerals will be sufficient.



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## Where Have They Gone? We Keep On Looking for Old 306ers

We are still looking for people who served with the 306th, and of late have sent out many double postcards to libraries all over the country asking them to check on the names we have listed for them. At this writing we have picked up more than 25 new names, and expect the flow to continue for two or three more months.

Inquiries were sent to a number of 306th men around the country to search out individuals in their communities, and this has been fruitful. We have also had several people over the years volunteer to seek access to sources of information that we could not touch, and that has always helped; and, as well, new additions when returning our personal information sheet will add names on the back of one or two individuals with whom they have maintained contact.

While reading the 94th Bomb Group newspaper, we saw a note that triggered another idea. We have sent to the Aviation Cadet Alumni Association, a clearing house on information concerning pilots who went through cadet programs before and during WWII, a long list.

They got 290 names from us, more copilots than pilots, and we also hope to get some definitive information on a bunch of these men in the next six months. One way we "pay" for this service is by running the following information about the ACAA:

### Aviation Cadet Alumni

"The Aviation Cadet Alumni Association, now in its sixth year of operation, has just reached the 20,000 member mark. The non-profit, no-dues, no-fee effort was initiated by retired officers Harry Bradshaw and Bob White for the sole purpose of providing former pilot cadets the current addresses of flight school classmates. Operational expenses are provided by the two with the help of unsolicited contributions.

"Former pilot cadets are eligible for membership by submitting their flight class, primary, basic and advance schools to either Harry Bradshaw, RFD 1, Newmarket, NH 03857 or Bob White, 54 Seton

Trail, Ormond Beach, FL 32176. Both maintain identical information on their personal computers. Those desiring a printout of their classmates are requested to include postage."

### Still Need Your Help

But, we still need all the help we can get from all of you on the 306th mailing list. Have you looked through any class books you may have received from a service school, and checked for the hometowns of others who went to the 306th mailing list. Have you looked through any class books you may have received from a service school, and checked for the hometowns of others who went to the 306th?

Have you found your old address book? Do you just plain remember where an old friend came from or went to college?

After the war did you go to college or work or live on the same block with someone who was in the 306th?

My pilot came from Chowchilla, California. How could I ever lose such a name? And by chance, I remembered his sister's name. From there it was two phone calls, one for information and a number, and second to dial her. I had an address within minutes.

We'll do the calling. Just give us a lead.

Why do we keep harping on this? Because it is the only way we can keep our membership growing, now over 2,550. It is the only chance we have for "connecting" you with old friends.

From that old list of 150 Bill Collins had in 1975, we have grown quite a bit, and we want to keep growing as long as we can.

### The White Stripes!

Few recall the significance of those three white stripes on the wings of our aircraft. But those of us slapping paint on the evening of the Normandy invasion remember!

—Jerome Hinman

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Madison, NC 27025

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