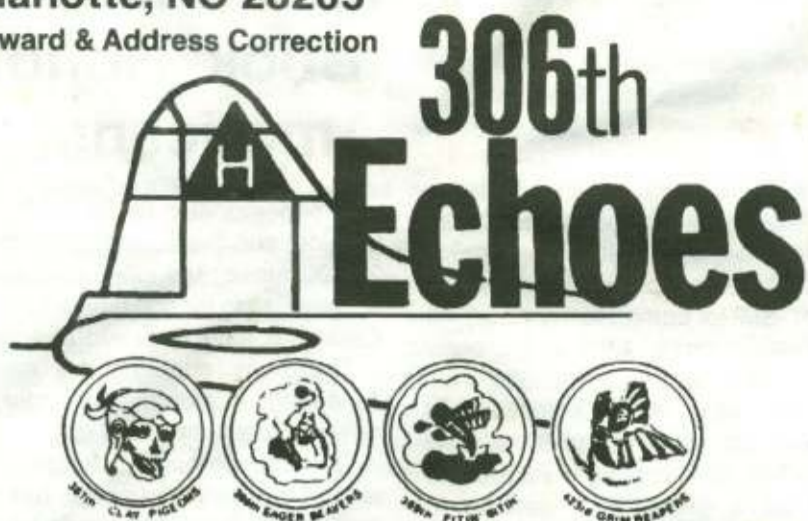


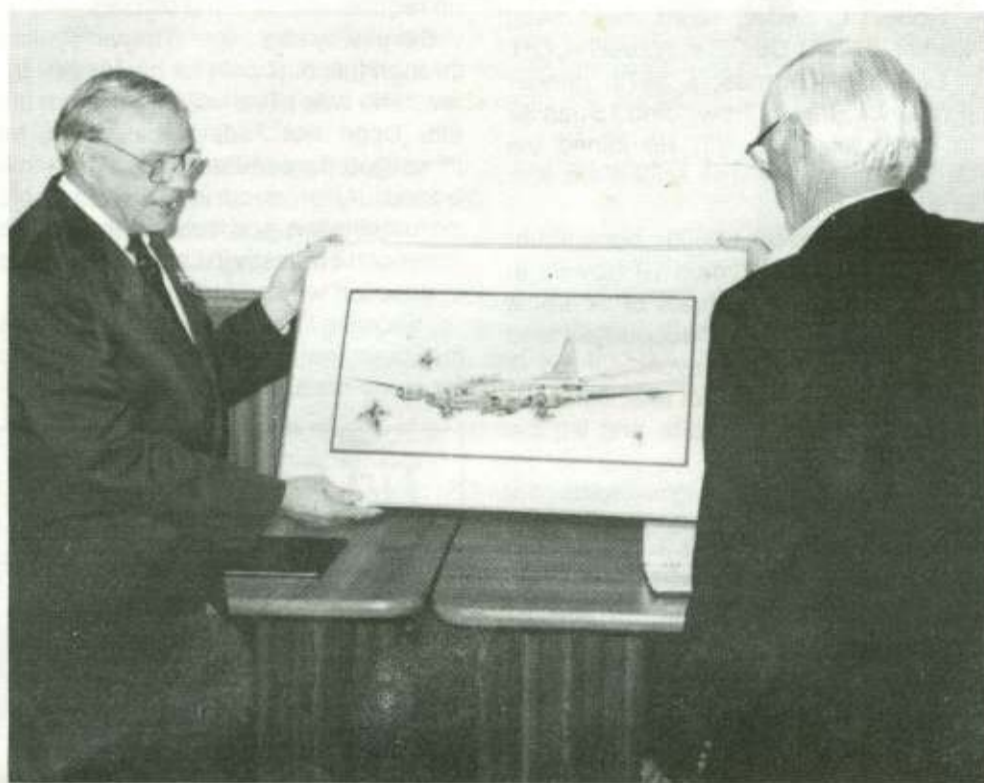
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Dr Thurman Shuller
1312 E Miami
Mc Alester, OK 74501-6746



Bob Myllykoski, left, receives a painting of the plane he jumped from into prison camp, from fellow prisoner, Ed Dostle, 423rd engineer, and a resident of Englewood, FL.

Silver Star Comes 49 Years Later

Add one more name to the list of 306th men who earned Silver Star medals during World War II combat over Europe.

Robert Myllykoski of Sebastian, FL, radio operator for Norman Armbrust on the 26 Jul 43 mission to Hannover, has received his Silver Star, with the award being made 14 Feb at Patrick AFB.

Armbrust ordered the bail out of his crew after losing three engines, in addition to having three crew members wounded.

Since that date Armbrust was always concerned about members of his crew, what they did and what happened to them. But, the years rolled by with new families created, children born and later on grandchildren.

It was not until 1985 that the matter of who was the hero in *Unbearable II* that day over Germany came to light. It is best related, perhaps by R. Jack Ellwood, navigator for Armbrust that day:

"Three members of the crew were wounded: Lt. Charles Wallin, bombardier; Sgt. Nelson Huston, ball turret gunner, and myself.

"I was taken to a first aid station somewhere near Diepholz, Germany, where my wound was treated by a German doctor. It was at this station I met up with Sgt. Huston. We were transferred to a POW hospital/lazaret located at Sandbostel. I think this hospital was associated with the POW camp, Stalag X-B, located in Bremer-vorde.

Huston's Plea

"At this hospital I had several conversations with Sgt. Huston, mainly about his condition and his departure from the aircraft. At one point he mentioned he didn't think he was going to recover. When I asked why, he informed me that he was diabetic. On at least two occasions he asked me if I would carry out a request of his: to thank the crew member who helped him

out of the turret and into his parachute so he could bail out of the plane.

"He wanted to make sure that the crewman who assisted him in spite of continued heavy enemy attack, in disregard to his own survival, was thanked. Huston doubted that he would have been able to exit the plane without this assistance.

"Because of the very limited space inside the ball, the chute pack was left outside, usually on the floor in the area of the turret. (To enter or exit the turret it was necessary to point the guns straight down and then to release the two lugs which held the turret door closed.) This meant the gunner had to exit the turret through the small hatch with all his flying gear, oxygen mask, etc., find his chute, snap it on the harness and grab an oxygen bailout bottle before leaving the plane.

"Sgt. Huston realized that the crewman who helped him had to have jeopardized his own safety.

"I had never forgotten Huston's request, but I had not been in contact with any of the crew since that July 1943 day over Germany. Finally, my wife and I attended the 306th reunion in Dayton, OH, in 1985. Five of us on the crew and our wives were together one day.

"As we were rehashing our experiences, I found an opportune time to carry out Sgt. Huston's request. When I told my fellow crew members of his request, Bob Myllykoski very quietly and unassumingly spoke up and said that he had helped Huston out of the turret and to abandon the plane. Myllykoski elaborated on what he had done and how he got Huston out of the plane."

Myllykoski tells that as he was busy trying to shoot at the enemy fighters, he was unaware that the plane had been hit until he heard the pilot give the order to bail out. He remembered as he

(Turn to Page 8)

Crowd Grows for 50th Reunion Tour to England in August

Numbers who will be going to England for the 50th anniversary reunion of the 306th Bomb Group's arrival for combat in 1942, are now well over the 250 mark and climbing towards 300, reports Donald R. Ross, 306th Association president.

"Your committee, officers and directors are delighted with the response to this one-of-a-kind reunion," says Ross, "and we look forward to an enthusiastic group of travelers in Bedford, London and around the old digs at Thurleigh."

The Witte Travel organization and Tripmasters Travel are now working on fine tuning their arrangements for completing reservations and flight schedules. Of signal importance is the greeting of 306th people once they arrive at either Gatwick or Heathrow airports outside of London. From there people will be shuttled on timely schedules to the Moat House and Swan Hotels in Bedford for the beginnings of a nostalgic week.

"We will have accommodations at the two airports to bring people together, and then to send them off to Bedford so that they can be in their hotels for a brief period of rest before the opening reception takes place," says Jan Peterson of the Witte organization.

Ralph Franklin of Keysoe, president of the British 306th organization and chairman for us on the scene, reports that many arrangements have now been completed and contracts signed to assure that everyone will be properly taken care of and that this can be an experience of a lifetime.

"We are as excited as many of you men were when you made your first visit into Thurleigh in 1942, and I would say that many, many people living in and around Bedford are beginning to get tuned for your visit with us. Certainly people working at RAE Bedford (our old base) are excited at the events that will be staged in this area, several of which they hope to look in on."

Hangar Dance Changed

A major change in scheduling has been made, after Rod Obermiller of Tripmasters pointed out that a large

logistic problem would exist in trying to return many people from London back to Bedford on Friday night for the hangar dance. As a result, this event will be held on Wednesday night, 26 Aug, after consultation with Franklin and his committee, which involved getting dates changed on several contracts that had already been executed. Fortunately, the same British band, which is well versed in Glenn Miller-style music, will be able to be with us for the dance.

It will actually be held in one of our old hangars. You will remember that four hangars were arrayed in a line across

Inviting British Friends to our Tuesday Reception

A reception will be held Tuesday evening, 25 Aug, in the Corn Exchange in downtown Bedford. If you don't remember, this is an easy walk from either of the hotels.

In order that we have a crowd of a size to fit into the Corn Exchange easily, we are limiting invitations to local dignitaries, Friends of the 306th in the Bedford area, and your friends.

If, during your stay in Bedford or since, you have acquired British friends whom you would like to see again, please send their names and addresses to the Secretary by 1 June. Mail to Secretary, 306th BG Association, 5323 Cheval Place, Charlotte, NC 28205.

one side of the airfield, adjacent to the control tower. Two of these hangars are still there, although both have been moved to other locations from where we knew them to be.

There are a few other landmarks remaining right where they were during 1942-45, and these will be pointed out on a bus tour of the base for all of us. Notable among such points is the Enlisted Men's Mess. With the help of an aerial photo of the old base, one can get reoriented enough that one's eyes may glaze over a bit.

(Turn to Page 2)

Going On Your Own? Better Read This

There is a need to emphasize one factor affecting those persons who have the opportunity to fly Armed Services "space available," on airline passes, or on frequent flyer tickets; and who wish to join the 306th reunion at Bedford.

You MUST make advance arrangements through our travel agents in order to join the reunion at any point. Those joining the full reunion effort are including housing, land travel, many meals and events in their package. If you want to pick up any of these things you must have registered and paid in advance for any of these activities, as well as paying the Association registration fee.

There will not be an open opportunity to acquire tickets in England, as these charged activities must be contracted for and paid in advance, one of the functions of our travel agents. For instance, several of the events have admission fees, such as the hangar dance at Thurleigh.

This is not intended to exclude people, but rather to alert you to your responsibilities in these financial matters so that you won't be disappointed in England.

To ascertain charges and to make arrangements for yourself and others traveling with you, call Witte Travel, 800/253-0210.

Reunion from page 1

Arrangements are continuing to be refined for both the week in England and the second week meanderings to Scotland and to France.

Ms. Peterson reports that registrants for these two events now total 44 for Scotland and 61 for France, both numbers which she believes are most significant.

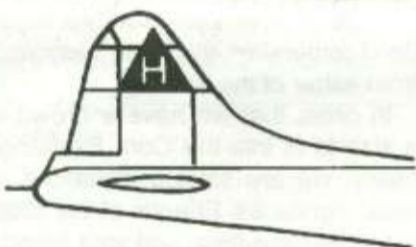
Ms. Peterson also urges people to finalize their plans as early as possible, as gateway city departures for the United

Hangar Dance Now Set for Wednesday

The hangar dance planned at Thurleigh for Friday night has been rescheduled to Wednesday night. This will significantly reduce travel for those who have elected to spend extra days in London. Thus, we will all be together in Bedford on Wednesday, 26 Aug, and will leave from our hotels to return to the base for the hangar dance. A snack buffet and soft drinks will be available, and alcoholic beverages will be there for purchase.

States are beginning to fill, and other arrangements will have to be made for late signees. This may involve a different departure time, or space may be sought on another airline, or it may be necessary to utilize a different gateway city.

If you have any questions at any time about travel arrangements, you are urged to call the Witte organization, 800/253-0210.



The 306th Bombardment Group Historical Association: Donald R. Ross, president; Forrest J. Stewart, vice president; Russell A. Strong, secretary; C.F. (Casey) Jones, 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.F. (Casey) Jones, 136 Coventry Dr., Henderson, NV 89014. Phone 702/361-7218

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

— Obits —

LtC **J. Webster Beck**, 368th navigator (Ned McKinny crew), died 7 Sep 91 in State College, PA. He came to the Group Dec 44, and was injured 20 Jan 45 when McKinny's plane crashed at a C-47 base in Belgium while returning from a raid to Rheine, Germany. He was a USAF retiree 30 Sep 63.

T/Sgt **Andrew Bezak**, 423rd engineer (Maurice Salada crew), was KIA 4 Nov 44 on a Merseberg mission with another 8AF bomb group. He joined the 306th 2 Apr 42 at Wendover, UT, and became the third EM to finish a combat tour, in May 43.

Maj. **Fred A. Brockway**, 423rd navigator (Wilbur Weiland crew), was killed 11 Mar 65 when a car rammed into his six miles south of Castle Rock, CO. After service he received two degrees from the University of Texas and his doctorate from the University of Colorado. For ten years he taught philosophy at the Air Force Academy, and was a recipient of the Air Force Commendation Medal. He left his wife and three sons.

Richard B. Fawcett, 423rd gunner (Joseph Clark crew), died 18 Feb 91 in Marshfield, MA, following a heart attack. He joined the 306th 3 Feb 45 and flew more than 20 missions by VE day.

Emmette W. Ford, 423rd bombardier (Raymond Check crew), died late last year in Siloam Springs, AR. He was the 13th officer to complete a combat tour, in May 43. Ford also flew on William Warner's crew, and was flying with Robert C. Williams as pilot on the 17 Nov 42 mission to St. Nazaire that was later the subject of a lengthy story in the *Saturday Evening Post* magazine.

William H. Gentle, photo laboratory chief, died 3 Jan 92 in Douglas, WY. Several years ago Gentle contributed his own personal 306th photo collection to the present Group collection.

Clarence L. Halliday, 368th pilot, died Juen 86 in Port Mansfield, TX. He flew his combat missions between mid-August 44 and 18 Jan 45.

Willis Dixon Hogg, a long serving 369th ground officer, died 12 Sep 91 in Atlanta, GA, while playing tennis. He served variously as a mess officer, squadron adjutant, station claims officer and station transportation officer. He left the Group 6 Sep 45, and had been a frequent attendee at reunions. A graduate of the University of Georgia, he was a salesman for many years for the Ivan Allen Co., and was a USAF retiree in 1978 as a lieutenant colonel.

Charles C. Hunt, 369th orderly room clerk, died 31 Jan 91 in Chattanooga, TN.

Paul R. Lucas, 368th mechanic, died 7 Jul 64 in the VA hospital, Waco, TX. He was an assistant crew chief and then

More Pictures Arrive

Donald Roeber, onetime Group communications officer, has sent along a small number of pictures to add to the 306th collection. As he said later, he has had them packed away for many years and it's time to give them a new home.

Others ought to be considering such additions to the Group collection, or if you can't bear parting with them now, put a note in with your collection as to the disposition of them once you no longer can make such a decision. We hope you will indicate the 306th collection.

Ultimately, the 306th collection will go as a unit to the US Air Force Academy Library, giving the cadets of future years probably the most complete and extensive file on any one WWII bomb group in private hands.

a member of the general repair crew.

Albert R. Markowitz, 369th and an administrative clerk, died 3 Sept 91 in Bala-Cynwyd, PA.

Peter W. Pappas, 369th ball turret gunner (John Howard crew), died 22 Jan 92 in Haverhill, MA, after a long illness. An original member of the Group, he was the 25th EM to complete his tour, 29 Jun 43. After combat he was a ground training director at Rapid City, SD.

Pierre A. Roy, 423rd electrician at Wendover, UT, died 16 Jul 69 at New Bedford, MA. After leaving the 306th, he trained as a glider pilot, serving in Europe.

Robert L. Seiler, 423rd sheet metal worker, died 21 Dec 91 in Wauseon, OH.

Louis P. Thomas, a 367th gunner (Frederick Brewer crew), died 15 Jan 92 in Essex Junction, VT. He joined the Group 24 Jan 44 and ended his tour in Jul 44.

Roy T. Travers, 369th bombardier (David Weed crew), died 18 Nov 85 in St. Louis, MO. A graduate of St. Louis University, he was an accountant and business manager. Travers served in the Casey Jones Project after completing nine combat missions, and left the Group 30 Jun 46.

Earl C. Tunnell, an original 367th pilot and POW 6 Mar 43 at Lorient, died in Oct 53, according to information received recently.

Roy L. Wiklund, 368th tail gunner (Floyd Brunn crew), died 2 Dec 91 in West Covina, CA. He joined the group 27 Nov 43 and completed his tour in Sep 44.

306th Family

Maxine Bachmann, wife of George W. Bachmann, 367th gunner, died 7 Oct 91 in Akron, OH.

Helen Motley, wife of Toode Motley, 367th crew chief, died 11 Dec 91 in Springfield, MA.

New Members

Cheney, Robert C., 13090 Via Suena, Valley Center, CA 92082 423
 Coad, Paul C., 4210 Park Newport, Newport Beach, CA 92660 423
 Dougherty, William R., 22 Rockway Dr., Camp Hill, PA 17011 368
 Ellis, David L., 885 E. Frederick Ave., Fresno, CA 93720 369
 Evans, Bradford A., P.O. Box 1768, Pinehurst, NC 28374 369
 Gillaspie, Wyatt L., 4906 Fern, Bellaire, TX 77401 368
 Grimes, James E., 39 Lake Dr., Woodville, TX 75979 368
 Hales, Fred N., 14607 Happy Hill Rd., Chester, VA 23831 368
 Hamilton, Virgil A., 106 Mabee Ave., East Peoria, IL 61611 367
 Jeffers, J.H., 12171 Bethel Church Rd., Midland, NC 28107 BW
 Jones, Richard W., 752 Brookwood Dr., Olympia Fields, IL 60461 368
 Karr, Lloyd A., 224 Hurst Ave., NE, Roanoke, VA 24012 369
 Kuehn, Robert C., 507 Broadleaf Circle, Raleigh, NC 27613 423
 Manrow, Jack F., 5801 SW 14th St., Plantation, FL 33317 369
 McDermott, Dillon J., 165 Hurstbourne Rd., Rochester, NY 14609 368
 McManimon, Robert C., P.O. Box 872, Andover, MA 01810 GP
 McNeal, Jan C., Huber Blvd., Ada, OH 45810 BW
 Saunders, Frank A., 2370 Martin Dr., Dubuque, IA 52001 423
 Starr, Orville C., 1265 Berea Dr., Boulder, CO 80303 449
 Steinwachs, Joseph C., 199 King St., East Aurora, NY 14052 423
 Treanor, James, 10939 NE Broadway, Portland, OR 97220 449
 Watson, Marilyn L., P.O. Box 1224, Detroit Lakes, MN 56502 423

306th Family

Kilcoyne, Christina, 2111 E. Jarvis St., Shorewood, WI 53211 367D
 Raster, Mrs. Perry E., 249 Atkins, Shreveport, LA 71104 367W

Memorial and 'Book' Honor Americans

The memorial in St. Paul's Cathedral, London, and the book listing more than 25,000 Americans killed in combat, are a "must" stop for first time visitors to the Cathedral, says Reginald Thayer.

The book contains the names of Americans in alphabetical order, with a new page on view each day.

One cannot thumb through the book, written in a beautiful script, but there is a duplicate copy which can be viewed on request to Cathedral officials.

Several years ago Thayer looked through this duplicate for his brother-in-law, who was killed while flying with the 8th. Upon not finding the name, he investigated measures to have the name added. After securing considerable documentation and submitting it to the American Embassy in London, the name in question was added to the book.

"Knowing the British as I do, I am sure this memorial will be carefully guarded for many centuries," says Thayer.

Tip For Clean Travelers

If you are in the habit of washing with a face cloth, you may not find one in your Bedford hotel. So, bring your own. A small plastic bag with a "zipper" closure is a handy item to put it in when you pack up. The Cumberland Hotel in London does furnish them, but this is a rarity in many hotels in England and on the Continent.

Pollock Explains Better System For Guiding Missiles, Aircraft

Eugene J. Pollock came to combat in the 423rd squadron as navigator on Mack McKay's original crew, and became the first officer in the Group and the second in the 8th AF to complete a 25-mission combat tour. After combat he served as a gunnery officer (See *Echoes*, July '82, p. 3) and electronics officer. For the last 40 years he has held positions in program and operational management and engineering at such places as the Kennedy Space Center, Kirkland AFB, Eglin AFB, Patrick AFB, Keesler AFB. During his last two years before retirement in 1988, he was involved in large space-tracking and radar design.



Gene Pollock

target trajectory, instead of rapid, on-line, accurate and verifiable vehicle trajectories?

Or why is it so difficult, almost impossible, to transfer an FAA designated vehicle to another radar, that at best, occurs only after an extensive search, when ALL LINC radars can instantly transfer targets without search or delay?

For example, why does the FAA increase aircraft separation by 2500% from visual flight rules to instrument flight rules, incurring lengthy delays and requiring unending holding patterns, when they could just as safely use LINC VFR separation for all weather conditions?

Or just for that matter, why are ALL aircraft forced to carry an expensive and easily fooled beacon when it is not needed for identification or acquisition?

Beacons in Vietnam

Why were all friendly aircraft in Vietnam ordered to use a beacon at all times, even over hostile territory, giving the enemy a tremendous tactical advantage, and uselessly sacrificing our forces?

Or for that matter, except for its excellent extended field of view, why must we still depend on airborne (AWAC) and ground auto-sensor fighter/target control that must see BOTH the target and the fighter, when a LINC fighter can quickly locate and destroy any LINC specified target?

Why did the mega-buck "Sergeant York" fail because it could not track and destroy zero movement dynamic helicopters, and then, only after a very expensive limited production when, even today, we don't have that needed capability?

These are a few real-life examples of expensive failures that LINC could and should prevent. Those are just a few. There are others.

Former POWs, Stalag Luft III

The former prisoners of war of Stalag Luft III will hold their 1992 reunion from April 22 to 26 in Saint Louis, MO, at the Marriott Pavilion Hotel.

Contact is Bob Weinberg, 2229 Rock Creek Drive, Kerrville, TX 78028.

Gene Pollock has long been concerned with guidance systems and their control of missiles and other moving objects. In this brief technical presentation, Pollock poses a number of questions about present guidance systems. He firmly believes that LINC, Loop Integration Control, with which he has had great experience is preferable to present means of guidance and control as used by air traffic, missiles and the like.

By EUGENE J. POLLOCK

Auto-sensor guidance and control, is today routinely used for aircraft/missile intercept guidance, inertial guidance, strategic defense, air traffic control, collision avoidance, and the like.

LINC guidance and control unlike traditional auto-sensor guidance and control, has the six following characteristics: (1) Its sensor is locked "on-target" at all times preventing target-sensor separation, the plague of auto-sensor guidance and control. (2) Target vehicles are identified by a precise trajectory and do not require a beacon for identification. (3) LINC tracks and retracks at extremely low signal/noise levels transferring targets without search, for true networking. (4) It is self-calibrating and self-evaluating, producing error-free data validated trajectories on-line. (5) It provides noise-free, ultra-smooth, high precision guidance and control. (6) LINC is insensitive to jamming.

Today auto-sensor guidance and control does not have any of these precise characteristics, at best, producing only gross approximation of some of them. Today's auto-sensor control technology major deficiencies are half-heartily compensated for, overlooked or ignored. And especially, why did the Navy, with "the most sophisticated fire control available," require multiple near-miss missiles to destroy a highly vulnerable target in the Persian Gulf, reacting to a diving F4, when in fact it was a climbing scheduled airliner?

Or why do we insist on using only a moderately effective, jamming vulnerable, infrared air to air guided missile, because of its guaranteed high signal to noise ratio, when much more effective low signal to noise guidance is available?

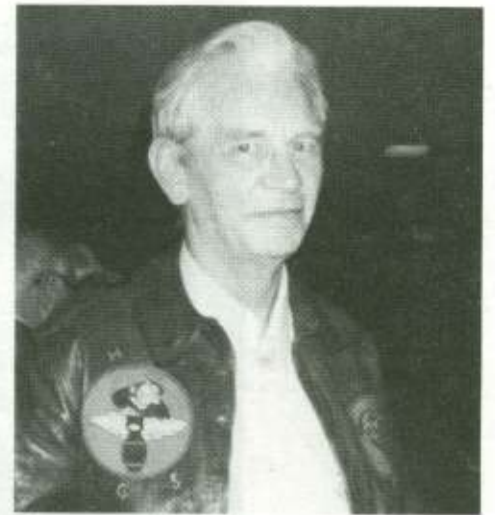
For example, why are our shoulder fired missiles so easily decoyed by flares when, in fact, they could easily be made to ignore any countermeasure?

Or why do we continuously waste millions trying to improve system precision by developing more precise sensors when LINC system precision can easily be made independent of and far more precise than any sensor?

For example, why does the Air Force Eastern Test Range and other test ranges and for that matter NORAD and the Satellite Control facility all routinely rely on auto-sensor, time-consuming, post-mission, manpower intensive processing to arrive at a "most-likely"



Richard Grimm as a new member of a combat crew in 1943, and as he appears today.



Grimm Receives Belated DFC

Richard C. Grimm, who joined the 367th squadron 3 Feb 45 as a member of Leonard J. Smith's crew, has finally received the Distinguished Flying Cross for which he had been designated in 1945. The award was made 6 Feb 92 after considerable effort by several persons, at Hanscom AFB, MA.

The original citation had been prepared by Maj. W. Bradley Butterfield, 367th operations officer at the time of this death in a crash on the Isle of Man, 10 Apr 45.

Maj. Albert Bowley took over the position, but in the end of combat and the change to the Casey Jones Project, the paperwork disappeared and Grimm never received the medal. He knew that Butterfield had prepared the citation, but lost track of what happened after that.

Finally becoming concerned, and wanting the decoration, Grimm began to write letters and ask questions a couple of years ago. LTC Thomas Witt, former 367th commanding officer and Group operations officer at the time that the award was recommended, supplied an affidavit to formally open the matter. Also, Maj. Gen. Bowley furnished a second and supporting affidavit for the award.

With these matters in place, the award was approved in mid-1991 and it was only a matter of arranging for a proper time and place to make the formal award. This was accomplished in February.

Grimm first flew with the 303rd Bomb Group in 1943, and came back to combat with the 306th. While with the 303rd, he tried to substitute for a ball turret gunner who became ill during the mission, and almost died before he was extricated from the ball, suffering from lack of oxygen.

With the 306th, Grimm flew his missions as a radio operator, completing his tour 11 Apr 45 on a trip to Kraiburg, Germany, with Capt. Henry Kornegay's crew.

A self-taught electrical engineer, Grimm has worked for Ryan Aeronau-

Gunners End Long Service

As of 1 Oct 91, the position of aerial gunner was eliminated from the airborne personnel of the Air Force, ending 75 years of dedicated service.

The last flight of an aerial gunner took place 30 Sept 91 at Castle AFB, and SMSgt John Stanton of the 93rd Bomb Wing had the honor of closing out the position, flying on a B-52G.

Then on 22 Nov a removal and dedication ceremony for the guns used on the last flight was held at Castle. The .50 caliber machine guns were placed in the Castle Air Museum.

There exists an Air Force Gunners Association, P.O. Box 844, Denair, CA 95316-0844.

tics, Raytheon and Sylvania on radar, communication and control systems. He now lives in Southboro, MA, and attended the 1991 reunion in Pittsburgh.

Grimm also flew 25 missions officially (perhaps as many as 65-70) in Korea, leaving service in 1954. In all, he earned the Air Medal with seven oak leaf clusters, Purple Heart, Korean Service Medal with seven stars and the United Nations Service Medal.

How To Get Medals Now

As time goes on, one realizes that the real importance of the medals may be to show them to your grandchildren—an idea which Mack McKay once passed on to Gen. Ira Eaker. With that in mind, we have borrowed the following from the newsletter of the 40th BG (VH), edited by Bill Rooney.

Seeing an advertisement in *WW II Times* magazine from "Medals of America," 1929 Fairview Road, Fountain Inn, SC 29644, which offered for \$8.00 a kit with which to apply for medals never received, I sent in my check and received a stapled-together booklet entitled "How to Claim Your or Your Family's Military Medals Free From the U.S. Government." In this booklet were forms to fill out that are to accompany any military records you have documenting your rights to the medals awarded but not received. The forms are no-nonsense government forms that are reasonably easy to follow. It is important to have your discharge records. If it should happen that you received the medals, but they have since been lost or destroyed, there are contingencies in the forms for this. There is also a contingency covering the recovering of medals for a deceased member of the military by his family.

Together with the sample forms that can be removed from the booklet and used in the application, there are sample cover letters to be sent. These materials are sent to:

National Personnel Records Center
(Military Personnel Records)
9700 Page Boulevard
St. Louis, MO 63132

In the sample letter there is a sentence to be included in your letter which reads "In addition I should like to receive such other awards and medals that I may be entitled to but which I am not aware of."

In due time, a form is received from the Records Center. This form is headed "Transmittal of and/or entitlement to awards." There are the usual boxes to be checked off characteristic of any all-purpose government form. Various boxes are checked confirming what medals it has been determined you are entitled to. Near the bottom of the form is a square that has been checked which reads: "The awards and decorations

(Turn to Page 4)



The Houses of Parliament, from the Thames River side, with Big Ben at the right.

England '92 Reunion Roster (as of 24 March)

| NAME | SQ | PROG | CITY, STATE | NAME | SQ | PROG | CITY, STATE |
|-------------------------------|---------|------|-----------------------|--------------------------------|------|------|------------------------------------|
| Ackerman, Carol Ann | | B | Kalamazoo, MI | Hickey, John & Elizabeth | 369 | A | Lexington, KY |
| Alleman, Harry G. & Mildred | 423 | A | Mont Alto, PA | Hill, Richard & Helen Fraley | 423 | A | Pittsfield, MA |
| Amundson, Clements & Virginia | 367 | A | Littleton, CO | Hopkins, Royce & Mollie | 367 | A | Brookshire, TX |
| Armbrust, Norman & Lorie | 423 | B | Washington CH, OH | Hopper, Ray & Morine | GP | A | Los Altos, CA |
| Barber, Rex C. & Delsa | 369 | B | Syracuse, UT | Houghton, Russell G. | 368 | B | Tucson, AZ |
| Barchard, Charles & Hazel | 367 | A | West Lebanon, NH | Houser, Robert & Doris | 368 | A | Des Moines, IA |
| Beaver, Edward W. & Maureen | 423 | B | Whitesboro, NY | Huistra, John & Phyllis | 423 | A | Allendale, MI |
| Beyer, Robert & Kim | 369 | A | Grand Rapids, MI | Hulings, Thomas & Katherine | 368 | A | Dunwoody, GA |
| Blanchard, Lucienne | | A | | Irwin, Joseph & Muriel | | A | Gladstone, Queensland Australia |
| Bordner, Ralph E. & Nell | 368 | A | East Peoria, IL | Johansen, Alfred & Elaine | 369 | B | Doylestown, PA |
| Boring, Wallace & Betty | 368 | A | Maryville, TN | Johnson, Kevin | | B | Annapolis, MD |
| Bozick, Robert & Ruth | 367 | A | Van Nuys, CA | Jones, John & Minnie | 369 | A | Pima, AZ |
| Briscoe, Dale & Beti | 369 | B | Boerne, TX | Jones, Ralph & Dee | 423 | A | Cool, CA |
| Broussard, Joe & Ada | 367 | A | Grand Chenier, LA | Jones, Richard W & Ruth | 368 | A | Olympia Fields, IL |
| Burton, Dudley & Dolores | 369 | A | Indian Wells, CA | Jordan, Samuel & Kathleene | 423 | A | Louisville, KY |
| Butschek, Walter | 423 | A | Yorktown, TX | Kaye, Herman & Dolores | 423 | A | Beverly Hills, CA |
| Butz, Jerome & Arlene | 423 | A | Easton, PA | Kellogg, George & Marie | | A | St. Johnsbury, VT |
| Capaldi, Lucy | 423D | A | Alexandria, VA | Kenney, Robert & Lura | 368 | A | Fresno, CA |
| Capaldi, Michael | 423 | A | Alexandria, VA | Kerr, George & Rita | 369 | A | Lookout Mtn, TN |
| Capaldi, Michael Jr. | 423S | A | Alexandria, VA | Kolger, Bill & Helen | 369 | A | Leakesville, MS |
| Carlile, William | GP | B | Baltimore, MD | Kontich, Miles & Phyllis | GP | B | Eugene, OR |
| Carrasco, William & Ruby | 368 | A | Caliente, CA | Korf, Glen & Margarite | 368 | A | Gladwin, MI |
| Cavaness, William & Dorothy | 368 | B | San Antonio, TX | Krajcik, Gus & Dorothy | 368 | A | Columbia, SC |
| Chesher, Walter | | B | Broadstairs, Kent | Krische, John C. | 369 | B | Glendale, LI, NY |
| Christianson, Chris & Em | 368 | A | Dallas, TX | Lateano, Guy & Ysleta | 369 | A | Arlington, TX |
| Civils, Harry & Alice | 368 | B | Kinston, NC | Latscha, Walter & Mary Jane | 368 | A | Cincinnati, OH |
| Collins, James & Melba | 369 | A | Newport Beach, CA | Leary, Thomas & Nena | 369D | B | Falls Church, VA |
| Conroy, Anthony & Patricia | 368 | A | Portland, OR | Leonard, John & Adele | GP | A | Elmira, NY |
| Cook, Orval & Katherine | 368 | A | Fresno, CA | Leroy, Jacob & Bernice | 423 | B | Portage, MI |
| Cooper, Lauri | | B | East Palestine, OH | Levinstone, Lionel & Rosalie | 367 | A | Gray, ME |
| Couris, Joseph & Eleanor | 367 | A | Nashua, NH | Lightbown, Harold & Arlene | 369 | B | Wakefield, MA |
| Damaso, Louis & Betty | 369 | A | New Port Richey, FL | Lynch, William & Jean Marie | 423 | A | Cedar Rapids, IA |
| Daniel, Everett & Martha | 369 | A | Lidderdale, IA | McGinnis, Delbert & Ruth | 368 | A | Delavan, WI |
| Daniel, Robert W. & Pat | 423 | A | San Carlos, CA | Michel, Ernest | 449 | A | Lake Havasu, AZ |
| De Wolf, William & Anne | 369 | A | Oroville, CA | Morris, William H. & Shirley | 369 | A | Aurora, IN |
| Einhorn, Selma | | A | Phoenix, AZ | Murphy, Jack | 423 | B | Huntington Beach, CA |
| Foster, Lawrence & Janice | 369 | B | East Palestine, OH | Nelson, Robert & Clare | 368 | A | Port Orford, OR |
| Fox, Edward & Minnie | 369 | A | Seminole, FL | Nesbitt, Archie & Nadyne | 367 | B | Overland Park, KS |
| Franklin, Ralph & Daphne | British | B | Keysoe, Beds, England | Offord, Durwood & Elizabeth | 367 | B | Amarillo, TX |
| Geary, John & Emily Gross | 367 | A | Waco, TX | Perin, Eddie | 369 | B | Priest River, ID |
| Godines, Henry | | A | | Phillips, Daryl & Helen | 423 | A | Fresno, CA |
| Graham, Andrew & Elrida | 423 | A | Pulaski, VA | Poff, Cecil & Virginia | 367 | A | Greensboro, NC |
| Groesbeck, Carl A. | 368 | B | Wheaton, IL | Radnofsky, Matthew | 423 | B | Seabrook, TX |
| Grondin, Abraham | 876 | A | Joliette, Quebec | Raineri, Michael & Helen | 367 | A | Dedham, MA |
| Hamilton, Jack & Barbara | 369 | B | Pinckney, MI | Reioux, Barry | 423S | A | |
| Hansen, Leif H. & Anne | 369 | A | Frederick, MD | Reioux, Michele | 423D | A | San Diego, CA |
| Hathaway, Joe & Pat | 423 | A | Glendive, MT | Reioux, Paul & Aileen | 423 | A | Kihei, Kona, HI |
| Herbster, Ken & Vivian | 423 | B | Milford, IA | Roberts, George G. & Norma | 367 | B | Gulfport, MS |
| Hernley, Judith | 369D | B | Falls Church, VA | Rockwell, Robert | 367 | B | Ridgefield, CT |
| | | | | Rodriguez, Louis & Rita | 368 | A | Stamford, CT |
| | | | | Ross, Donald R. & Janice | 368 | A | Omaha, NE |
| | | | | Ross, Shirley & Betty | 367 | A | Boise, ID |
| | | | | Rueschhoff, Phil | 367 | A | Lawrence, KS |
| | | | | Sanders, John & Helen Griffith | 423 | B | North Augusta, SC |
| | | | | 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 |

Medals from page 3

indicated above will be forwarded from HQ AFMPC/DPMASA, Randolph Air Force Base, TX 78150-6001. If you do not receive these items within 90 days, please submit a copy of this form to that office."

18th of February, a package was received containing five medals—two of which I had not applied for. A small envelope contained four small service stars to be affixed to the Asiatic-Pacific campaign ribbon. Medals received but not applied for are the WW II Victory medal and the Army Good Conduct medal.

The form was dated 1.28.92. On the

England '92 Roster from page 4

| NAME | SQ | PROG | CITY, STATE |
|---------------------------------|-----|------|-------------------|
| Smoot, James & Rosemary | 423 | B | Garland, TX |
| Snook, Donald & Katherine | 369 | B | Westport, CT |
| Sorden, Myron & Kay | 367 | A | Indianola, IA |
| Stalder, Albert & Sarah | 368 | A | Redwood City, CA |
| Stehle, Joseph | 367 | B | Annapolis, MD |
| Stephens, George A. & Elizabeth | 369 | B | Wichita, KS |
| Stewart, Forrest J. & Ann | 423 | A | The Woodlands, TX |
| Strong, Russell A. & June | 367 | A | Charlotte, NC |
| Thayer, Reginald | 368 | A | Palisades, NY |
| Thompson, Adrian | | A | Alexandria, VA |
| Thompson, Carl & Martha | 368 | A | Denton, TX |
| 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 |
| Valluzzo, Jack | 369 | B | Danbury, CT |
| Vaughn, Robert & Doris | 449 | A | San Diego, CA |
| Vickers, Robert & Helen | 367 | A | Clarence, MO |
| Wacjs, Fred | 367 | A | Fair Lawn, NY |
| Wagoner, Billy & Jeanne | 368 | A | Carmel, IN |
| Williams, Harold & Nadyne | 368 | A | Shamrock, TX |
| Williams, Willie & Mazel | 369 | A | Middlesex, NC |
| Wilson, Clay & Rachel Butner | 423 | A | Sanford, NC |
| Wilson, Wymond & Arleta | 369 | B | Mentone, IN |
| Wirth, James & Margaret | 369 | A | Riverside, CA |
| Wright, John & Shirley | 369 | B | Fullerton, CA |
| Young, Charles (Bill) & Evelyne | 369 | A | San Antonio, TX |
| Young, John & Kay | 367 | A | San Gabriel, CA |
| Ziemer, Paul | | B | San Diego, CA |

Scotland
Extension Trip
Roster

Amundsen, Clements & Virginia
Armbrust, Norman & Lorie
Barber, Rex & Delsa
Burton, Dudley & Dolores
Butz, Jerome & Arlene
Couris, Joseph & Eleanor
Geary, John & Emily Gross
Graham, Andrew & Elrica
Hamilton, Jack & Barbara
Jones, John & Minnie
Jones, Ralph & Dee
Jones, Richard & Ruth
Kolger, William & Helen
Levinstone, Lionel & Rosalie
Morris, William & Shirley
Nattier, Clayton & Jean
Offord, Durwood & Elizabeth
Ross, Shirly & Betty
Rueschhoff, Phil
Sharkey, Dennis & Mary Rose
Sharkey, Dennis III
Sorden, Myron & Kathryn
Thompson, Crl & Martha
Wilson, Wymond & Arleta
Wirth, James & Margaret

France
Extension Trip
Roster

Barchard, Charles & Hazel
Boring, Wallace & Betty
Bozick, Robert & Ruth
Briscoe, Dale & Beti
Broussard, Joseph & Ada
Butschek, Walter
Capaldi, Lucy
Capaldi, Michael
Capaldi, Michael Jr.
Christianson, Chris & Em
Collins, James & Melba
Damaso, Louis & Betty
Daniel, Robert & Pat
Hermley, Judith
Hill, Richard & Helen Fraley
Huistra, John & Phyllis
Johansen, Alfred & Elaine
Jordan, Samuel & Kathleene
Kaye, Herman & Dolores
Korf, Glen & Margarite
Leary, Thomas & Nena
Lynch, William & Jean Marie
Nesbitt, Archie & Nadyne
Phillips, Daryl & Helen
Ross, Janice
Serafin, Frank & Florence
Smith, L. Eugene & Jean
Stalder, Albert & Sarah
Strong, Russell & June
Thompson, Adrian
Trask, Roy & Dannie
Vickers, Robert & Helen
Williams, Willie & Mazel
Young, John & Kay

New
Directory

If you have not updated your records with the 306th Association, in anticipation of the 1992 directory publication, please refer to page 2 of the January issue of *Echoes*. Then send such data as you can to the secretary by 1 May 92.

Your Story
Can Be Told
For Family

Now that you may have more time for personal projects than you enjoyed while actively working, it may be a good idea to think of transmitting to your children a record of your wartime activities.

The events and experiences which you had are really quite foreign to your own children and they may have little understanding of what you did in service. It doesn't matter what you did, but that you did participate in WWII and spend a considerable amount of time in England is of interest.

Edward L. Lawrence, a 423rd navigator in 1944, has done what others have done, and has done very nicely what everyone ought to do.

Sit down and write about your experiences: if you hate to write or it is just too difficult a task, get hold of a simple tape recorder and talk about the war and your experiences; or you may have a child or grandchild who would exult in a sharing experiences with you and then write about what it was you did.

Immortality for most people lies in the bosom of family, and it is those close to you who care about you and want to share this very special time in your life.

Where do you start? Perhaps a simple outline would make the whole task easier, such as:

Talk about school before service;

Tell about registering for the draft and then being called, or about enlisting in the Army, or perhaps the Air Corps of that day;

Tell them where you were when Pearl Harbor was attacked and how you reacted;

Basic training is a rare experience to look back on—perhaps not so pleasant while enduring it;

Training Daze

Talk about any specialized training you had, the hours and days spent in school, where you were in the U.S. and how you got there, caricature some of your companions, and what you did in your free time;

Your first promotion was important to you then and should be recalled;

How much you were paid, and what did a \$10 a month increase mean to you then;

When and where may you have gone for combat training? If you were flying, what kind of planes did you first fly and where; What was your first ride in a B-17 like? How did you feel?

How did you get to combat and what happened along the way;

There were girls to be met, commitments may have been made, and when did you decide to marry HER;

How did you get to England? Were you seasick, how was the food aboard ship and what did you do with all those hours?

If you flew over, where did you go and with whom? What happened to that airplane?

Did you go directly to Thurleigh, or were there stops along the way;

Minute by Minute

If you flew combat and have a mission list, perhaps you can at least capsule this experience: the cold, flak suits, frozen sandwiches, fighter attacks, shooting at the enemy, watching a fire in an engine, getting ready to bail out, dropping the bombs, losing the formation, bailing out, how you felt in the air and landing, the terror of capture,

Mailing List
Updates

Neil H. Brennan 368
9300 Torch Bridge Ct.
Rapid City, MI 49676

Donald Brolin 423
24850 5th Ave., #19
Los Molinos, CA 96055

Tom F. Chandler 367
P.O. Box 6
Republican City, NE 68971

Albert A. Conrad GP
72 Applegate Ln.
Falmouth, ME 04105

Delmar Corderman 368
605 S. 11th
Sac City, IA 50583

Vernon Crowton 369
684 Lake St.
Spruce, MI 48762

Harold Demorest 423
2442 Woodberry Ave.
Hemet, CA 92544

Ludwig Gulbrantson 204
136 Dean Dr.
Palatine, IL 60067

Albert Handel 367
3000 W. Valley Forge Cir., #1053
King of Prussia, PA 19406

Jerome A. Hinman GP
Box 181541
Coronado, CA 92178

John W. James 368
2064 Nashville Rd.
Franklin, KY 42134

James H. Jeffers BW
12171 Bethel Church Rd.
Midland, NC 28107

L.P. Johnson 423
602 Augusta Blvd.
Naples, FL 33962

George L. Lewis 367
787054 Kamehameha III Rd., #1204
Kailua, Kona, HI 96740

Roger S. Lindsey 369
113 Goldenrod Ln.
Fishers, IN 46038

Ernest H. Miller GP
Pioneer Nursing Home
Erskine, MN 56535

Clement M. Morgan 369
841 Shortspoon Cir.
Rocky Mount, NC 27804

Willis S. Nelson 367
10834 W. Wedgewood Dr.
Sun City, AZ 85351

Dwight Paisley 423
555 Goosepond Rd.
Newark, OH 43055

Lee A. Prugh 369
3023 W. Redfield Rd.
Phoenix, AZ 85023

Robert H. Reens 369
3023 Robbins Rd., #412
Grand Haven, MI 49417

Raymond F. Sensenbrenner 367
1051 S. Lake Michigan Dr.
Sturgeon Bay, WI 54235

William O. Slenker 369
5980 Amherst Dr., #D206
Naples, FL 33962

Stanley R. Stedt 423
3993 10th St., #1606
Riverside, CA 92501

Carl P. Smyth 423
7521 NW 12th St.
Oklahoma City, OK 73127

William A. Taylor 423
211 Marlboro Ct.
Tecumseh, MI 49286

Emil R. Wilke 369
27 Old Farm Ct.
Bradley, IL 60915

306th Family

Mrs. William P. Cassidy 423W
9110 Belvoir Woods Pkwy., #302A
Fort Belvoir, VA 22060

Mrs. Foil V. Charles 4thW
303 Parkway, #B
Greensboro, NC 27401

Charles Pederson 367S
1453 SE Division St.
Portland, OR 97202

W. Raymond Wood 369B
6407 N. Clover Ct.
Columbia, MO 65202

freedom, meeting your crewmates, going to Dulag Luft, then to a Stalag.

Completing your missions; moving up in the ranks; taking on special responsibilities; promotions; demotions;

Discuss your appreciation of some of your crew and your dislike of others;

Talk about the men you worked with on the planes, or in an office, in a shop,

(Turn to Page 6)

Memorials Honor 306th Men

Visiting an American military cemetery outside the continental U.S. can be one of the most moving experiences most people ever will encounter. Our visit in August to the Cambridge American Cemetery, where a number of 306th men are buried or memorialized, will predictably have a great impact upon our tour group.

The cemetery with its 3,811 graves is the smallest American cemetery in Europe. It is situated so as to give one the maximum visual impact that it can. Standing at the flagpole one looks out at the graves, and then to the right the Wall of the Missing, and behind the reflecting pond to the magnificent chapel.

The cemetery was first established on 7 Dec 43—the second anniversary of the Japanese attack on Pearl Harbor. This site was selected as a permanent American Military Cemetery because of its scenic grandeur and the fact that a large proportion of the American casualties occurred in this general area of East Anglia. The comparatively level English landscape was a natural landing field for Allied bombers and fighters based in England. The country-side in East Anglia was dotted with airfields built for the air offensive against the Germany-dominated continent.

The cemetery site, covering 30.5 acres, was donated by the Cambridge University. Construction of the cemetery and memorial was completed in 1956 and the cemetery was dedicated on 16 July 1956.

From Cambridge to Ely

In front of the Visitors' Building is a 72-foot long flagpole and its platform, with the inscription on the flagpole base taken from John McCrae's poem—*In Flanders Fields*: "To You From Failing Hands We throw The Torch—Be Yours To Hold It High." From this point the spire of ancient Ely Cathedral can be seen 16 miles to the northeast. At the far end is the memorial. The south side of the mall is formed by the wall bearing the names of the Missing; the north side, toward the graves, is lined with a row of double pink hawthorn trees.

The 3,811 burials in the fan-shaped graves area are arranged in quarter circles whose wide sweep across the green lawns is best appreciated from the mall near the memorial. Twenty-four of the headstones mark the graves of "Unknowns." Among the headstones

Your Record from page 5

in the Squadron headquarters; leaves, passes, traveling about England, meeting British girls, visiting in British homes;

Describe the barracks you lived in, what you liked about it, what you hated, what you dreamed of, what you read, *Stars & Stripes*; *Yank*;

Leaving Thurleigh, traveling homeward, arrival at home, further service, discharge and back to civilian life.

Any of this should be expanded or contracted to meet individual needs and desires. Don't gloss over all of the bad things, but don't dwell on them either.

Explain how or why you ended up with the duty you had. Discuss your relationships with those you worked with.

Then explain how you view the whole experience from a 50-year perspective.

Perhaps there is a family member or a friend who can help you in smoothing out the whole manuscript once you complete it. You can't finish the job in one sitting, but perhaps one ought to commit short spans of work over a year to bring it to some conclusion. Your own experience and energy will dictate whether you want to polish up the manuscript. It is nice to do, but not an essential, for most of it will be read by those who love you and who will be forgiving of the foibles that enter in.

The important thing in the whole scheme is to leave your family with a record of a very intimate part of your life that they know very little about. They may gain a new appreciation of just how THEIR family fitted in one of the most significant events of the 20th Century.

are two which represent burials of two men, and three men, respectively, whose names are known yet who could not be separately identified. Their remains are buried together; bronze tablets over their graves record their names.

The Wall of the Missing is 472 feet in length, built of Portland stone, a limestone quarried on the south coast of England. Here are recorded the names and particulars of 5,125 of our Missing. These also gave their lives in the service of their country, but their remains have not been identified, or they were buried in Atlantic waters. Along the wall are four statues representing a Soldier, a Sailor, an Airman and a Coast Guardman in their typical uniforms and with their weapons.

The memorial, like the great wall, is built of Portland stone. It is 85 feet long, 30 feet wide and 28 feet high. On the north face of the memorial are five pylons each inscribed with a date recalling the five years from 1941 through 1945 in which the United States participated in the war. The main doors are of teakwood, and bear the bronze models of military equipment and naval vessels.

The interior of the memorial is divided into the large museum chamber, and the smaller devotional chapel at the far end. The outstanding feature of the museum room is the impressive map "The Mastery of the Atlantic—The Great Air Assault." This map, designed by the American artist Herbert Gute, from data prepared by the American Battle Monuments Commission, indicated the principal sea routes across the Atlantic and the types of naval and commercial craft which assured and maintained a supply of men and munitions to the European theater of operations. It also recalls the aircraft which operated in the antisubmarine campaign. Over Europe itself is depicted the continuous air assault by the United States Army Air Forces and the Royal Air Force, operating both from England and from Italy, which contributed in large measure to the defeat of the enemy. Symbolic air lanes indicate their routes to the various targets of which the nature—military, industrial, transportation—is explained by the legend.

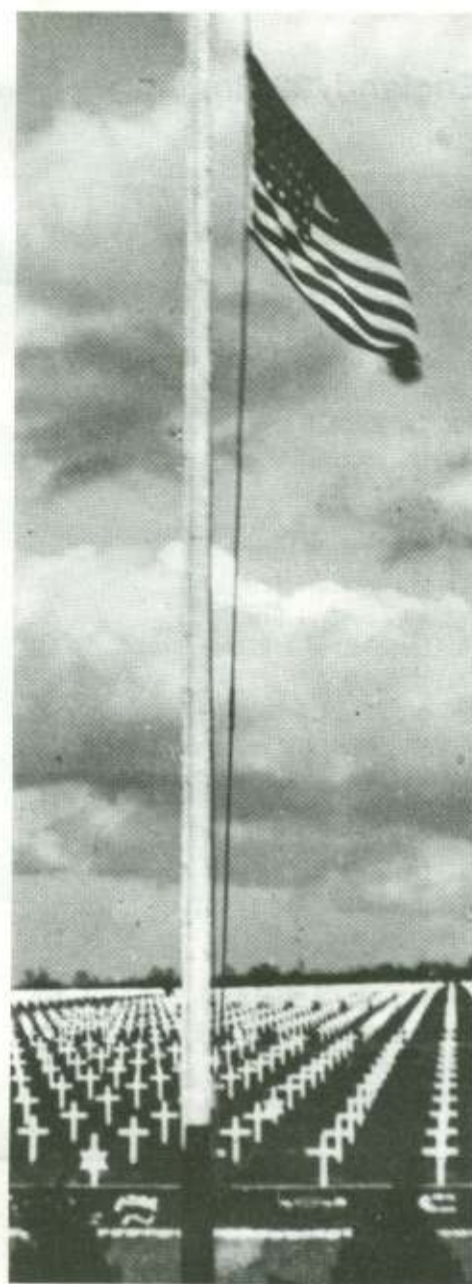
The map on the south wall indicates sites leased by the people of the United Kingdom to the Armed Forces of the United States for preparation and support of military operations. This map shows every place where a battalion unit or a larger size was stationed during World War II. The legend explains more fully the significance of the signs and symbols. Air, sea and invasion routes are shown.

The mosaic ceiling, by the American artist Francis Scott Bradford, constitutes a memorial to those Americans who gave their lives while serving in the U.S. Army Air Force. The ghostly aircraft—single engine, twin engine, four engine—accompanied by mourning angels, make their final flight toward the Glory over the altar. The parts of the ceiling in deep blue denote the depth of infinity; the lighter colors reflect the light of Heaven breaking through the earthly layers of the sky. The lighter nimbus surrounding each aircraft separates it from earthly forces while it carries the souls of the men who perished in the skies.

Set in glass panels and above the main door are stained-glass medallions representing the seals of the War and Navy Departments, as well as the principal decorations awarded by our Armed Services. In the remaining windows of the memorial are set stained-glass replicas of the seals of the States of the Union arranged in vertical

rows, from left to right, in the order in which they entered the Union. Above them are the seals of the United States (obverse and reverse), the District of Columbia and Puerto Rico.

Over the teakwood doorway to the chapel is the inscription in bronze characters "Into Thy Hands, O Lord." The words Faith, Hope, also in bronze letters, are set into the chancel rail. On the Portland stone altar, a cloth of coat of mail is spread; upon it rests the large bronze cross. Behind the altar is a mosaic also by Francis Scott Bradford, which purports to interpret the supreme moment, described in the Scriptures, in which the Archangel sounds his trumpet to announce the imminence of the Resurrection and the Last Judgement. Detailed accuracy in delineation of the various engines of war is emphasized to lend force to the over-all symbolism of the design; the ship and the aircraft are memorial representations of the sacrifice of those in the naval sea and air forces who are buried in the cemetery, or lost or beneath the sea and here commemorated. The Crosses and Star of David refer as symbols to those who are buried beneath the ground. Mourning angels, and the inscription from the 23rd Psalm, He Restoreth My Soul—He Maketh Me to Lie Down in Green Pastures, enter into the design also. Flanking the altar are two tall candelabra, also embellished with mosaic.



306th Men on the WALL OF THE MISSING

Allyea, Harry J. 1Lt 423

Barthe, Martin R. S/Sgt. 367
Becker, Paul A. 1Lt 367
Bohrer, Donald F. S/Sgt. 369
Brill, Ivan 1Lt 423
Byer, Paul E. 1Lt 369

Capps, Robert P. M. S/Sgt. 423
Carbine, Joseph J. 2Lt 367
Carlton, Charles H. S/Sgt. 423
Caserta, Carlo Sgt. 367
Cecere, Anthony R. T/Sgt. 369
Chancellor, Roy L. S/Sgt. 369
Cogen, Abraham L. Sgt. 423
Constantine, Kermit J. T/Sgt. 369
Cook, Arthur G. T/Sgt. 369
Cooke, Creston O. S/Sgt. 423
Coplin, Okey R. Sgt. 367
Covington, William R. T/Sgt. 423
Cox, John A. Sgt. 367
Cranmer, Charles W. B. 1Lt 369
Creamer, John A. 1Lt 367
Crede, Robert E. S/Sgt. 367
Creed, Joe A. 1Lt 367
Cybulski, John W. S/Sgt. 423

Daley, Vernor P. 1Lt 367
DeSolt, Silvio P. S/Sgt. 367
Denny, Ralph L. 2Lt 423
Dewey, Edwin R. Sgt. 367
Dickey, William W. 2Lt 367
Dickson, Donald F. 1Lt 367
Dixon, Merl E. S/Sgt. 368
Dyakovich, William J. Sgt. 423

Elliott, Judson W. S/Sgt. 423
Farmer, Robert C. 2Lt 423
Folliard, Robert V. S/Sgt. 423

Gaffney, James P. S/Sgt. 423
Gile, Harry L. Sgt. 367
Gordon, Robert W. Sgt. 423

Harris, Arizona F. T/Sgt. 369
Barrison, Cleston K. Sgt. 423
Bealey, Bernard T. 2Lt 423
Henry, Murrel C. 1Lt 367
Hopkins, Jerrold M. S/Sgt. 367
Horn, Reisel R. T/Sgt. 367
Horst III, Rudolph 1Lt 369

Johnson, Vincent S. Sgt. 367
Joplin, John C. 2Lt 369
Jordan, Howard E. S/Sgt. 368
Justice, Edward R. S/Sgt. 369

Kaczanowski, Edward W. Sgt. 423
Kasmiersky, Joe A. S/Sgt. 423
Kelch, Joseph A. 2Lt 368
Kinney, Lowell E. 2Lt 423
Kloster, Laurel M. S/Sgt. 369
Langan, Hugh L. Cpl. 367
Layfield, Raymond L. 2Lt 369

Lear, James B. 1Lt 423
Little, Randall S/Sgt. 368
Lowe, Joseph E. Maj. 423

Madison, Jack M. S/Sgt. 423
Manning, Charles F. 2Lt 367
Maple, Gilbert A. T/Sgt. 369
Marinos, Peter 1Lt 368
Marquez, Porfirio J. T/Sgt. 367
Mathis III, Joseph B. Capt. 423
Maupin, John P. T/Sgt. 423
McCue, William J. S/Sgt. 369
McMillan, Thomas E. T/Sgt. 367
Meriwether, Charles J. T/Sgt. 367
Riessler, Wilfred E. 2Lt 367
Mueller, Charles E. 1Lt 423
Murat, George S/Sgt. 367
Murphy, James C. 2Lt 367
Musick, William S/Sgt. 369
Myers, Charles E. T/Sgt. 367

Nelson, Norman R. 2Lt 423
Nordberg, David J. 2Lt 423
Norlen, Earl W. T/Sgt. 367
Nusser, William Sgt. 367

O'Brien, Vincent E. S/Sgt. 423
Osgood, William I. T/Sgt. 369
Owen, Earl K. S/Sgt. 367

Pappas, John S. 2Lt 367
Payne, William R. S/Sgt. 368
Peterson, Louis J. T/Sgt. 369
Petrillo, George W. S/Sgt. 367
Porter, Carlton E. S/Sgt. 367

Reed, John G. 1Lt 369
Reimann, Carroll L. S/Sgt. 423
Ross, Harvey J. Sgt. 367
Rumph, George E. S/Sgt. 367
Ryan, Edward M. S/Sgt. 369

Schatz, Alfred M. T/Sgt. 367
Schmitz, Henry N. 2Lt 369
Schmoyer, Raymond C. S/Sgt. 367
Schneider, Norman F/O 367
Searies, Walter E. Sgt. 367
Siler, Gorman W. 1Lt 369
Smith, Lemuel B. 1Lt 367
Stetler, Frank R. Sgt. 367
Stewart, James M. 1Lt 367
Stewart, Robert D. 1Lt 369
Streun, Kenneth H. 2Lt 369
Sykes, Robert E. Sgt. 369

Tannenbaum, Paul 2Lt 367
Terry, Gilbert H. T/Sgt. 423
Threlkeld, Joseph E. Sgt. 369
Uhrin, Michael S/Sgt. 369

Wallace, Ralph W. Sgt. 423
Wheeler, Jack M. S/Sgt. 367
Wigginton, Bart 1Lt 423
Williams, Buren C. T/Sgt. 423
Wilson, Charles R. S/Sgt. 423
Wilson, Lewis L. 2Lt 369
Wilson, Paul A. 2Lt 367
Wright, Frank E. 1Lt 369

Zimmerman, Philip V. Sgt. 368

306th Men Buried at Cambridge

Baughman, Mont D. Sgt. 367th
Bearden, Sam P. T/Sgt. 368th
Bickston, Robert A. Cpl. 367th
Butterfield, W. Bradley Capt. 367th
Cameron, Robert P. 2Lt 367th
Check, Raymond J. Capt. 423rd
Crooks, Charles A. 2Lt 368th
Cubberly, George E. Capt 367th
Davis, Thomas H. S/Sgt. 369th
DeRoff, Walter E. S/Sgt. 423rd
Ely, William W. 1Lt 367th
Eppler, Jack B. S/Sgt. 367th
Fant, Willie S. T/Sgt. 368th
Farr, Conrad J. 2Lt 369th
Fife, Robert C. 1Lt 369th
Gallion, Earnest E. T/Sgt. 367th
Hanson, Robert W. 2Lt 423rd
Helms, Billy A. S/Sgt. 369th
Henn, Raymond J. S/Sgt. 423rd
Hostettler, Arthur S. Capt. 367th
Hover, Thomas S. Pvt. 368th
Jensen, Virgil F. S/Sgt. 367th
Jones, Derrell S. W/Sgt. 367th
Liersch, Collins E. 2Lt 367th
Mandula, Joseph M. Sgt. 368th
Mitchell, James L. S/Sgt. 367th
Mockus, John P. 2Lt 368th
Nicholson, Charles R. S/Sgt. 368th
O'Malley, Edward D. 2Lt 423rd
Osborne, Bryce J. Sgt. 369th
Parrish, Austin J. 2Lt 367th
Pashon, Gail W. S/Sgt. 423
Peterson, William H. 1Lt 367th
Reichle, Herbert E. T/Sgt. 369th
Renfro, Harry M. 1Lt 367th
Rood, Kenneth B. S/Sgt. 423rd
Roskovich, Michael 2Lt 423rd
Schaefer, Donald J. 2Lt 367th
Shields III, Ewing 2Lt 368th
Smolenski, Edward S. F/O 423rd
Speakman, Alton G. Sgt. 423rd
Strauser, John A. 2Lt 368th
Tessier, Albert E. Sgt. 368th
Transeth, Willard A. 2Lt 367th
Vielle, Robert A. 1Lt 367th

London Offers Great Variety, Opportunities for Tourists

The London metropolitan area is fairly large, but most things of interest are grouped in compact areas. Some are in London proper and some just outside. **Mayfair** is noted for its posh shops; **Soho** for its pubs, clubs, and nightlife; and **Covent Garden** for its trendy shops. All this makes up what is called **West End**. Other areas are **Westminster and Whitehall**, where the seats of government, Trafalgar Square, the National Gallery, and Buckingham Palace are located. The city/business center is found near **Fleet Street**; also St. Paul's Cathedral and the Tower of London are located in that area.

Knightsbridge is where you will find the famous Harrod's department store; **Kensington** features a palace and gardens; **Hampstead** is noted for the elegant homes and shops; and **Chelsea** is where trends are born and the fashionable are seen. It would take several days to see everything.

If you want more background on the sights, attend the "London Experience," a 40-minute film providing historical background on the city, at the Trocadero complex. This will orient you and perhaps make your city tour more enjoyable.

The city's tourist attractions are sights you have heard about all your life and the following are absolute musts: **The Tower of London** which dates back to 1066 and houses the Royal Family's Crown Jewels; **Westminster Abbey** where royalty is crowned and some are buried. As you enter through the school entrance, immediately to the left are the tombs, including the Poets Corner, where Dickens, Ben Johnson and others lie.

St. Paul's Cathedral, built by Sir Christopher Wren is huge and you will stand in awe at both its size and beauty. **Big Ben** clock tower at the Parliament Building; **Buckingham Palace**, the Royal Family residence; the **British Museum**, truly one of the world's greatest — is home to an incredible range of exhibits, including two Magna Cartas, the Rosetta Stone, Greek statues from the Acropolis, Egyptian mummies, the Beatles' autographs, and thousands of other fascinating items from around the world; and the **National Gallery** and the **Tate Gallery** are wonderful art museums.

Although the sights above may take up all your allotted time, the city environs hold several other attractions, and visitors can pick and choose from the following, time permitting: the **Commonwealth Institute**; the three **Houses of Parliament**, also known as The Palace of Westminster; **Harrod's** and Fortnum and Mason's department stores — the latter is near Piccadilly Circus; **Trafalgar Square** with its towering statue of Lord Nelson; **Hyde Park**, site of Speaker's Corner, where, on Sunday afternoons, anyone can get up and give a speech on any subject — and find a heckler in the audience; **Old Bailey** court house, where judges in powdered wigs stroll the corridors; the **Victoria and Albert Museum**; and the **Tower Bridge**.

After you have seen all this, you still have only scratched the surface of London.

There are a host of museums and exhibitions; of special note is the **Barbican Arts and Conference Centre**, which features art galleries, performance halls (the London Symphony Orchestra and Royal Shakespeare Company call it home), cinemas, and a library.

Try a River Cruise

There, is of course, more to do in London than visit historic sites, museums, and galleries. Among the other daytime activities are: boating down one of London's two canals, Regent's and Grand Union, down the **River Thames** or on Hyde Park's Serpentine; visiting **Kew Gardens** with its greenhouses filled with tropical plants and orchids; or **Highgate Cemetery**, unkempt resting place of notables such as Wordsworth, Tennyson, and Karl Marx. You may just enjoy strolling around Hampstead Heath or the London Zoo; observing the activity at Lloyd's of London or the stock exchange, or shopping.

The following are not primary attractions, but keep an eye out for: **Davison Newman's**, a tea seller whose product was tossed into the water during the Boston Tea Party; **Middle Temple**, a school where seven signers of the U.S. Declaration of Independence studied law; Tom Paine's London home; the **Mayflower Pub** where the pilgrims often drank; **Brown's Hotel**, whose notable list of patrons has included Mark Twain and Theodore Roosevelt; **Number 10 Downing Street**, home of the Prime Minister; Dr. Samuel Johnson's home; John Keat's home; **Baker Street**, where fictional detective Sherlock Holmes lived; **Park Lane**, where fictional detective Hercule Poirot lived; and the **East End** area, where the real Jack the Ripper lived.

In the evening, a trip to the theatre is a must. The "legitimate" theatre is in West End, but there are lots of interesting repertory and experimental "fringe" performances. Opera, ballet, and classical concerts are frequent; jazz can be found in Soho. In addition, just about any movie you ever wanted to see is playing somewhere in London.

Finally, a word about getting around town: one of the finest public transportation systems in the world is located in London. It is widely used and most efficient. It is actually fun to ride the underground "Tube" or the double-decker busses, however, do try to avoid the rush hour. If you like door-to-door service, there are also plenty of taxis.

If time permits, there are several day trips from London, including excursions to **Chartwell**, home of Winston Churchill; **Windsor Castle**; **Hampton Court Palace**, where its beautiful tapestries and art; and **Greenwich** where you can go by riverboat — about 25 minutes — to see the clipper **Cutty Sark** and the world's official clock at the **Old Royal Observatory**.

London has no season when the weather is ideal, however, in August the temperatures should range in the mid 70's during the day and in the 60's at night. It is always wise to take a collapsible umbrella and a sweater, just in case.

'306th' Again Ends Business In Europe

Once again, the 306th designation in the USAAF/USAF has been laid to rest once again. In the program sent from RAF Mildenhall, no date was given, but it occurred sometime earlier this year.

Dates and designations have included:

306th Bombardment Group — Activated at Gowen Field, ID, 28 Jan 42. Deactivated 25 Dec 46. (B-17s)

306th Bombardment Group (Very Heavy) — Activated 1 Jul 47, at Andrews Field, MD.

306th Bombardment Wing — Redesignated Sep 50 at MacDill AFB, FL. (B-47s) and (KC-97s). (B-52s in 1966). Deactivated Jul 74.

306th Strategic Wing — Activated 15 Aug 76 at Ramstein AB, Germany. Moved to RAF Mildenhall with KC-135s.

To better update you on more recent happenings of the 306th Strategic Wing, we borrow from the history presented at the recent deactivation ceremony:

"In April 1986, the wing played a major role in the success of Operation "Eldorado Canyon." During the 14-hour mission, wing tankers kept an armada of 18 F-111F and four EF-111 aircraft topped off for their attack against terrorist targets in Libya.

At the start of Operation DESERT SHIELD in August 1990, the 306 SW was the USAF's leaf unit in Southwest Asia and were already "in the sand" in the United Arab Emirates for Operation IVORY JUSTICE. Tankers from the wing refueled the first fighter deployment into Saudi Arabia.

"Since then, the wing has participated in nearly every movement of air refuelable assets into Southwest



Asia. The wing also supported numerous logistical missions which ferried personnel and cargo to DESERT SHIELD locations throughout Southwest Asia, thereby easing overtaxed Military Airlift Command assets. Throughout Operations DESERT SHIELD/STORM/CALM and PROVIDE COMFORT, the wing planned, scheduled, and obtained diplomatic clearance for all transient SAC missions through RAF Mildenhall and Zaragoza AB, Spain.

"The wing also supported numerous locations with temporary duty staff and aircrews deployed to Saudi Arabia, United Arab Emirates, Oman, Italy, Turkey, the Azores, Greece, Crete, France, and Egypt. Overall, in support of Southwest Asia operations, the 306 SW has flown over 7,000 flying hours in KC-135A/Q/R and KC-10 aircraft, refueled over 6,000 receivers, and offloaded over 100,000,000 pounds of fuel to USAF fighters, RC-135s, KC-10s, C-130s, C-141s, C-5s, and US Navy aircraft from the carriers Saratoga, Independence, Eisenhower, Midway, and Forrestal.

306th Publications

Published materials now available from the Group will help you follow the 306th through the combat period, 1942-45:

Combat Diary of the 369th Squadron

Day-by-day diary, kept by intelligence officers, of the squadron combat activities, with some other information. 144 pages, plastic bound.

306th Echoes, on microfiche

Now available from 1976 through 1991, with a 41-page index covering those years. Can be viewed at any library.

Men of the 306th, on microfilm

A role of 16mm film duplicates the 306th card file of nearly 11,000 men, including data extracted from various 306th records, and personal data on some of the men.

Other materials will be advertised in **Echoes** as they become available. Work has been started on the **367th Combat Diary**, and at the 1993 Reunion it is hoped to have all of the Squadron diaries available.

ORDER FORM

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| 369th Combat Diary | \$17.00 _____ |
| 306th Echoes, microfiche | \$10.00 _____ |
| Men of the 306th, microfilm | \$10.00 _____ |
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Charlotte, NC 28205

A VARIED BOOKSHELF

Stalag Luft 3 Tales, Luftwaffe
And the 8th in Color Await You

Through the Eye of the Needle, edited by Joe Consolmagno. Pub. by Stalag Luft III Former Prisoners of War, 1992. 356 pp. \$16.95.
Joe Consolmagno, a 367th navigator who spent two years in Stalag Luft III, has put together 68 first person accounts of "Combat, Evasion and Capture by World War II Airmen."

Ten of the tales have been told by men from the 306th, nine of whom made their way to Stalag III at Sagan, Poland, and one more fortunate who evaded capture and returned to England by an RAF courier plane.

Included are the stories as told by Don Eldredge, Robert Hermann, John Ryan, Joe Consolmagno, James Crouch, Myron Sorden, James Vaughter, Leland Dowden, Robert Seelos and Keith Conley.

There is considerable variety in the stories, outlining the varied experiences that the men went through. But, throughout the reading of the book is the nagging question, "Couldn't you have written a bit more? Its such a great story."

Many of the stories would make books in themselves, and Consolmagno found it a tough job to encompass 68 fascinating stories with the pages allowed. Some of these you may have read before, but many of the stories will be new and will give you a new appreciation of the impact of the words "bail out!"

"JG 26, Top Guns of the Luftwaffe," by Donald L. Caldwell. New York, Orion Books, 1991. 440 pp. \$25.

This is the most detailed book to be written by an American on the Luftwaffe, and tells the story of the outfit that the Americans frequently called the "Abbeville Kids."

This was the great Luftwaffe fighter group that was early on headed by the legendary Adolph Galland, and

flew both ME109s and FW190s from fields in Northern France. But they also flew in Sicily and on the Russian front as the demands of war dictated.

Probably for the American reader the most interesting period is from 1942 onward, as JG 26 was called upon day after day to face the growing numbers of American bombers and to wreak havoc on the formations. It was far easier for the Luftwaffe before the advent of the P-51.

From that signal point the men of JG 26 became a changing panorama as the old and storied aces dropped by the wayside, and the slightly trained men who took their places were lucky to fly five missions before injury or death.

If you want to know how the Germans manipulated their forces to meet the growing challenge of the American bombers and their escorts, this will be well worth some of your time.

306th men who have met members of JC 26 in recent years have developed interesting rapports with their onetime opponents.

The Might Eighth in Colour, by Roger A. Freeman. London, Arms and Armour Press, 1992. 160 pp. \$19.95.

Four pages, including nine pictures in color, are the 306th contribution to this book of unusual pictures. While color slides had come into being in 1936, precious little 35mm color film made its way to England during the war.

Most of the 306th pictures were taken within a week of the end of combat by Ben Marcilonis, a welder, who no longer remembers how he got hold of this film.

Another picture shows Col. George L. Robinson and the then Princess Elizabeth standing in front of the 367th's "Rose of York" following the christening of the airplane in July 1944.

This is an interesting addition to Roger Freeman's lengthening bookshelf on the 8th Air Force, and now numbers about 10 volumes. Not all have been published in the U.S.

Myllykoski (from Page 1)

grabbed his own chute that it was his duty to check the ball turret before leaving by the back door.

Myllykoski Acts

"As you step out of the radio room door, the ball turret's right there and you have to go around it. I could see through a port into the turret. Huston's face was visible...his eyes were closed...his head was back...he was unconscious. He awakened when I began cranking the turret into position to extricate him.

"Huston was a stranger to me, as he had joined the crew that day to replace a regular gunner. His legs had been crippled when flak ripped through his turret."

Myllykoski was hampered by his own equipment, so he quickly stripped off his own chute and his bailout bottle in order to reach into the turret and pull Huston out.

"I put his chest pack on and helped him to the waist door. Blood was frozen on his boots. I put his hand on the rip cord and told him to pull it when he was safely out of the door and away from the plane."

Then Myllykoski returned to get his own chute, snap it on the clips on his harness and grab his own oxygen bottle, then return to the door and jump himself.

"I was picked up immediately on landing by a German farmer and his dogs. It was a little touch and go in the beginning, as many Germans were sorely aggravated by the bombing we were doing of their homeland."

But he survived this hazardous situation, and like many enlisted men out of the 306th, ended up in Stalag 17-B. He never encountered any of this combat crew in the two years he was in prison camp, and postwar his service friends were those men he had known in prison camp. (Myllykoski had come to the 306th 4 May 43 with the Jim Leach crew. Leach only stayed with the 306th about a month, and then was on detached service to the 303rd Group and 1 CBW, before being transferred to 40 CBW 16 Aug 43.)

Armbrust and Ellwood, following the 1985 reunion, began to make motions to secure a decoration for Myllykoski. They wrote letters and supplied affidavits about the events of 26 Jul 43, and finally in late 1991 the quiet radio operator was informed that he had been approved for the Silver Star. True to form, he wanted the medal mailed to him.

But here his wife, Lillian, and their two daughters intervened. An appropriate award ceremony was set up at Patrick Air Force Base in Florida, and the Myllykoski family, including grandchildren, were on hand on 14 Feb, along with the pilot, Norman Armbrust, as the medal was formally presented following a reading of the citation.

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