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# Rousing Reunion Brings Joy, Tears at Thurleigh

## 400 Attend Events in England

How wonderful it would have been if everyone known to have served with the 306th in England could have been in the group returning in August!

With a few over 300 participating in the full tour, we found that a group of that size was somewhat overwhelming. No one could envision multiplying this by several thousand more people.

But, those who were able to be in England, in Bedford, and one last time at Thurleigh, found it an incomparable experience. It was such a mixture of good things: wonderful travel companions, new friendships made, meetings with a most appreciative British citizenry, good food, high moments of great passion which were often joined with tears, and the sense we were indeed a part of history; that we were favored to have survived the combat and that just one more time we saw a B-17 making its circuit of OUR base.

Not only did we honor those who gave their lives, and those boon companions no longer with us. For many there were times when names of 47 to 50 years ago flooded into our consciousness, and we thought through rosters of those we wish could have shared all of this with us.

About 400 people from the 306th participated in various phases of the entire experience, some coming for a couple of days at Bedford, others joining some of the festivities in London.

It all began when the buses met the planes in London Heathrow and Gatwick airports, carrying them quickly out to Bedford to the Swan and Moat House hotels (about 20 had to be placed in the Barnes Hotel near Cardington). And that first evening, Tuesday, everyone came to the Corn Exchange, known to so many during the war, for a reception, an incomparable buffet, a few remarks from the podium, and a chance to begin the conversations that never ended until people parted in London.

That was kind of the way the whole thing went. No one wanted to leave, let alone think of going home.

But it did rain—daily!

There were those who came early; joined the Group in Bedford; stayed the week with the Group, either in London or Bedford, or perhaps only spent a day or two with us; then left on the following Monday for home; or boarded buses for France or Scotland; or went to Cornwall to mix with the natives, and perhaps Willie Williams, onetime squadron ground officer, earned the prize.

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A small portion of the crowd waiting for ceremonies to begin at the 306th Memorial on the edge of our old base. The memorial was put in place in

1982 through the efforts of many members of the 306th, and is located on the site of the old 40th Combat Wing headquarters.

## Some Words of Appreciation Regarding the Reunion

Many people made the 1992 50th anniversary reunion of the 306th a memorable occasion.

Our travel agents handled the largest single group they had ever taken abroad, and they put together an incredible number of small pieces into a mosaic that spelled a magical week for all who participated.

The element of magic extended into the work of Ralph Franklin, our British on-site coordinator. Not only did we have good housing for all, but the food everywhere was excellent; the memorial service choked up many; the air show at Thurleigh was an incredible feat despite the very adverse weather; the hangar dance was a Glenn Miller classic, and the old base look good—but different.

We were the largest collection of Eighth Air Force veterans, family and friends returning to England at least during 1992, and that record may well extend to further reunions held there in 1993 and 1994.

While most of our trip was on the high side, one cannot escape a few downers, as two ladies fell and suffered severe injuries; two women's purses were stolen in our London hotel; most people on the post-reunion French tour caught cold. There was so much to do and see that we got up early every morning and went until late each evening. It was hard on us old people, but chins were up and ready for more each morning.

Special thanks have to be extended to those who direct activities at our old base, to the RAF, to the staff at Madingly cemetery and Duxford Museum, to the canon at St. Paul's Cathedral and the many others with whom we crossed paths.

One had the feeling those who saw us in England could not do enough for us to make sure that we had an enjoyable experience. For many of them it was also a chance to relive memories of fifty years ago, and to once again say "Thanks."

We had great feelings of elation that we were able to be there and to participate. At the same time waves of sorrow swept through us as we thought of the many who failed to return from missions. We remembered the comradeship that had existed during those three years near Bedford, where our base became a very real outpost of America in a foreign land.

The final words of thanks and appreciation came to us from our British air marshal speaker at the annual reunion banquet who praised us for what we had done for Britain, and who called on all of us to continue to support a strong defense against the tyranny around the world that is always with us.

Still, the only dark cloud over the entire affair was the one that provided rain for us on a daily basis.

## Reunion Report (from page 1)

He and his wife, Mazel, were in the forefront of all activities in Bedford and around, had a great time in London, took the week's trip to France, and came back to London with the two busloads. On Monday when almost everyone was up early to bus out to the airports and flights home, the Williams settled in for five days in London. Then they picked up a tour going to Czechoslovakia, Hungary, Austria and Germany. Only then were they going back to North Carolina.

One thing that became very clear quite early was that whatever the schedule chosen, everyone was having a grand time.

On Wednesday morning, we were off early to go out to Thurleigh, where the chairs were in place and the flags waving at our Memorial, waiting for our eight buses of tourists to arrive. Once these people were off the buses and seated, or standing, British visitors closed in around us for the speeches and honors that were accorded for the occasion.

Judge Donald R. Ross, president of the Association and chairman of the reunion, presided, and after a few opening remarks and welcomes, Col. Robert Brotzman, chief of staff of the U.S. Third Air Force, spoke about the role of the 306th post-WWII.

The complete remarks of Russell A. Strong and William F. Houlihan will be found on page 4 of this issue of *Echoes*.

He was followed by Russell A. Strong, secretary and historian of the Association, who briefly detailed some of the highlights of the combat history of the 306th, concluding

"I think I speak for many here today when I say we are proud to have had a chance to play a role in one of history's major events; and then to live for many years in a world which we helped create. Perhaps our only wish today is that fifty or a hundred years from now, some residents of Bedfordshire will wish to



The 306th Bombardment Group Historical Association: Forrest J. Stewart, president; William F. Cavaness, vice president; Russell A. Strong, secretary; C.F. (Casey) Jones, treasurer. Directors are: Rex C. Barber, William R. Carlile, James S. Cheney, and Victor L. Rose; Donald R. Ross, immediate past president; Warren F. Wilson, 1992 reunion chairman.

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

gather here with a small group of our descendants to once again affirm that we defeated the enemy and retired from the field with honor."

The buses picked up their passengers after the wreath layings had been completed and taps sounded for those who are no longer with us. Lunch was served on our old base, now RAE Bedford, and despite the precipitation, the Red Arrows of the RAF opened a magnificent air show as these nine aircraft demonstrated their close formation tactics, and then went into their high speed precision drills.

### One More Circuit

A B-17, the "Sally B" and the only flying example of our old craft in England, appeared out of the mists and once more gave a thrill to those who flew and those who worried about them throughout the base. Other planes gave demonstrations of their prowess in the air, with more than a dozen different performances.

Then it was back to the hotels and a chance to refresh and rest before returning for one last hangar dance. It, too, was a smash hit, with plenty of food, great music by the Herb Miller Orchestra, led by John Miller. (Herb is a brother of the legendary Glenn!) The music went on until after midnight, and the dance floor was full most of the time. An added fillip is that this particular hangar was one of the two rescued from our base then moved and redone by the British for their own uses.

Thursday morning we were back in the buses for a bit longer ride to Madingly cemetery outside of Cambridge. This American cemetery is a beauty, and our visitors had plenty of opportunity to wander among the gravesites, along the Wall of the Missing, and into the exquisite chapel.

A brief memorial service was held first, again in the rain, as William F. Houlihan, onetime medic and former president of the Association, eulogized men of the 306th who had given their lives in battle. Wreath laying and taps followed.

Later in the morning the group moved on to Duxford, south of Cambridge, to view the Imperial War Museum there and to have lunch as well. The Duxford Museum features a quite new 8th Air Force display and is in the process of preparing a major American exhibit.

At this point, the Group split. About two thirds went to London and the Cumberland Hotel, and the remainder went back to Bedford for a couple of more days there, highlighted on Friday by a visit to Thurleigh and Keysoe. One can only say that the residents of these two communities threw open their homes and their hearts to welcome our visitors.

There were half day tours of London, and this writer after having done this five or six times, finds that each has been unique at the whim of the guide. Most of the tourists found the most interesting stop to be St. Clement's Danes church, which is the official church of the Royal Air Force, with memorials in it to both the RAF and the 8th Air Force.

We were a considerable presence in the Cumberland hotel, but so was a large contingent of Kuwaiti mothers and children, there on a three-week holiday.

### All Around London Town

Sightseeing and shopping, with tours to Windsor Castle and boat rides on the Thames to Greenwich and such spots were popular on Saturday, as were tours to the Bomber Command Museum at Henley, and the Cabinet War Rooms.

Sunday morning found more than 200 people taking buses to St. Paul's Cathedral for a choral mass, which featured on this occasion their men's choir. We



Sack Time Sally



Skunkface II



Col. Korney's Rebels



Lady Kathryn

**A FEW MORE 'NOSES'** — Sack Time Sally was #43-37575, a 368th plane, shown with Edward R. Patton, to whom it was assigned for a time; Skunkface II was a 367th plane, 42-3061; Colonel Korney's Rebels, was pictured once before, but we didn't have the name quite right, and this shows the emblem a little better. Also a 367th plane, 44-8767 Lady Kathryn is another one, although this many have been one of the very late planes that flew no combat, but was used in the Casey Jones mapping project. It was a G model from which the nose turret had been removed.

were seated close to the pulpit and were greeted early in the service by the morning's preacher.

In the afternoon it was time to settle down to the annual business meeting of the Association being held in the Cumberland Hotel. Following that there was some time intervening before a cocktail party began which led into the annual reunion.

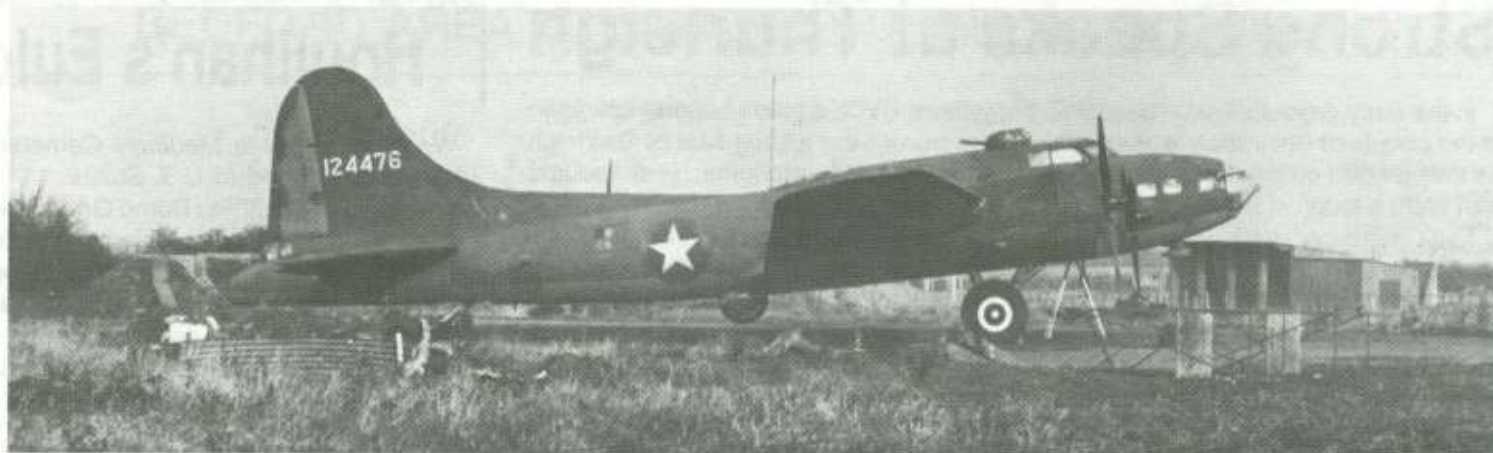
For this occasion, our speaker was Air Chief Marshal (Retired) Sir Christopher Foxley-Norris, who came from Henley with his wife,

Joan, to meet us and to deliver a very humorous set of remarks. He called upon us to make sure that we did not let the politicians completely emasculate the USAF, as others are trying to do to the RAF in England.

Sir Christopher had flown five combat tours during WWII, starting in France, then flying Hurricanes in the Battle of Britain, and winding up with Mosquitoes. He was especially proud of the fact that during the entire war he never was held to a desk job, but remained on full flying

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# Aircraft



41-24476, ONE OF THE ORIGINAL AIRCRAFT assigned to the 306th, and in which Capt. John Brady and his crew flew the Atlantic. It was not the plane in which Brady went down (that being 42-2975). This

plane was crewed by Malcolm Wech, and was at one time or another known as "Unbearable" or "Adorable," and went to salvage 3 March 43.

## Pilots Recall First Mission: To Lille 50 Years Ago

It was 50 years ago this month that the first 306th planes left Thurleigh to engage the enemy.

The target was Lille, France, an industrial city not far from the coast, and a relatively short mission. While this was the Group's first, the early 8th AF groups had already flown a dozen or more raids. This was notable because it was the first involving more than 100 aircraft.

Bomb Groups putting planes in the air on this 14th mission under 8th Bomber Command were the 93rd, 97th, 306th, 301st and 92nd. It was also the first outing for the 93rd, and that accounted for the first B-24s in combat in Europe. The 92nd bowed out of combat after this mission, returning once again in May 43.

As one might expect, Col. Charles B. Overacker, Jr., Group C.O., flew in the lead plane with Capt. James A. Johnston and his 369th crew.

Each of the Squadron commanders was in the air, leading his men: Maj. Harry Holt led the 367th with Capt. John W. Olson, John L. Ryan and Henry W. Terry and 1st Lts. George R. Buckey, John R. McKee and James M. Stewart.

Maj. William A. Lanford led the 368th with Capt. William S. Raper, and 1st Lts. Otto Buddenbaum, John M. Regan, Robert W. Seelos, Walter N. Smiley and Robert W. Smith.

369th pilots with Maj. Ralph L. Oliver were Capt. Richard D. Adams, and 1st Lts. Charles W. Cranmer, Clay Isbell and Robert P. Riordan.

And leading the 423rd was Maj. J.W. Wilson with Capt. Mac McKay, and 1st Lts. John R. Barnett, Loyal M. Felts and William H. Warner.

Seven of the surviving pilots recently thought back over that fateful day, and Wilson says in retrospect, "We really didn't realize what loomed ahead in the days and weeks soon to come." He recalls the elation of the 423rd personal, as they had no losses that day. But, he added, "had no idea if bombing was accurate, but probably not, since we were doing too much evasive action during final run."

### Something Akin to Football

"As I neared the coast of enemy occupied France on this first combat mission I felt a little like I used to before the opening kickoff of a football game," says John Regan. "I was excited, thrilled, a little nervous and frankly elated...I was ready."

"I maintained this feeling of elation until we approached our target...Suddenly it dawned on me that those German anti-aircraft gunners and those SOBs flying the fighters were serious and really meant to shoot us down...I learned that day that actual conflict is hell and only glamorized by the media."

John McKee remembers flying as "tailend Charlie" in the formation and trying to get 170 indicated out of his plane, trying to keep up. Fuel became a major worry for McKee, "The power

settings used on the way to the target and the power I used catching up to the Group used about all my gas." McKee did get his plane back to a British field to refuel.

After evading capture in late December 42 and into 1943, McKee returned to combat in 1944: "Take my word, the long hauls, the 2,780 gallons of gas for a trip were not as tough to me as the trips over to the sub pens." Fighter escort all the way to the target solved a lot of problems!

Concentrating on flying good formation consumed Bob Riordan's concentration, and recalls "When we crossed the French coast, met up with some British Spitfires, and could see the White Cliffs of Dover ahead of us, it was a great feeling." But, losing a plane and crew "had a sobering effect on all of us, but did not reduce our resolve."

Bob Seelos had more troubles than many, taking a hit in an engine on the bomb run and feathering #4 right after bombs away. Immediately, this was followed by a cry over the intercom, "Chapman, the waist gunner, has been shot!" Indeed, S/Sgt. Arthur Chapman had lost a hand and had been shot through the chest. Chapman became the first air evacuee of the 8th, and died a few days later in the hospital at Oxford when complications set in.

Bob closes his commentary with "I can truthfully say I was thoroughly initiated on that first mission, and by the time I was shot down on my 19th, I had lost a waist gunner, a bombardier, two navigators and a co-pilot...So, it never did get any better!"

### Anxious to Go!

"I recall that most of the combat crew members were anxious to get started," writes Bill Rader. "I don't think that any combat crew member would trade his place with anyone for anything. It was a beautiful English morning, blue sky—ceiling and visibility unlimited."

"We seemed to be under enemy fire all the time we were in France," continues Rader, "I venture to say that all of us on this first raid had changed minds. We lost one aircraft and its crew and many of our returning aircraft were damaged."

John Barnett saw the fighter attacks, and one great burst of flak at the coast on the way out, "It's a miracle aircraft were not lost."

"While checking for injured and damage on the return to the base, we found that the tail wheel motor and assembly had been shot to hell," he continues. "After touch down, we kept power on the inboards and starting riding the brakes to keep the tail off the runway as long as possible. When the balancing act became too delicate, we allowed the tail to settle and immediately it sounded like about a thousand tomcats fighting over one female in the tail of the aircraft."

The mission finally came to an end, and the Group was alerted for a second mission the next day—but it was can-



Thomas Hulings, 368th squadron c.o., so fell in love with the idea of having a 306th BG plane, that after the war his Seabee RC-3 boasted a Triangle H. He owned it for a couple of years and then sold it to a former 8th AF fighter pilot. Now Hulings only talks about and flies sail planes.

celled. And, for a month that became almost standard procedure for every day. It was not until 7 November that the 306th took to the air for its second mission.

With all of the other problems atten-

dant to getting the base settled, securing supplies and equipment that were so badly needed, and the mud, it was perhaps the lack of combat that contributed most to the decline in morale during this extended period of idleness.



If you didn't make the '92 England Reunion, travel back to "those days of yesteryear" with the 306th's own history.

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## Strong Speaks at Thurleigh

In the early days of September 1942, thirty-three B17s, a plane hitherto unknown to the people of Bedfordshire, made their ways across the fences east of Thurleigh as they landed on the runways of the less-than-year-old aerodrome. They brought with them a touch of America.

This "invasion" had an impact on the people of Thurleigh, Keysoe, Bedford, and all the shire that continues to this time, fifty years later.

Not only did this bring new aircraft to the landscape, but it brought more than 2,000 men by plane and train. In the course of almost three years in combat, about 11,000 men came to spend time at this little bit of America.

There were features unique to this place and the men of the 306th Bombardment Group (H): the base became the first spot in all of England to be turned over to the Americans completely, giving them full sovereignty and control of these few acres; the 306th stayed longer than any other 8AF combat unit at a single base; it stayed longer in England than any other 8AF bomber or fighter unit; and it was the only unit to use only a single base from the beginning to the end of the war.

The 306th was blessed with good leadership: Chip Overacker, Frank Armstrong, Claude Putnam, George Robinson, Jim Sutton, Hudson Upham, and the twenty-two young men who served as squadron commanders. Unlike some, each of these men flew his full share of missions against the enemy.

Eight men who served with the 306th were selected to lead other bomb groups in the Eighth, something of a tribute to the kind of men who served on this base.

It's been fifty years since those first men came—and much has happened to them and their followers, as much has happened to this piece of England.

### Our 306th Memorial

Memories were stirred by another "invasion" in 1982 during which the black stone which you are looking at was unveiled on the edge of our old base, dedicated to all who served, and especially to those who gave their lives to save much of the world from a cruel fate.

The 306th Bombardment Group had more than 500 planes here as a part of its operation, all B-17s, beginning with the F model, and then later on hordes of the G model, noted by its chin turret, its closed waist windows, and its lack of drab war camouflage paint. By early 1944 the legions of American planes over the continent could not be hidden by any attempts at camouflage, and the lack of paint lightened the load that had to be carried to Berlin and all over Germany; north to Norway and to the south of France, to nearby Holland and Belgium and to faroff Poland.

Combat operations began 9 October 1942 with the biggest 8th AF raid of the young air war. Nearly 100 planes went to Lille to bomb the Fives Lille steel plant. The 367th Squadron lost Capt. John Olson and his crew that day, a pattern that was to become all too familiar in the early months. The 306th led the 8AF in losses during the first six months of combat, and the 367th headed the Group in this regard.

The second raid came almost a month later. By New Year's, the 306th had flown fourteen combat missions.

On 27 January 1943 the 306th, with its new commander, Col. Frank A. Armstrong, led the first mission of the 8th to Germany itself. No planes were lost on this mission, flown much of the way over water.

Back to Germany on 17 April 1943, the 306th lost ten aircraft at Bremen, many of the men veterans who had come with the original group in September. This was to be the pattern again, as on two more occasions ten 306th planes went down at Schweinfurt and Oberpfaffenhofen.

### The Medal of Honor

One of the Group's most notable missions was flown to St. Nazaire 1 May 1943, a venture that brought Maynard H. Smith the Congressional Medal of Honor for his heroism at the end of the Brest Peninsula. This was a day in which the medals showered down on the 306th, as two Distinguished Service Crosses were awarded: to John Roller and Charles Vondrachek; Silver Stars were given to L.P. Johnson, Jr., and William W. Fahrenhold. Nine Purple Hearts went to survivors, and three crews went into the water.

On 17 August 1943 the 306th flew a large formation to Schweinfurt, Germany, and brought them all home on a day when the Eighth lost sixty aircraft and crews. The tables turned however, on the return to Schweinfurt 14 October 1943 as "Black Thursday" claimed ten of our aircraft and one hundred air crew members. Three of our planes aborted the mission, although all of them engaged the enemy; and it was left for five badly damaged planes to make their way back to Thurleigh.

The G model planes came to Thurleigh in mid-September 1943, and soon after numbers of P-51s joined the 8th. By summer 1944 all of these silver aircraft were seen almost daily over the continent, taking the war to the Germans.

One of the opening guns of the D-Day operations really came in late February 1944, when the 306th participated in a series of missions that came to be known as Big Week. Aimed at crippling all aspects of Luftwaffe operations, these flights proved to be costly to the 306th in both men and planes. Especially was this true in numbers of crew members killed—68 men in a single week.

### New Men, New Planes

In the spring of 1944 the complexion of the base began to change—almost all original flying crew members were gone; the original planes had all disappeared; the Gs were the order of the day and the daily census of aircraft climbed to 65 or more; there were more crews available, more missions were being flown, and maximum efforts could be met without calling men back from two-day passes.

During the early summer of '44 the formation size rose, going as high as 54 on the second day at St Lo, then finally settling back to a steady thirty-six planes per mission. Increased fuel capacity in the Tokyo wing tanks of the newer planes permitted longer days in the aircraft on missions ranging all over Germany. With constant long range escort fighters there were far fewer assaults on our formation. The cross-Channel milkruns eased as the ground forces began their major advances in August.

Back at the base, a smooth running operation kept the planes in the air, and all personnel were pleased with the implementation of regular "bus" service to and from Bedford. A major portion of the ground personnel would mark two years'

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## Houlihan's Eulogy at Madingly

We have come to Madingly Cemetery today to honor the memories of those who were assigned to U.S. Station 111 in Thurleigh, England, and to pay tribute to members of the 306th Bomb Group and its allied organizations. When I accepted the invitation to give the eulogy, I looked up some definitions of the word. The one I like the best explained that eulogy is a speech or writing in praise of a person, event or thing. I will try to address all these elements, based on personal views from an airman assigned to the medical arm of the 306th Bomb Group.

Some of our members, deceased and missing, are listed on the walls of this beautiful American cemetery. Some are buried in this hallowed ground. We have other members, deceased and missing, who are honored in other cemeteries on the European continent. Some of our members were returned home at the request of loving families, and we have those members who have passed on subsequent to the end of World War II. We have come here to honor all of their memories and to offer thanks for those of us who have survived to this day.

The 306th Bomb Group was activated as a component of the 8th Air Force in March 1942. The nucleus of the group were men channeled through Salt Lake City Air Base to desolate, scenic Wendover, Utah. There, people from all walks of life, regular army and civilian, ranging in age from 18 to 40 plus, began the painful process of forming a well-oiled fighting machine. Considerable credit is due to our leaders who had the experience, education and foresight to weld us into a cohesive unit. This esprit de corps was evident in those early days and has remained with us over the past 50 years.

Ground personnel began this trip overseas by leaving Wendover August 1, 1942, with stopovers in Richmond, Virginia, and Fort Dix, New Jersey. On August 31, the ground troops were all on board the Queen Elizabeth with 20,000 other people for the run across the Atlantic Ocean. This vessel boasted a hospital which did not have the wherewithal to service 20,000 plus people. Accordingly, our acting Group Surgeon, John Manning, offered the services of the 306th medical detachment to staff one of the two dispensaries on board this ship. The main complaint was sea sickness which we expertly treated with two bicarb tablets and lots of compassion and encouraging words.

The ground personnel disembarked at Greenock, Scotland and began the train trip to Thurleigh, September 6, 1942.

Flying personnel were dispatched to Westover Field, Massachusetts, on August 1. They commenced the overseas trip September 2 via Gander, Newfoundland; Prestwick, Scotland, and finally into the Bedford area September 8. An omen of things to come occurred when John Leahy's plane blew up an hour out of Gander. But this mishap did not adequately prepare the group for the horrors ahead of us for the next three years.

The ugly reality of war hit us on our first combat mission October 9, 1942. Our casualties were one plane down in France and the return of two serious casualties, one fatal. This was a shock to the entire base. Suddenly we became aware of the mortal nature of our fliers who were tasked with carrying the war to the European continent. They were friends, or maybe acquaintances, with whom we shared our daily lives. This shock was to be experienced many, many times as the 306th Bomb Group carried out its combat missions from October 9, 1942, to April 19, 1945. Our records indicate that the group experienced the loss of 177 planes, 483 men killed in action, 305 men missing in action, 145 men wounded in action and 884 prisoners of war. This was a very high price which one bomb group paid to help secure the peace in Europe.

How about heroes and legends within the 306th Bomb Group? We had many of them too numerous to identify. I have selected a few of those who are no longer with us, to jog your memories:

Colonel "Chip" Overacker—the first C.O. of the 306th Bomb Group. He was a compassionate pioneer of the Army Air Forces and a leader who nurtured the group from infancy to adult status.

General Curtis LeMay—the first executive officer of the 306th. He eventually became famous as a group commander, wing commander, air force commander and U.S. Air Force chief of staff.

General Frank Armstrong—the second C.O. of the group. He was the role model for Gregory Peck's portrayal of General Frank Savage in the award winning movie "12 O'Clock High."

Arizona Harris—top turret gunner who stayed at his guns while sinking into the English Channel.

"Tiger" Terry—pilot, Squadron C.O., Group C.O. and a hero to all of the group.

John Stanko—fun loving exec. of the 369th Squadron.

Bill Casey—pilot who broke all the rules and saved many of our flying crews.

Mike Roskovitch—first enlisted man in the 8th AF to complete 25 missions.

Pappy Check—beloved pilot, KIA on his last mission.

Immanuel Klette—pilot who always returned on a wing and a prayer.

Snuffy Smith—gunner, Congressional Medal of Honor.

Bill Collins—Armament Officer, and first treasurer of the Association

Arthur Weihe—Squadron Surgeon who scared hell out of us and the tower brass as he would chase returning planes down the runway to provide timely first aid to the wounded on board.

We must not forget the many ground personnel who shed their "...blood, sweat and tears..." for our missions in the European Tour of Operations. These are the men who kept our planes flying, sometimes holding them together with chewing gum and a prayer, whose ingenuity made it possible for us to put out a maximum effort in the completion of our missions.

Before I close, I ask you now to observe a moment of silence in memory of those who are not with us today.

In closing, I want to dedicate the Old Irish Blessing to those of our group who have passed on as well as to those of us who are still living:

*"May the road rise to meet you. May the wind be always at your back. May the sun shine upon your face, the rain fall soft upon your fields and until we meet again...May God hold you in the palm of his hand."*

## Stewart New President of Association

Forrest J. Stewart, 369th pilot, was elected president of the 306th Bomb Group Association 30 Aug 1992 at the annual business meeting in London.

Stewart headed a slate presented by Ralph Bordner, former president, and who was serving as chairman of the nominating committee for M.E. Christianson, immediate past president, who was unable to attend the reunion because of illness.

Other officers elected were: William F. Cavness, 368th line chief, vice president; Russell A. Strong, 367th navigator, secretary, and Charles F. Jones, 369th navigator, treasurer.

Newly-elected director for a three year term is James S. Cheney, 423rd and Group navigator, replacing George G. Roberts, 367th radio operator, who had completed a three-year term.

Holdover directors are Rex C. Barber, 369th sergeant major; William R. Carlile, Group flying control officer, and Victor L. Rose, 369th ball turret gunner.

Warren Wilson, 368th engineer, joins the board as co-chairman of the Seattle reunion, and Donald R. Ross, 368th and Group bombardier, serves a one-year term as immediate past president.

## 306th Eatery Still Going At Sarasota

The 306th Bomb Group Restaurant is still there! It is located on the edge of the Sarasota/Bradenton airport, and is easily accessible from US-40, North Tamiami Trail.

Opened in December 1981 by Specialty Restaurants of California, it had been sold a year or so ago to Jim and Michelle Ricca of Philadelphia. It is once again under the aegis of Specialty Restaurants, and is now managed by John Eland.

Eland issues an enthusiastic invitation to any 306th members wandering around Florida in the winter tourist season. The restaurant is decorated with many photos of 306th men and aircraft.

Among those on hand for the initiation of the eatery in 1981 were Col. Charles Overacker, M/Gen Delmar Spivey, Col. George L. Robinson and their wives, and Maynard H. (Snuffy) Smith. Invitations had gone out to all 306th men living in Florida and about 40 of them were on hand.

## PICTURES, VIDEOS Needed Soon

Cameras were in evidence everywhere among our group in England. Lots of video cameras were seen, as were all kinds of smaller cameras.

We are planning an insert in the January issue of *Echoes* for a picture tour with us to England, and the editor needs help from those who were busy snapping shutters in Bedford, Thurleigh, Madingly, Duxford and London, as well as on the two tours.

There is also a volunteer from the travelers who says he has the time and inclination to put together a videotape showing the best of the videos that were taken. Get a copy made of your videotape and send it along to the editor so that a group of them can be sent shortly off to our video editor.

## Seattle Offers Alaskan Cruise At Conclusion

While the Seattle committee is moving its organization along, it has concluded an agreement with the Red Lion Inn-SeaTac to accommodate the 306th members and their guests 9-11 September 1993—and a reservation form for the hotel will be found elsewhere in this issue of *Echoes*.

Also, arrangements have been made with Tripmasters, Inc., to offer a post-convention Alaska cruise on the Regal Princess, a new cruise ship. It will travel from Vancouver, British Columbia, up the Inside Passage to Juneau and Skagway, and return.

Passengers will be picked up in Seattle on Sunday and bussed to the pier in Vancouver. They will spend Monday in the Inland Passage, Tuesday at Juneau and Wednesday at Skagway. Thursday they will be in Glacier Bay, Friday in Ketchikan, and then Saturday once again in the Inside Passage.

Returning to Vancouver Sunday, they will be bussed back to the Seattle/Tacoma International Airport.

The Regal Princess was christened in August, 1991, and has a length of 811 feet. Its typical cruise capacity is 1,590 passengers.

Fully air conditioned, the ship also provides a shopping arcade, library, card room, gymnasium, massage

## Memorial at Princes Risborough Will Honor Clyde Cosper, 367th

13 November 1943 was a bad day weatherwise and a sad day for the 306th, as two planes were lost within fifty miles of the base on a mission planned for Bremen.

A memorial is being planned at Princes Risborough, a small town in Buckinghamshire, east of Oxford and south of Aylesbury.

While circling as the Group was forming in the area, Cosper's plane flew through a thunderhead. It lost considerable altitude and began to break up. Cosper ordered his crew to bail out, and seeing that the plane was headed directly for Princes Risborough, he elected to try to keep it away from habitations and brought the plane down in a field on the edge of town. The plane blew up almost instantly, killing Cosper.

All of his crew survived, but two members were killed a month later on a mission. Three are known to be living today and are on our roster: Allen T. Ballard, navigator; Charles E. Vondrachek, engineer, and Harold K. Twing, waist gunner.

A campaign in Princes Risborough hopes to raise 6,000 pounds, says Richard Wells, editor of *The Bucks Herald*, from which funds a group of seats will be erected outside the town's library.

Those wishing to contribute may send their checks to Lloyds Bank, Princes Risborough, marked for the Cosper Memorial Fund.

On this same mission, which turned back because of weather, the plane of Floyd O. Scudder, 368th, crashed near Great Hasley, with the loss of all crew members.

room, sauna and steam rooms, medical center, photo shop, beauty salon, barber shop, two outdoor swimming pools and three jacuzzis.

The group prices below are per person, based on double occupancy and cruise tariffs and taxes in effect on August 1, 1992. The tour prices quoted **include** all port taxes and roundtrip transfers between Seattle and Vancouver, and the group pricing includes a \$25.00 per person administrative fee for the 306th Bombardment Association.

The earlybird group prices are in effect for reservations received by December 31, 1992. Rates for reservations received from January

1 to April 1, 1993, increase by \$200 per person. Per person rates for reservations received after April 1, 1993, are increased by \$250 for inside staterooms and \$350 for outside staterooms.

For reservations received by April 1, 1993, the first two persons in a cabin shall receive \$100 in ship-board credit. In addition, the Bombardment Association shall receive one free cruise for every 15 full-paying passengers. A full-paying passenger is considered the first or second passenger in a cabin. The free cruise is granted on a one-half twin, shared-occupancy basis; no partial credit is available.



## Gift Made to RAF Fund

Air Chief Marshal Sir Christopher Foxley-Norris asked no fee or expenses for the speech which he made to the 306th Reunion Group in London. However, at his suggestion, the Board of Directors authorized a gift to the Ex-Royal Air Force and Dependents Se-

verely Disabled Holiday Trust.

The marshal is a trustee of the fund which supports holiday "expenditures for severely disabled ex-RAF personnel, their families and the severely disabled immediate dependants of both serving and ex-RAF personnel."

For more information call Tripmasters, Inc. tollfree at (800) 878-7800

Stateroom Category and Description	Brochure Price	Special Group Price	Savings
J - Emerald Deck Inside, two lowers	\$1,651	\$1,341	\$310
II - Baja & Caribe Decks Inside, two lowers	\$1,801	\$1,491	\$310
EE - Emerald Deck Outside, two lowers	\$2,251	\$1,841	\$410
C - Caribe Deck Outside, two lowers	\$2,501	\$2,091	\$410
A - Aloha Deck Outside mini-suite w/veranda	\$3,251	\$2,741	\$510

**ALASKA RESERVATIONS** ★

Please make \_\_\_\_\_ reservation(s) for the September 12-19, 1993 ALASKA CRUISE. Enclosed is my/our deposit in the amount of \$\_\_\_\_\_ (\$300.00 per person). Make check payable to and mail to: TRIPMASTERS, INC., 4920 Plainfield Avenue, N.E., Grand Rapids, Michigan 49505. Attention: Rod Obermiller

Name \_\_\_\_\_ Telephone \_\_\_\_\_

Street \_\_\_\_\_

City, State, ZIP \_\_\_\_\_

Cabin Mate \_\_\_\_\_ Telephone \_\_\_\_\_

Street \_\_\_\_\_

City, State, ZIP \_\_\_\_\_

Cabin Category:  1st Choice  2nd Choice Dining Seating:  Main  Late

Smoking:  Yes  No

If I/we have read the "Terms & Conditions," and understand and accept the contents of this brochure. SIGNATURES:

X \_\_\_\_\_

If signing up together, please include both signatures.

## Football Comes to the 306th; 1944 Team Posts 4-2-3 Record

Football came to Thurleigh in 1944, when Darrell Mattoon and his special services staff began to look into the matter, and after stirring up some interest about the base finally decided that Abe Grondin, Group chemical warfare officer, was the man they were looking for as a coach.

After first talking to him, they waited two weeks and then offered him the job. "I was neither disappointed nor discouraged," says Grondin, and we follow with his account of the season:

"The response to warm up drills and grass drill was fantastic. These guys really were interested. So we went into planned plays for line rushes and long passes. Our biggest problem for practicing was lack of personnel. Too many of the players were flight personnel and combat misions held high priority over practice. So we adjusted our practice so that the offensive would run the right side against a left-side defensive and vice-versa. And we didn't have any Joe Montana to throw long passes to lanky sticky fingered ends. We worked on the more certain short quick passes. They worked!

"After three weeks of patchy practice, play development, and grinding grass drills (I wanted hardened bodies to avoid personal injuries) we headed for Bassingborne and our first game.

"After pre-game warm-up were we in the dressing-room for the choice of the starting eleven and the coach's 'inspiring pep-talk.' At that time, my first time, I was more nervous than any of the players. They listened attentively and we ran out to the field full of confidence.

"It was not a spectacular game but it was fun. And we all went home proud of the scoreless tie. We were as good as they were. One week later we played Nuthampstead, who were better drilled and faster than us. We lost 6 to 0.

"We scheduled daily practice but the war still interferred. In spite of the patchwork practice session we played a good third game and we beat Bassingborn 13 to 0.

"That one really pleased the coach and all the players. But maybe a bit too much. We got careless in the second half of the Nuthampstead return match allowing them to score two quick touchdowns and suffered a 12 to 0 defeat.

"The next game against Sta. 1979 (S.O.S.) was more exciting and ended in a satisfying 13 to 13 tie.

### Big Win in Bedford

"Then came the big exhibition game in the town of Bedford stadium. It was played up big on the base and in the Bedford newspaper. The stadium was packed and we were ready. Warren Sellen was hot and we rolled all over the defenseless Harrington for a 25 to 0 victory.

"Now comes the part I really like. Twenty-five of us, a medical officer, a special services officer, the coach and twenty-two players got on Station Special Orders #317 to proceed to 'Reading, England, to participate in athletic contest. TD approx. 3 days.' We went by train. We played our hearts out. But we could not win. They did not win either. We made two good goal line stand to hold on to a 13-13 tie against Reading Station #157 group.

"We coasted into the final part of the season with a 6 to 0 victory over Harrington and a 13 to 6 victory over Grafton Underwood. In brief, our record was as follows:

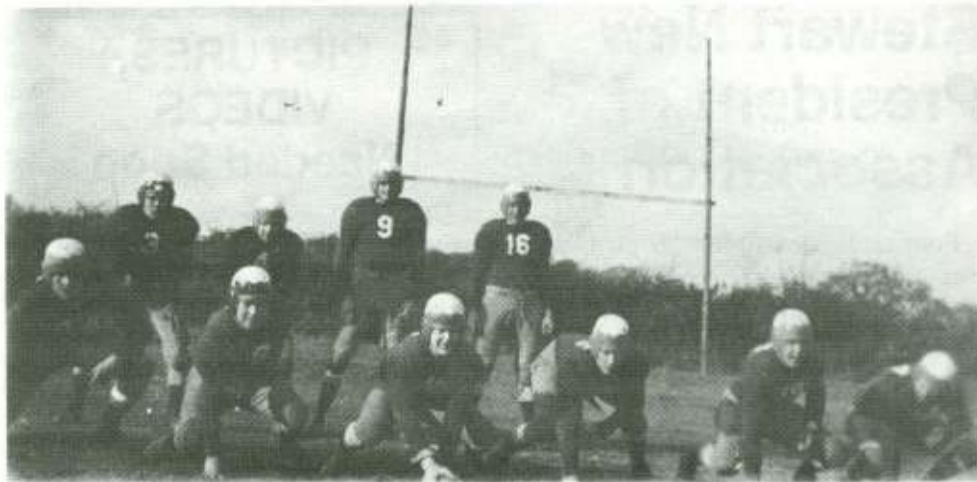
31 Oct 1944	Thurleigh	0	Bassingbourn	0
6 Nov 1944	Thurleigh	0	Nuthampstead	6
13 Nov 1944	Thurleigh	13	Bassingbourn	0
20 Nov 1944	Thurleigh	0	Nuthampstead	12
27 Nov 1944	Thurleigh	13	St. 179 S.O.S.	12
2 Dec 1944	Thurleigh	25	Harrington	0
9 Dec 1944	Thurleigh	13	St. 157 Read.	13
16 Dec 1944	Thurleigh	6	Harrington	0
23 Dec 1944	Thurleigh	13	Grafton Und.	6

Won 5 Lost 2 Tied 2

"Don't forget that in those 'good old days' the strong players played the full game, that is both offensive and defensive. These men were strong, tough, and they loved the game and I was proud to be their coach."

The contingent that went off the Reading included Abraham H. Grondin, head coach; Darrell S. Mattoon, Group special services officer, and Arthur R. Weihe, 367th surgeon.

The playing roster included 1st Lt. George H. Bower, 2nd Lt. Donald C. Mac Donald, M/Sgt. Adolph L. Visconti and Sgt. Warren E. Gray, 367th; 1st Sgt. LeeRoy Patterson, S/Sgt. Wilbur M. Bowers, Sgt. Elmus L. Arledge, 368th; Sgt. George E. Johnson, Cpl. Mason A. Novinger and Pfc. Robert T. Yahn, 369th; T/Sgt. George E. Johnson, Cpl. Joe G. Ross, Pfc. Warren J. Sellen, Pvt. Kirtland E. Coburn and Pvt. Casper J. Lamotta, 423rd; S/Sgt. Myron C. Clarke and Sgt. John A. Savedge, 4th Sta Complement Sqdn.; Cpl. Charles W. Swoope, GP headquarters; Cpl. Robert A. Wood, 246th Dispensary; T/5 Frank B. Hartman, 876th Chemical Co., and Pfc. Homer L. Burch, Jr., 1208th QM Co.



## 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

<b>369th Combat Diary</b>	\$17.00 _____
<b>306th Echoes, microfiche</b>	\$10.00 _____
<b>Men of the 306th, microfilm</b>	\$10.00 _____
	Total \$ _____

Make check payable to 306th Bomb Group Association (prices quoted include postage and packaging charges)

Send to: Secretary  
306th Bomb Group Association  
5323 Cheval Place  
Charlotte, NC 28205

## OBITUARIES

**Walter G. Berthold**, 423rd waist gunner, died 22 Oct 91 in Rockville, CT. He was half way through his combat tour when he became a POW 28 Jul 43 at Kassel (w. Stephen Peck).

**Harold L. Brown**, 423rd pilot, died 25 Aug 92 in Marysville, CA. He had been a teacher in Live Oak, CA, from 1965 until his retirement in 1979, and had been ill for an extended period. He arrived with the Group 71 Jul 44 and completed his 35-mission tour in Dec 44.

LTC **Glen E. Bryant**, 369th copilot, died 7 May 91 in Wichita, KS. He retired from the USAF 25 Mar 78, and had served with the 306th from 20 Feb 44 until completing his combat tour in Aug 44.

**Walter R. Clark**, 376th ball turret gunner and 423rd tail gunner, died 19 Sep 84 in Fort Worth, TX. He was unusual in having served two tours with the 306th, first joining the Group 18 Mar 43, flying 25 missions and completing his tour 18 Nov 43 as the 117th EM to finish. Clark returned to the 306th 2 Mar 45 (William Baker 423rd crew), flying another 25 missions.

**Edmund R. Cofsky**, 1628th QM Co., died 25 Apr 92 in Millbury, MA. He reported to the 306th 1 Nov 42 and served as QM rations clerk, departing in Aug 45. He leaves his wife, Joyce.

**Milton B. Edwards**, 423rd gunner, died 28 Jul 92 in Seminole, FL, after six months of ill health. He arrived 24 Feb 43 without a crew, and flew many missions with Raymond Check's crew, completing his combat tour in mid-summer 43. He made his home in Largo, FL, and had retired as a building contractor. Milton leaves his wife, five children and 16 grandchildren.

SMSGT **John F. Elek**, who served variously with the 423rd, 369th and 368th squadrons as a ball turret gunner, died 7 Dec 91 in Warren, OH. He was the 63rd Em to complete his tour, leaving the Group 17 Aug 43. Elek remained in service until retirement 31 Jul 69. Later Elek was employed at the Ravenna Arsenal and General Motors, retiring in 1980.

**Bryce C. Frisbie**, 367th tail gunner and internee in Switzerland, died 24 Jan 92 in Kalamazoo, MI. He was on Irwin Schwedock's crew, and their plane went to Switzerland on the Oberpfaffenhofen raid of 24 Apr 44, when three of the 10 planes the 306th lost went across the Alps. He had been a carpenter.

LTC **Donald L. Giles**, an assistant mess officer and 367th adjutant, died 27 Jan 79 in Aurora, CO.

Maj. **George L. Hatch, Jr.**, 367th pilot, died 30 Sep 21 in San Antonio, TX, where he had lived since his USAF retirement 31 Dec 66. He joined the Group 22 Sep 44 with his crew and completed his 35 mission combat tour in Jan 45.

**John R. Kalb**, a 367th instrument expert, died 22 Jul 92 in Hot Springs Village, AR, where he had lived since retirement in 1983. He concluded his 306th service as a master sergeant, and was in charge of the propellor, sheet metal, electrical and instrument shops. He was a general agent for State Mutual Life Insurance Co., in Chicago, and resided in Des Plaines, IL. Kalb leaves his wife, Clementine, four children and six grandchildren.

**Donald R. McLean**, an ordnance clerk-typist from 7 Oct 42 until his transfer to Station 103 in Mar 43, died 4 Jan 92 in Dunlap, IA. At the time he left England he was serving with the headquarters and headquarters squadron, First Air Division.

**George J. McManus**, 369th waist gunner, died 13 Jan 92 in Sunbury, PA. It is believed that he did not come with a crew, and became a prisoner of war 11 Apr 44 (w. James Opdyke) on a mission to Stettin.

**James P. Roberts**, 367th pilot and POW, died 31 Jul 92 in Dallas, TX. He became a POW 4 Feb 44 at Frankfurt (w. Franklin Ware), Roberts' fourth mission as a copilot. He was associated with Tom's Foods for over 50 years, until retirement. He leaves his wife, Dr. Carolyn Roberts.

**Jackie C. Simon**, 367th ball turret gunner (Charles Tell crew), died recently in McMinnville, TN. He completed his combat in Aug 44.

**Charles R. Stafford**, 376th copilot (James Winter crew), died 22 Oct 91 in Tacoma, WA. He flew a half dozen missions before becoming a POW 14 Oct 43 at Schweinfurt (w. William Bisson).

1st Lt. **Leroy C. Sugg**, 423rd copilot (Edwin Pipp crew) and pilot, was killed in a fire and crash of a four-engined bomber 20 miles from Clovis, NM, 2 Jun 44. He was an instructor pilot on B-17s and B-29s after completing his 25-mission combat tour 14 Jul 43. He was a native of Huntsville, AL.

**W. Mel Teets**, 423rd radio operator (William Rich crew), died 10 Nov 91 in Summit, NJ. He earned his BSEE degree in 1949 at Lafayette College, and for 40 years was a chemical sales engineer for M & T Chemicals, Rahway, NJ. He leaves his wife and three sons.

LTC **Gilbert VanderMarliere**, 369th copilot and pilot (Nathaniel Bliss crew), died 29 Aug 92 in Chesterfield, MI, after a lengthy illness. He retired from the USAF in 1970 after having flown combat in Korea, and as a crew trainer out of Udorn, Thailand, during the Vietnam War. He leaves his wife, several children, 21 grandchildren and 14 great-grandchildren.

**William C. Vought**, 368th ball turret gunner (John Kelly crew), died 25 Aug 87 in Bloomsburg, PA. He arrived with the Group 21 Oct 43 and was MIA/POW 25 Feb 44 at Augsburg (w. Charles Bayless).

Col. **Richard E. Walck**, a 367th and Group ground officer, died 19 Sep 92 in Orlando, FL, after having suffered a massive stroke 5 Jan 92 at his home in Williamsburg, VA. He was 367th adjutant and executive officer before moving to the Group staff at Thurleigh. He left 19 Jan 45 to attend Command and General Staff School at Fort Leavenworth, KS. He was a graduate of Pennsylvania State University, and earned his JD degree from Marshall-Wythe School of Law in 1951. From that point on he served with the Judge Advocate General's staff until his retirement in 1970. He was then a professor of law at Marshall-Wythe until retirement in 1985. Walck leaves his wife, Rebecca, and three children.

## 306th Family

Lessie Lee Cumberledge, wife of Theodore C. Cumberledge, 368th navigator, died 20 Jan 92 in Upland, CA. Ted was with the Group from Apr 44 to Jan 45.

Helen LeMay, widow of Gen. Curtis E. LeMay, died 16 Feb 92 in Riverside, CA. He was Group executive officer from 28 Mar 42 to 19 Jun 42.

Joyce McKay, wife of Mack McKay, 423rd pilot and 368th Squadron commander (20 Jan-8 Apr 43), died 17 Aug 92 in Los Alamitos, CA.

## Additions to Our Roster

Barnt, Gerald D., Rt. 1, Box 102, Ord, NE 68862 368  
Butler, Arden J., 10815 Higgins Lake Dr., Roscommon, MI 48653 367  
Carrozza, Albert J., 604 W. Bridge St., Parkersville, PA 19365 423  
Collins, James E., 33 Southampton Ct., Newport Beach, CA 92660 369  
Moore, Thomas P., 15 Rosemont Ave., Madison, NJ 07940 GP  
Procter, George E., 8272 Audrain Dr., St. Louis, MO 63121 367  
Soriano, Nicholas A., 1068 S. Elmora Ave., Elizabeth, NJ 07202 GP  
Upthegrove, Ernest, 38 NE 109th St., Miami Shores, FL 33161 423  
West, George A., 216 Todd Circle, Warner Robbins, GA 31088 369

## Family Members

Douglas, Mrs. Jacob D., 822 36th Ave. Court, Greeley, CO 80634 423W  
Seals, Dorothy Parrish, 131 Harlan Lane Rd., Villa Rica, GA 30180 368W

## Updates for Your 306th Directory

Included are address corrections, and corrections to other information carried in the directory.

Luther Bergen 368  
1327 Lark Lane  
Hanahan, SC 29406

C Dale Briscoe 369  
Fair Oaks Branch, TX 78006-4571

Cecil L Brooks 367

Bernard Burwick 369  
2913 Hawksdale Dr  
Las Vegas, NV 89134

Edward G Dignan 423  
7920 S Whipple Ave  
Chicago, IL 60652

Bradford A Evans 369  
PO Box 1763  
Pinehurst, NC 28374

James W Gerlach 368  
2305 Rannoch Lane  
Fort Smith, AR 72903-0956

Franklyn D Gile 423  
7027 Gaskin Pl  
Riverside, CA 92506

Doran L Gillette 369

David Gorrell 423  
6450 Orinda Dr, #B1124  
Dallas, TX 75248-4749

Merwyn C Greisinger 368  
45891

Beryl E Harris 423  
Rt 2, Box 240  
Collfax, IL 61728-9530

Houghton, Russell G 368  
4444 E Benson Hwy, #259  
Tucson, AZ 85706-7939

James E Hughees 423  
5115 Old Bullard Rd, #6-4  
Tyler, TX 75703-3632

Lawrence J Huschle 423  
16964 Hwy 22  
Richmond, MN 56368

Maxwell V Judas 368  
327 Straight Creek Rd  
Wartrace, TN 37183

Robert H Mac Gillivray 368  
1464 N M-52, #47  
Owosso, MI 48867-1263

Robert L Maxwell 367  
114 Upper Burningtown Rd  
Franklin, NC 28734

John Maziariski 367  
90 Butler Ave  
Bayville, NJ 08721

Daniel McCauley 368  
(310) 479-1389

William R. McKillop 369  
PO Box 410041  
Melbourne, FL 32941-0041

Edward M McLario 369  
1509 Robinwood Dr  
Deland, FL 32720

Garland Montague 367  
4013 Huckleberry Dr  
Raleigh, NC 27612-3617

Kenneth L Myers 369  
PO Box 55545  
Riverside, CA 92517-0545

Pierre L Noisat 369  
5375 Belgrave Pl  
Oakland, CA 94618

Loy F Peterson 369  
2700 N Hayden Rd, #2039  
Scottsdale, AZ 85257-1752

Robert B Phillips, Jr 423  
1337 Bryn Mawr St  
Scranton, PA 18504-2715

Theodore D Piechowski 367  
7810 Forest Ave  
Munster, IN 46321-1038

Harold J Pritt 423  
PO Box 519  
Bolivar, OH 44612-0519

Robert H Reck 368  
PO Box 556  
Mendota, IL 61342

John W Sanders 369  
1010 Fairfield Ave  
South Augusta, SC 29841

Al F Smith 423  
1045 Ontario St  
Jacksonville, FL 32205-2073

Barney Stevens 369  
7395 Alicante Rd  
Carlsbad, CA 92009

John O Thach 369  
(813) 646-8167

Hubert A Verdick 367  
560 Marine Dr  
Sequim, WA 98382

Donald H White 369  
14501 N Rock Springs Ln  
Tucson, AZ 85737

Donald L Wilson 367  
450 12th St, SW  
Vero Beach, FL 32962-6413

Ewald O Ziebell 367  
Rt 2 Box 244A  
Arapahoe, NE 68922

## Family Updates

Mrs John R Grimm 367W  
1595 Charles Ct, #F  
Pickerington, OH 43147-8709

Mrs Millard S Oscherwitz 367W  
3100 Lexington Ln, #309  
Glenview, IL 60025-5934

Julius Parrish 368S

Paul L Ristuccia 367S  
2317 229th Ave, NE  
Redmond, WA 98053-6532

Mrs Melvin W Schrader 369W  
1409 Hillcrest St  
Hamilton, IL 62341-1150

Mrs Gilbert VanderMarliere 369W  
Chesterfield, MI 48051-3019

Mrs. Samuel D. Simpson, widow of the 39th Service Group medical officer, has died at Ola, ID, their place of retirement. He was with the Group from 11 Nov 42 until 18 Jun 43.

Mrs. James S. Sutton, widow of Col. James S. Sutton, fifth C.O. of the 306th, died in March '92. Sutton was with the 306th from 23 Sep 44 to 16 Apr 45.

Norma Watts, wife of Robert D. Watts, 369th instrument specialist, died 8 Jan 92 in Swampscott, MA.

# There's Still One B-17 in Seattle, Waiting for Us

By Emmett Watson  
Seattle Times columnist

I don't know how you sentimentalize a 50-year-old hunk of metal weighing 56,500 pounds, a flying machine that sits next to a modern jet like a Model-T Ford might sit next to a 1992 Rolls Royce.

Maybe it's not necessary. Or maybe it's done like this:

Out at Boeing's Renton plant they are restoring a B-17 bomber, which served nobly in World War II. The restoration is all volunteer work; zero budget. But it's rather an amazing story.

About 200 people, some with no aeronautical skill whatever, are donating time to the project.

It is a project of no chiefs, all workers. Of course, some of these workers are masters at airplane fixing. About 50 are Boeing employees. Another 50 are retired from Boeing.

The remaining 100 come from all walks—they are former pilots, guys in the Navy, aviation buffs, school teachers, former Army officers, or just people who have never flown in combat. People who somehow revere the B-17.

What was it? Well, the B-17 had much to do with preventing Adolf Hitler from becoming master of the world. The B-17, or "Flying Fortress," was a four-engine holy terror in the skies of Europe.

Exactly 12,731 of them were built—by Boeing, Douglas and Lockheed. Boeing built 6,981. At the end of World War II, Boeing was turning out 16 of the B-17s every 24 hours.

Today, fewer than a dozen are in flying condition. The one that is getting its innards repaired and its skin smoothed out was built by Boeing in 1942. The project director—coordinator would be a better word—is Pat Coluccio, a Boeing engineer.

"In World War II," Pat says, "there was a fraternity of men in flying, something that will never happen again. This is what motivates these volunteers."

"We get former wing commanders, former group commanders and former crew members who come to see the restoration of this B-17. There are even some Germans—guys from the other side—who live around here now. They come to see it."

The B-17 being restored is part of the 50th anniversary celebration of the Flying Fortress. But this one won't be finished until next year.

It has a colorful history, having been donated to Seattle's Museum of Flight by the late Robert Richardson.

It was briefly commissioned to the Eighth Air Force in England. Later it was used as a fire bomber and crop sprayer. It appeared in such movies as "12 O'Clock High," "Tora! Tora! Tora!" and the 1990 remake of "Memphis Belle."

"These people," Pat said, "take pride in what they do. There is no pyramid here. This is a team effort. Everybody's on the same level. I'm just the overseer."

Pat said there is one school teacher from Port Angeles who comes down to work on Saturdays. One guy flew in from Milwaukee to work one day on the B-17, then flew back home.

Another man, who was a tail gunner (51 missions) on a B-17, came from Coulee City for a look. There is even one of those "what-did-you-do-in-the-war-Daddy?" episodes.

"This guy was a B-17 pilot," Pat explained. "He came and brought his son with him. The father sat in the pilot's seat, the son in the co-pilot's seat. They

sat for a long time, just talking. I think Dad wanted his son to know what he had done in World War II."

Parts come from everywhere. Some are brand new, still in their original shipping boxes. One donation from Spokane was 12 boxes of bombardier windows. "It came from a kid, whose dad had bought them at the time," Pat said.

Side windows and windshields have been donated. There is kind of a grapevine going on out there. Donated parts include enough to assemble two sets of radios. Using these radios, the volunteers rigged up an antenna. Now they can take a break and listen to the BBC in London.

"I don't know if you do this or not," Pat said, "but we could use a little want ad in the paper—if anybody's got parts, we can use 'em."

One of the volunteers happens to be Brian Basset, political cartoonist of *The Seattle Times*. Brian donates his time every Wednesday.

"I've always loved B-17s," he says. "I'm not a pilot but I'm an airplane buff. I just do the grunt work, like scraping paint."

Sometimes, he says, he just likes to sit in the ancient craft. "You imagine what it must have been like, sitting in this airplane when somebody is trying to shoot you out of the skies."

## Officers at Wendover Who Left Early

Recently we obtained a copy of the 1 July 42 Roster of Officers for the 306th Bomb Group. Such rosters were to be prepared each six months, and most of those pertinent to the combat era are now in possession of the historian.

This particular roster is helpful because it does show 52 names which we did not previously have on our listing. Many of them did not stay long, and none of those listed below went to combat with the 306th.

What the secretary is searching for is any clues you may have as to the groups they went to combat with, whether they are still living or not, and whether you have any current clues as to their whereabouts.

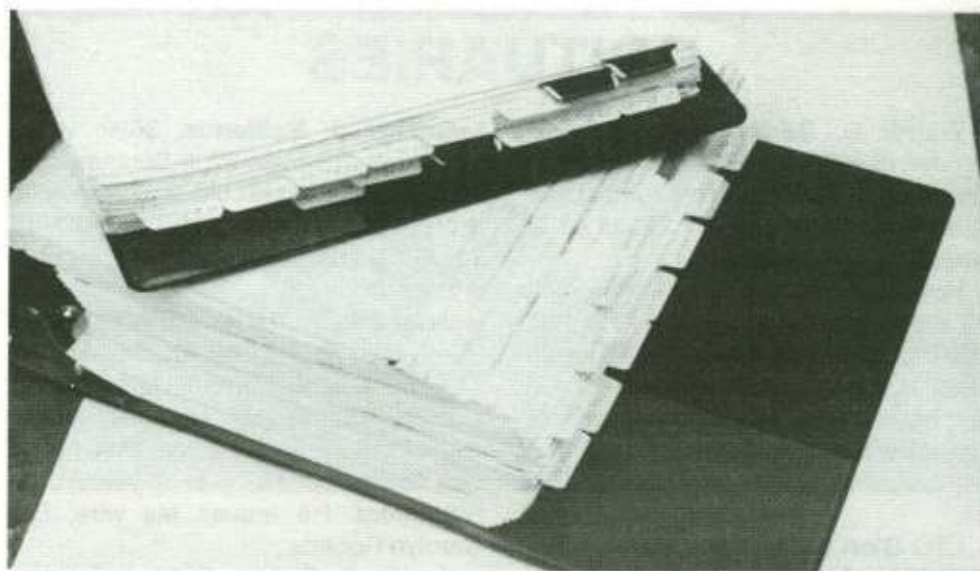
We'd like those officers who were present at Wendover to look at the list carefully and see if they can help. Others of you may have run into any of them at other times, and we are also comparing it with the Retired Officers Directory.

By specialty, they are:

**PILOTS:** Orville L. Buchanan, Warren R. Calvert, Samuel M. Carr, Randall O. Cotton, Herbert O. Derr, Richard F. Hanson, Raymond H. Hobson, Robert G. Hodson, Harold G. Hoof, Joel M. Klelman, George M. Lake, William J. Larkin, Dean E. Lear, James M. McFarland, William E. McKell, James Miller, Hugh L. Moore, George P. St. George, Henry G. Staple, Alf H. Storm, John E. Titus, Frank Winton.

**NAVIGATORS:** James R.L. Adcock, Max J. Cook, Omer Gonzales, Patrick L. Guglielmo, Merle C. Hamilton, James W. Knapp, John W. Lauderdale, Norman C. MacKay, Bernard L. Otto.

**BOMBARDIERS:** Alfred F. Anderegg, James M. Bradley, Herbert P. Brunson, Walter E. Buchanan, Jr., John R. Burtis, William D. Cargill, Harry O. Davis, Jr.,



The top notebook is that for the missions flown in 1942, fourteen in all. The bottom book contains the Mission Reports for March 1945 only, totalling 21 in all. One of the differences is that the 1945 missions usually included at least 36 aircraft, while the 1942 missions might include less than a dozen.

## Mission Reports: What Are They?

Each mission began hours or days before the actual flying took place.

In late evening or early morning, each Bomb Group received a teletype message from Bomber Command or Bomb Division headquarters alerting them for the morning mission, and beginning to organize the effort.

Directions for the formation of each Combat Wing and its place in the bomber stream was delineated, bomb loads were outlined, fuel was designated, and from the 40th Combat Wing came direction as to the number of planes from each field to be formed into the wing, and as to where each group would fly. As the war progressed and planes were more readily available, the 306th might well have provided a Combat Wing of 36 aircraft, and additional planes to fit into other combat wings with other groups. The most planes ever to fly out of Thurleigh for a given mission was 56.

### Information Gathered

When the planes returned the accumulation of the Mission Report began. Crew interrogations elicited data and narrative information from the flight crews and **Crew Interrogation Forms** became a part of the report. **Engineering** commented on the condition of returning planes; **Operations** entered data on missing aircraft and crews; **Medics** sometimes included data on the wounded; the **Group Navigator** contributed a chart showing the planned route, the actual route, times and altitudes along with the location of fighter encounters; the **formation chart** carried by the air commander in the lead plane joined the report, showing notes that had been made as the mission proceeded; **Fuel consumption** might show up; **ammunition** expenditures were indicated; **ordnance** furnished information on bombs and the **Group Bombardier** had data on the dropping of what bombs and where. An operational narrative from **Group Operations**, and finally Intelligence provided the **intelligence narrative**, as well as hot news items that had been phoned in.

As these pieces came into the Intelligence file room they were dropped into the appropriate mission file, and served during the war as a ready reference on any particular mission.

After combat was concluded these mission files were packed up at directions from Washington, being reviewed thoroughly first to fill in any gaps. They were boxed and went to the Adjutant General's office in Washington, and then on to National Archives.

There the combat history of the 306th Bomb Group rests today in about 45 acid-free file boxes, and they sit on shelves in a vault on the lower level of the National Archives building at Suitland, MD. The shelving stands 18 feet high, with two-foot aisles splitting the massive racks.

Millions upon millions of sheets of paper are included in Record Group 18, of which we are a part, and there is even more than we have collected in our records of the 306th. Some of it loses significance with the passage of time, but it still today carries a poignancy and timelessness to those of us who flew these missions, that will remain for centuries to come.

### How Much Do I Get?

Just what do I get when I order Mission Reports?

If pages of reading material is your criteria, the editor recently serviced a request for six missions, from 29 Jul 43 through Black Thursday, 14 Oct 43.

For this veteran's \$10 he received 69

pages of reading material, which averages 10 and one-half pages a mission.

As this man had flown both Schweinfurt missions, there were a few more pages than one might encounter on some other six-mission collections.

Your request may net a few less or a few more pages.

Max J. Frierhood, Hubert R. Garrett, William N. Goede, John L. Graw, Theodore F. Gutz, Chester A. Knight, Jr., Jack E. Rae Knuppenberg, Adolph L. Krahl.

**GROUND:** Ralph U. Blasingame, Albert A. Bodney, Malcolm W. Clouter, Ira L. Greenberg, Richard D. Holt, Richard M. Newman.

In looking at the list by serial numbers,

many of the original 306th Group names also appeared. Thus, if you check graduation orders that may have included hometowns, take a look; or check your advanced school graduation book and send along the hometowns for those whom you trained with.

Please send any information you may have to Russ Strong.

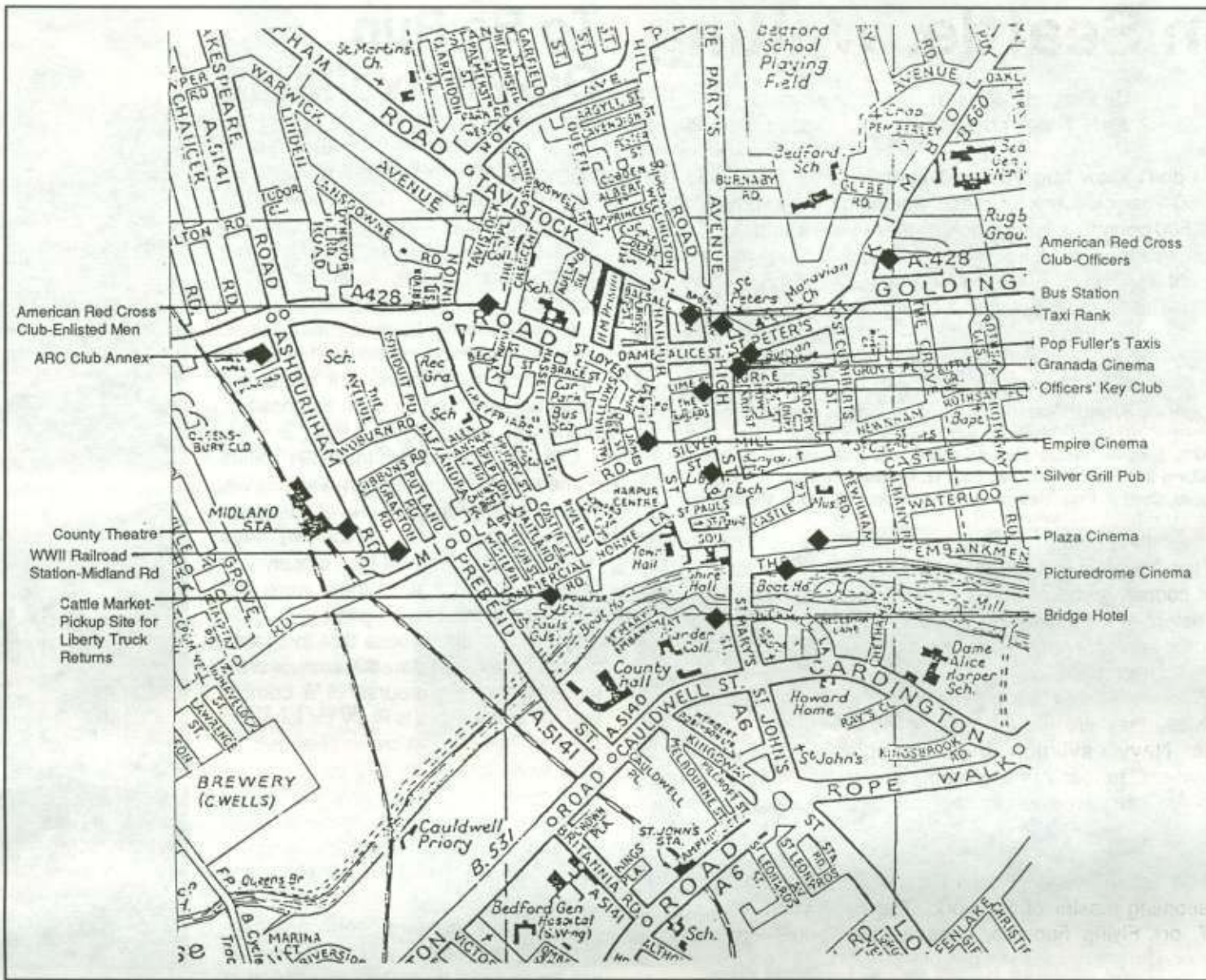


# FINAL LISTING '92 Reunion Attendees

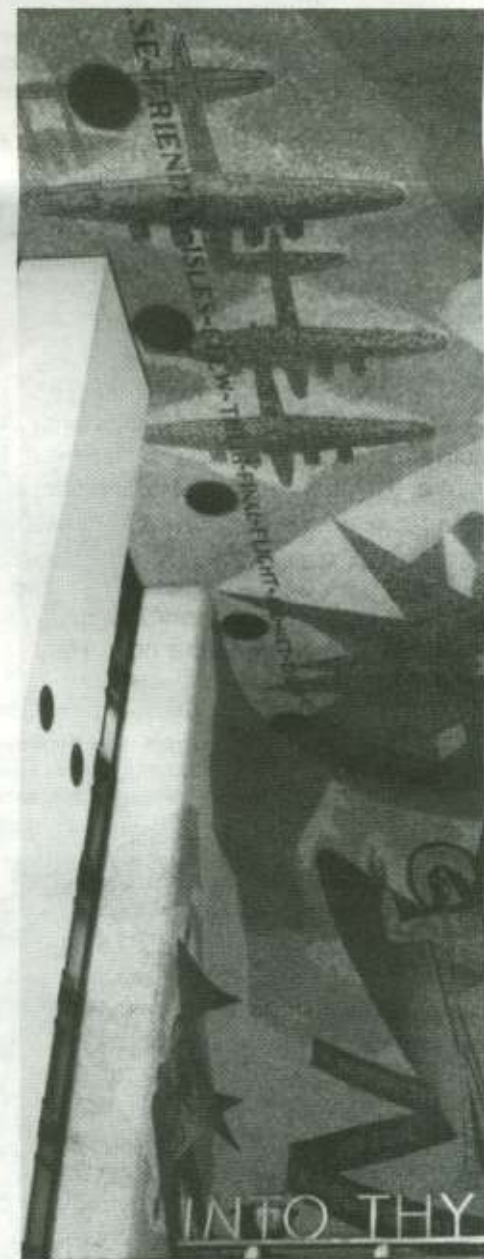
Listed below are those who participated in the recent reunion in Bedford and London, England. If names have been inadvertently omitted, please let the editor know.

- Ackerman, Carol Ann 423D
- Albertson, W E & Peg 369
- Alleman, Harry G. & Mildred 423
- Allen, John & Doris 369
- Allen, Raymond 367
- Armbrust, Norman & Lorie 423
- Bailey, Walter & Marguerite 368
- Banas, Charles & Carley 369
- Barber, Rex C. & Delsa 369
- Barchard, Charles & Harel 367
- Beal, Lane & Olive 369
- Beaver, Edward W. & Maureen 423
- Bergeron, Edward 423
- Bergeron, Glenn & Gertrude 423S
- Beyer, Robert & Kim Beyer 369 & 369S
- Bloom, Hyman & Yetta 367
- Bordner, Ralph E. & Nell 368
- Boring, Wallace & Betty 368
- Botick, Robert & Ruth 367
- Briscoe, Dale & Beti 369
- Broussard, Joe & Ada 367
- Burton, Dudley & Dolores 369
- Butschek, Walter & Margaret Audilet 423
- Butz, Jerome & Arlene 423
- Capaldi, Lucy 423D
- Capaldi, Michael 423
- Capaldi, Michael Jr. 423S
- Carlile, William GP
- Carrasco, William & Ruby 368
- Cavaness, William & Dorothy 368
- Chalfant, Barry 368S
- Chamberlin, Donald R GP
- Cheney, James S GP
- Chesher, Walter GP F
- Civils, Harry & Alice 368
- Colantoni, William & Marie 369
- Collins, James & Melba 369
- Connolly, Loras J & Mary 368
- Comroy, Anthony & Patricia 368
- Cook, Orval & Katherine 368
- Cooper, Lauri 369D
- Corderman, Delmar 368
- Correll, Walter 368
- Couris, Joseph & Eleanor 367
- Damaso, Louis & Betty 369
- Daniel, Everett & Martha 369
- Daniel, Robert W. & Pat 423
- De Wolf, William & Anne 369
- Edwards, James & Virginia 367
- Fallow, Heather 369GD
- Fallow, Robert & Catherine 369
- Peeser, William & Pauline 367
- Fenner, Suzanne 369G
- Flood, Robert & Katherine 369
- Ford, Courtney 369GD
- Ford, Linda 369D
- Foster, Lawrence & Janice 369
- Foster, William 369S
- Fox, Edward & Minnie 369
- Franklin, Ralph & Daphne British
- Frazier, Arthur & Joyce 369
- Gear, John & Emily Gross 367
- Getty, Daniel & Dorothy 423
- Getty, Steven 423S
- Godines, Henry 423F
- Goodwill, Forest & Hazel 369
- Graham, Andrew & Elrica 423
- Grimes, James & De Wilda 368
- Groesbeck, Carl A. 368
- Grondin, Abe & Lucienne Blanchard 876
- Haapa, Peg ARC
- Hamilton, Jack & Barbara 369
- Hansen, Leif H. & Anne 369
- Harris, James & Betty 367
- Hathaway, Joe & Pat 423
- Herbster, Ken & Vivian 423
- Hermley, Judith 369D
- Hickey, John & Elizabeth 369
- Hill, Richard & Helen Fraley 423
- Hoolko, Nicholas 367
- Hopkins, Royce & Mollie 367
- Hoser, Harry W. 369
- Houghton, Russell G. 368
- Houlihan, William F & Ruth 367
- Houser, Robert & Doris 368
- Huckle, Kathleen GP G
- Huistra, John & Phyllis 423
- Hulings, Thomas & Katherine 368
- Irwin, Joseph & Muriel 369
- Janik, Christina Kilcoyne 367D
- Johansen, Alfred & Elaine 369
- Johnson, Kevin 367F
- Jones, Casey 369
- Jones, John & Minnie 369
- Jones, Ralph & Dee 423
- Jones, Richard W & Ruth 368
- Jordan, Samuel & Kathleen 423
- Kaye, Herman & Dolores 423
- Keepman, Dr. Jay 369F
- Keepman, Erwin 369
- Keepman, Erwin & Dr Jay 369
- Kellogg, George & Marie 367
- Kennedy, Robert & Lura 368
- Kerr, George & Rita 369
- Kessler, Leland & Marguerite 368

## BEDFORD AREA LOCATIONS DURING WORLD WAR II



- Kester, Alton & Louise 369
- Kilcoyne, Anna 367W
- Kolger, Bill & Helen 369
- Kontich, Miles & Phyllis GP
- Korf, Glenn & Margerite 368
- Krajcik, Gus & Dorothy 368
- Krische, John C. 369
- Langley, Clifford & Shirley 369
- Lanyon, Philip & Robbie 423
- LaRocca, Mary 367G
- Lateano, Guy & Ysleta 369
- Latscha, Walter & Mary Jane 368
- Lawrence, Edward L. 423
- Leary, Frances 369GD
- Leary, Thomas & Nena 369D
- Leonard, John & Adele GP
- Leroy, Jacob & Bernice 423
- Levinstone, Lionel & Rosalie 367
- Lightdown, Harold & Arlene 369
- Lisec, Victor & Constance 369
- Lovelady, George & Marjorie GP
- Lunger, Lloyd & Cleo 369F
- Lynch, William & Jean Marie 423
- Madsen, Waldemar 369
- McClure, Kenneth & Polly 423
- McCormack, Miles 368
- McHale, Kathleen GP D
- McHale, William & Jean GP
- McIlvaine, James GPGS
- McIlvaine, Andrew GPGS
- McIntyre, Rodney GPGS
- McIntyre, Keith GPGS
- Michel, Ernest & Selma Einhorn 449
- Mills, John & Diane British
- Moody, Susan Ross 368D
- Norqan, William T & Margaret 423
- Motley, Toode & Virginia Price 367
- Murphy, Jack 423
- Nattier, Clayton & Jean 369
- Nelson, Robert & Clare 368
- Nesbitt, Archie & Wadyne 367
- Norton, Irving & Virginia 368
- Obermiller, Rodney & Jean 367
- Offord, Durwood & Elizabeth 367
- Palumbo, Vincent & Muriel 369
- Parker, Jack & Clara GP
- Parrish, Julius & Dorothy P Seals FR
- Peckham, W. T. & Georgia 369
- Perin, Eddie 369
- Persac, Leon & Bernardine 423
- Phillips, Daryl & Helen 423
- Pittman, Dave & Donna 367G
- Poff, Cecil & Virginia 367
- Putt, Carroll & Helen 367
- Radnofsky, Matthew 423
- Raineri, Michael & Helen 367
- Reioux, Barbara 423D
- Reioux, Barry 423S
- Reioux, Michele 423D
- Reioux, Paul & Aileen 423
- Roberts, George G. & Norma 367
- Robinson, Reginald L. & Verna 368
- Rockwell, Robert 367
- Rodriguez, J Louis & Rita 368
- Romanin, Aldo & Peggy 369
- Romano, Lawrence A. & Eva 527
- Ross, D. Dean 368S
- Ross, Donald R. & Janice 368
- Ross, Shirly & Betty 367
- Rozett, Walter & Kathryn 369
- Rucker, Wilborn 423
- Rueschhoff, Phil 367
- Ryan, William 423
- Sanders, John & Helen Griffith 423
- Santoro, Tony & Margaret 369
- Schaefer, William & Evelyn 369
- Schroeder, William & Meredith 368
- Schroeder, Robert W. 368D
- Scott, Ray Wilson & Susan 423
- Serafin, Frank & Florence 369
- Sewald, Albert 369S
- Sharkey III, Dennis 369
- Sharkey, Dennis & Mary Rose 367
- Smith, Charles O. & Vivian 423
- Smith, L. Eugene & Jean 423
- Smoot, James & Rosemary 369
- Snook, Donald & Katherine 367
- Sorden, Myron & Kay 368
- Stahle, Joseph 367
- Stephens, George A. & Elizabeth 423
- Stewart, Forrest J. & Ann 367
- Strong, Russell A. & June 367
- Stroud, Roy 368
- Thayer, Reginald 368
- Thompson, Carl & Martha 368
- Thompson, Adrian 423F
- Torrano, Herman & Barbara 369
- Trask, Roy E. & Dannie 368
- Trimmer, Henry & Gloria 423
- Valenti, Jasper & Elaine 369
- Valluzzo, Jack 368S
- Vangalis Mark 368
- Vangalis, Andrew & Helen 449
- Vaughn, Robert & Doris 367
- Vickers, Robert & Helen 367
- Wacjs, Fred 367
- Walsh, Patrick & Gilda 368
- Wayward, Victor & Janice 368
- White, J Robert & Hazel 368
- Williams, Harold & Wadyne 369
- Williams, Willie & Marel 423
- Wilson, Clay & Rachel Butner 368
- Wilson, Warren 369
- Wilson, Wymond & Arleta 369
- Wirth, James & Margaret 369
- Wood, Jack & Patricia 367
- Young, John & Kay 423
- Young, Oliver 423
- Zach, Robert & Marjorie 423



A portion of the ceiling of chapel at Madingly Cemetery, Cambridge.

### What Plane? What Target?

That's a great picture on the cover of the 1992 Directory, or so the editor feels.

It is a G model, unpainted and with staggered waist windows, but we can not tell the plane number, nor identify the target.

If anyone has information as to the actual aircraft, or can identify the target, please let us know.



367th Crew — Front: Ewald Jensen, cp, Romulus V. Houck, n, and William S. Kirk, p. Back row: Emil W. Kristoff, Eugene H. Kelly, Herman Shore, Cecil A. Poff, George G. Roberts and Robert E. Weber.



369th Crew — Front: Charles E. Berry, p, Norman Laux, cp, Paul Jones, n, and Bryan Jones, b. Back row: Leo Wells, George Kessel, Charles Zubov, Opal Hunter, James Simon and Raymond Sokolowski.



369th Crew — Front: Harry Hoser, Carl Frymoyer, Billy Brown, Steve Holleman and Paul Loubet. Back row: Roger Lindsay, n, Byron Bryant, cp, Roy Vinnedge, p, Wiley Glass, intelligence officer, and Kermit Cavedo, b.



423rd Crew — Front: Walter R. Wick, b, Arthur S. Morris, n, Frank M. Kackstetter, p, and Richard B. Thompson, cp. Middle row: Bennett F. Buchanan, Wayne J. Gray, Eugene A. Pfister, Arthur R. Adrian, Henry A. Steelsmith and Ray J. Smith. Back row: Jim, Sad Sack, Mac, and Max Bowles, crew chief.

**Editor's Note:** Please send any corrections to the editor, and can someone identify the ground crew in the 423rd picture?

## Crew Pictures To Be Run, Only If Available

The time has come to carry out an earlier editorial threat, and to run crew pictures available. That causes the existing collection to be split into two parts: those we have, as on the left, and those we can't identify, as shown on the right.

A few pictures have come in since we made mention of the feature in the April issue of *Echoes*. But more are badly needed, and as soon as possible, or the well will run dry in 1993.

Our records show that 391 pilots came to the 306th with complete crews. The list following at the end of this piece shows the crews for which we have pictures, and if you will look closely you will note that not all of them were first pilots, but started as co-pilots.

We would also guess that the same pilot may have appeared in several crew pictures over the course of a combat tour, or at least this is likely for longtime servers. The combat crews changed, as men were lost, or ended up a tour, or were taken off flying for any of a variety of reasons. Some of the veteran pilots we can identify are certainly pictured with a different crew than that with which they started.

Please send along your photos—identified as well as you can—and we will try to work them into something of a chronological listing. If you can give us the picture, fine; if you want it returned pronto we'll get it copied equally pronto and send it back to you.

We'd like to see a lot more crew pictures than we now have.

Listed below are the pilot for whom we have identifiable crews:

Adam, Milton	Reioux, Paul
Barrett, Harold	Rich, William
Berry, Charles	Riordan, Robert
Boswell, Gwynn	Rozett, Walter
Brown, Harold	Sasser, John
Broz, George	Schoolfield, Charles
Burgess, Lowell	Sherman, Fred
Burrell, Eldon	Stevens, Barney
Butler, James H	Toner, Charles
Buttorff, Richard	Toombs, J P
Carrazzone, Gennaro	Trease, Harold
Casey, William	Tucker, Charles
Cassedy, William	Vinnedge, Roy
Check, Raymond	Wieland, William
Coleman, James Ray	Williams, Max
Corcoran, John	Williams, Robert C
Cosper, Clyde	Winward, John
Couris, Joseph	Witt, Thomas
Davis, John L	Wood, Robert H
Edeler, James	Youree, Pervis Earl
Fortson, William	
Fossum, Harold	
Gay, Joseph	
Hennessy, Edward	
Judas, Maxwell	
Kackstetter, Frank	
Kearney, Lester	
Kelly, John M	
Kielt, Walter	
Kirk, William	
Lewis, Jack	
Macomber, Francis	
Martin, Paul	
McKay, Mack	
McMahon, J Bruce	
Miller, Harold	
Newstreet, Martin	
Noack, J P	
Norman, Alfred	
O'Brien, John J	
O'Hara, Richard K	
Olsen, Ben	
Peterson, Loy	
Ramsey, David	
Reeder, William	
Rehn, Al	

## Can You Name These?



## Denny Authors Second Book On Our War

Did you know that Russia had three air regiments of women combat pilots on the Western front during World War II? That American male pilots from several nations flew as volunteers for the Russians during the war?

And that, here at home, we had 1,000 American women known as the WASPS flying everything from P-51s to our beloved B-17s from factories to air bases?

One more: are you aware that the Nazis planned to bomb New York and would have done it if the war against Russia hadn't demanded their available resources at the time?

These are some of the subjects covered by *Night Run*, a new World War II novel by former 306th pilot Bob Denny that will be released by publisher Donald I. Fine, Inc., in late October.

Denny's first novel, *Aces*, was released in 1990 and is familiar to many 306th veterans. It deals with the surprise appearance of the ME-262 jet fighter over Europe in late 1944.

*Aces* was called "superb, audacious" by *Publisher's Weekly*; "gripping and authentic" by *W.E.B. Griffin* and the *Library Journal*; "splendid" by the *Washington Times*, and "outstanding" by *Kirkus Reviews*. The *New York Times* said that "when Denny puts you in the cockpit of a B-17, he soars." *Aces* is now a Dell paperback.

*Night Run*, Denny says, centers around an American B-17 pilot of third-generation Russian extraction who bails out over the Russian lines, can't immediately be repatriated, volunteers to fly for the Soviets, and falls in love with one of the young Russian women pilots from the night-bombing regiment.

"These weren't the big mommas you might expect, but frail and often pretty girls of 18-21 who flew antiquated biplanes at night to bomb German positions," Denny says. "The Germans called them the 'night-witches.' Some were killed and many were honored for valor. One is buried in the Kremlin wall. It's a little-known and highly interesting piece of history.

"There's a secondary plot involving the hero's buddy, who becomes the commander of a B-17 bomb group," Denny adds. "Here, I've stolen some of the history of the 306th. This includes the acquisition of an abandoned ice-cream factory that made the 306th the only group in England that made ice cream. Also involved is the true story of how our group bartered cooking oil and cigarettes for Scotch whiskey and other scarce commodities."

The bombing of America by a Viking (Blohm & Voss) flying boat was one of several such plans that the Germans developed and then abandoned for one reason or another. The Heinkel 177, later called the "dead racehorse" for its deficiencies, was a candidate. There was a four-engine Amerika bomber that didn't meet performance specs. And there was a two-stage ICBM, the A-10, being developed to hit the U.S.

The use of the Viking was planned by Hermann Goering to give German morale a lift. It was to land in the Atlantic 800 miles east of New York offshore and be refueled by one of the U-boat fleet's *Milchkuh* (milk-cow) submarines. Given the state of our coastal defenses at the time, it's highly likely that the plan would have worked.

Denny says he simply extended reality into fiction and, in *Night Run*, has the Viking intercepted during refueling by a B-17. What then ensues is perhaps the oddest aerial dogfight in history.

*Night Run* will be released at a time when, by sheer coincidence, a Presidential commission will report its findings to the White House on the future role of women in combat in the U.S. military. This, together with the Romeo and Juliet story of the American B-17 pilot and the Russian "night-witch," may give it a women's audience as well as the traditional military/veterans' readership.

Robin Rockwell-Kinney is the daughter of Robert G. Rockwell, 367th engineer. Now in her thirties, and with four children of her own, she speaks to the feelings of many of our children and grandchildren concerning those experiences many of us went through during WWII, as expressed in her statement below.

### Reunion — 1992 — England Bound

As the day is getting closer now for all to reunite, I am sure the excitement is building. The anticipation is getting greater for those who were such an important part of our world history. You all will come from far away to hopefully regain a part of your lives. Some have not been so lucky and you will remember them more now—but they are at peace—you know.

Experiences which can be told but not relived you only hope have had their impact on our world, our nation and of course our lives. Experiences which made you "men." I cannot fathom the feelings of nervousness, wonderment, or just plain being scared...nor the courage which it took. You all knew this one may be your last, you wondered will this be it? While you were up there, the feelings of "what am I going to encounter?" The feeling of relief on being close to "home" on the return. The thoughts of how many faces will be missing when you land, then the sadness of knowing.

My Dad was part of this.

While all stories have not been told, all feelings have not been conveyed, I know this reunion will help fill a missing part of his life since my Mom passed away a few years ago.

You all have once again become part of his life. He holds now the same feelings which he felt during 1943. He has gained friends, and hopes to gain more. At 68 he is having a chance to go back in time with his life—not many people are this lucky.

I do not have a piece of history, so important, that I can say "I was part of that" which I can relay to my children—BUT Grandpa does, and we are very proud. Very grateful that he was "chosen" to survive. I feel it is my obligation in my life and my children's to bring his making of history to their attention, and while Grandpa is still with us in this life, I hope he also shares a similar obligation to convey his experiences of which we can learn.

Wishing you all a very happy time and a BIG THANK YOU for the once-in-a-lifetime chance for my Dad to relive a very important piece of his past and helping to establish the United States of America as the safest country on Earth.

Sincerely,  
Robin J. Rockwell-Kinney



The objects shown above have been recovered from the crash site of Capt. Boylston B. Lewis' 369th plane, 42-97185, which went down in Czechoslovakia 14 Feb 45 on a Dresden mission. An inquiry came from a Czech WWII aircraft enthusiast. Forest Goodwill and Everett Daniels, 369th crew chiefs, agree that the object on the left is an oil cooler and that the other object is half of a supercharger governor out of an engine.

## 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 Association: \$ \_\_\_\_\_

Name \_\_\_\_\_

Street and Number \_\_\_\_\_

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

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

Send to:  
Charles F. Jones, Treasurer, 136 Coventry Dr., Henderson, NV 89014

Date \_\_\_\_\_

## Books

### German Tells Story of Life In WWII Army

*SOLDAT, Reflections of a German Soldier, 1936-1949*, by Siegfried Knappe and Ted Brusaw. 1992, Orion Books, New York. 384 pp.

Siegfried Knappe is trying to set things right in his world, it would seem in this first person story of life in the Wehrmacht, which began as a young cadet just out of school, and ended when he finally got out of Russia as a major in the German army.

It seems to this reviewer to be much more of an apology than a biography, as he tells the story of how he was swept up in the Army prior to the invasion of Poland, and fought his way through countless campaigns from East to West. He has been a resident of Zenia, OH, since coming to this country in the '50s, but there are evidences of guilt he is trying to sweep away through expurgation that often comes from writing.

At the same time it does offer interesting glimpses of German life during the war, and certainly of front line action and staff duty as the long war moved along. All of the terror and dangers of front line combat were a part of his life.

He tells a story of being a smart and very capable young officer who attracted the attention of the older commanders, and who won promotion because he knew how to get things done and was totally dependable.

By the time Knappe saw the end of the war and imprisonment in Russia, he had married and had two children. In 1949 he parted company with the Russians because he had never been convicted of any war crimes by his captors. Returning home, he went back to school and in 1952 came to Antioch College in Ohio as an exchange student. He had learned enough of the new life in East Germany that he developed many contacts in the U.S. for sponsorship, and was able to return in June 1954 with his family on an immigration visa.

In early 1955 he joined the international division of a large corporation and retired in 1983 at the age of 66.

By reading this book you will gain an appreciation of military and civilian life on the other side of the battleline, as well as a continuing lesson in the geography of Europe.

## Pilot Survey

Name \_\_\_\_\_

Cadet Class \_\_\_\_\_

Adv. Trng. Location \_\_\_\_\_

# Combat Missions \_\_\_\_\_

Date leaving 306th \_\_\_\_\_

Rank on leaving 306th \_\_\_\_\_

Did you fly with the Casey Jones Project in 1945-46? \_\_\_\_\_

Send to: Russell Strong  
5232 Cheval Place  
Charlotte, NC 28205

# Strong (from page 4)

of service at Thurleigh in September, an event marked by a three-day whing ding. During two years numerous men had developed close relationships with many Bedfordshire families, and numbers of our guests here today reflect those ties. To some it was an opportunity to get away from the Army regimen for a few hours and these men found a family atmosphere soothing to their nerves.

A number of men also found life partners among the nearby English young women, and despite the strictures placed on marriage by the military, many were willing to battle the paperwork, and our chaplains conducted weddings for about a hundred men from Thurleigh. Among us today are some of those men, who are celebrating all kinds of things with their "war" brides. Most of them live in the States, but continue to regard England as a second home. There are eight men who receive their quarterly copies of *Echoes* at their permanent English addresses. Jim Richwine is one of those who may not quite know where he lives, as he spends about half of each year in Pennsylvania and the other half in the Bedford area.

The war ground on during late 1944, with rumors rife that it would all be over any moment. The planes continued to fly, men and ships were lost, but finally on 19 April 1945 the aircraft of the 306th cleared the fence at the end of Runway 24 for the last time on a combat mission. This was the 341st.

Those of us returning today, for just one more visit to Thurleigh, remember many of the things that happened to us during our stay in the 1940s. Hopefully, unpleasant things may have faded somewhat over time. And there are certainly different perceptions for those

who serviced the planes, prepared the meals, sorted the mail, maintained the roads, kept the records, packed the parachutes, provided communications, straightened propellers, and watched the planes leave in the morning and counted them in again late in the day; while those of us in the planes had a somewhat different life, concentrating principally on the missions.

As others have remarked, if you came to combat and went home unscathed it was an incomparable experience. Unfortunately, that was not true for everyone. We remember today those planes we saw go down, the friends who never came home, the men who spent much of the war in prison camps, those whose wounds ended their combat flying, and those who found their experiences unnerving at best.

As for me, forty-eight years have passed all too rapidly. On this exact date in 1944 we flew an interesting mission to Gelsenkirchen in the Ruhr Valley. It was an unforgettable day for some, as the 368th lost a crew with whom my crew had gone through stateside training. It always hurt a little more when the crew going down was someone whom you knew personally. And this not only applied to flying crews, but hit men in the ground echelon just as hard.

I think I speak for many here today when I say we are proud to have had a chance to play a role in one of history's major events; and then to live for many years in a world which we helped create. Perhaps our only wish today is that fifty or a hundred years from now, some residents of Bedfordshire will wish to gather here with a small group of our descendants to once again affirm that we defeated the enemy and retired from the field with honor.

# Reunion Report (from page 2)

duty from 1939 through 1945.

Later he served in Southeast Asia, as the top RAF officer in Germany, and finally as deputy minister of defense for personnel and procurement.

With Monday morning, 31 August, came the big breakup, as buses were off early to the airports; then two buses headed south for Dover to take the ferry across to Calais, and spent a week in Belgium and France. Highlights of this proved to be Paris and the Normandy invasion beaches.

Another bus had left shortly thereafter north for Scotland where the 48 travelers

spent much of the week, and then back down the west side of England, nipping into Wales briefly, and joined with the French tourists at the Carnarvon Hotel in the west of London.

This was a quick overnigher, as people were up early to be on the buses to Gatwick and Heathrow, with a 9:30 bus also taking late fliers to Heathrow.

For the more than 125 people on this phase of the reunion, the end of a grand time in England and elsewhere came to an end.

And most vowed to gather once again in Seattle in 1993.

# Squadron Diary Work Continuing

Intensive editing and copy preparation work has begun on the **367th Squadron Combat Diary**, a companion to the previously published **369th Diary**. It is expected that this will be completed before Christmas and that the book will be in the hands of the printer by that time.

With both a first and second edition already printed and being circulated for the **369th Diary**, it is hoped that sales will move as well for the 367th version.

However, in the case of the **367th Diary**, more material has been added to it so that a comprehensive story of each mission is included. It was found that in the 367th frequently in the first year names of all mission pilots were omit-

ted, which gave no clue to a reader as to whom had actually participated in the raid. As time wore on, though, this was attended to by the various intelligence officers who authored the diaries.

It has also been found necessary to add the names of missing crew members in many cases, as there was a lack of consistency as to how this information was handled.

As soon as the 367th book is ready for the printer, copy for the **423rd Diary** will be put into the hopper, and there is every intent to complete the **368th Diary** as well by the time of the Seattle reunion. This has been a major effort for the Association, and will result in the availability of considerable additional information to men of each of the squadrons.



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