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# 306th Echoes



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TUESDAY — Reception at the Corn Exchange for nearly 500.



WEDNESDAY — Memorial Service at Thurligh.



THURSDAY — Honors at Madingly Cemetery.



FRIDAY — Visiting the area villages.

## Seattle Gave Much to 'Our' WWII Mission

Many men of the 306th have had an intense interest in the goings on around Seattle for a half century, more or less. Principally this interest manifests itself in the Boeing Company, and its very successful product, the B-17 heavy bomber in all its versions, but especially the F and G models.

The tour of the Boeing 747/767 production lines has been expanded to include 46 persons each Thursday morning and afternoon, and again Friday morning and afternoon. Your choice must be indicated on registration form.

It took considerable effort by Convention Services Northwest and the 306th reunion committee to get this major scheduling change at Boeing.

There is a charge of \$18 for each

person participating, which includes bus transportation and the entrance fee. Children under 12 are not permitted on the tour.

The big day for reunion participants arriving is always on Thursday, this being 9 September. The registration desk in the Red Lion Hotel will be open from 9 to 4.

The Red Lion is located within a mile and a half of the main terminal, and frequent trips are made between the Red Lion and the airport terminal by the hotel's large red buses. There is no charge.

### Tillicum Village

Thursday night's big event will be the

(Turn to page 2)



Maj. Earl Rudolph, right, receives the Silver Star 48 years after the event from Maj. Gen. Charles D. Link, commanding general, Third Air Force.

## Rudolph gets Silver Star

When Maj. Earl Rudolph's wife casually asked if he had any medals due him that he had not received, recalled that he had been wounded on the mission of 22 June 1944 and had never received his Purple Heart.

Some would say that Rudolph really wasn't in line for a Purple Heart because he was an ordnance officer. But, there were problems some days in the failure of bombs to drop properly, and Rudolph had received the assignment to fly a few missions and find out why bombs were not releasing, or were falling away with the shackles still attached and were not armed for explosion on contact.

This was Rudolph's seventh and last mission, flying with the 369th crew of Clifford F. Baxter, in 639-L. They bombed the primary at 24,000 feet at 1904 hours, and the crew interrogation does not list any crew problems.

Rudolph reported in to the dispensary to show Doc Munal some lacerations on his left foot and ankle. They were treated and he promptly forgot about them. That is, until his wife popped the question.

Since his USAF retirement, Rudolph has lived at Lakenheath in Suffolk, near the American fighter base. Then there came a day when he was to go to an American AF retirees meeting at Third Air Force headquarters at Mildenhall. Upon arrival he found that he was indeed the center of attention.

His family was present, and Maj. Gen. Charles D. Link, Third Air Force commander, made the presentation of a Silver Star for:

"...gallantry in connection with military operations against Nazi Germany during World War II. Officially assigned as a munitions officer, Major Rudolph also voluntarily

(Please turn to page 2)

## Seattle Prepares

(from page 1)

Tillicum Village cruise and salmon bake, an event that will be repeated again on Friday night, so that everyone can take part. We will be picked up at the hotel by motorcoach and taken to Seattle's Pier 56 where we will board a ship which will take us out into the harbor for a cruise to Blake Island Marine State Park. This will feature Indian ceremonial long-houses, potlatches, war canoes and Indian art.

The traditional Northwest feast begins with steamed clams and nectar. Then you'll proceed to an all-you-can-eat buffet line which features alder-smoked salmon and Indian bread. As your meal ends, the lights will dim for an enchanting cultural event. While a narrator tells stories of the Indian land, customs and their creation, Northwest Native American performers portray their ancient folklore through a series of costumed dances. This island is the birthplace of Chief Sealth, whose name, slightly changed, was chosen to mark a little pioneering town founded in the 1800s as Seattle.

This event will also be available on the same schedule Friday night so that reunioners can adjust these events with their visiting and dining with old friends.

Also, on Friday night a Spirit of Puget Sound dinner cruise will be offered, from 6 to 10:30. In addition to a feast of fresh seafood, beef and chicken, there will be plenty of musical entertainment, with live dance bands, a complete tour narration, and a rousing Salute-to-Broadway Revue performed by some of the food servers.

Saturday morning will once again feature the annual business meeting of the Association, while those ladies wishing for something different will be offered a deluxe city tour, "Sample Seattle." Done by motor coach this will go downtown to the International district, the University of Washington, a salmon ladder, Magnolia Bluff and the Pike Place farmers' market. Buses will depart at 9 and return at 1.

Friday will also include two trips to the Museum of Flight, located several miles from the Hotel and in towards the city. If all goes well in the ensuing months, on special display for the event will be



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. Carille, James S. Cheney, and Victor L. Rose; Donald R. Ross, immediate past president; Warren F. Wilson, 1992 reunion chairman.

306th Echoes is published four times annually: January, April, July and October, and is mailed free of charge to all known addresses of 306th personnel, 1942-45. Contributions in support of this effort may be remitted to the treasurer.

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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).

a B-17 which has been undergoing restoration in the nearby Boeing shops.

Saturday evening the reunion will close with the annual banquet in the Red Lion Hotel.

## Silver Star

(from page 1)

completed seven dangerous combat missions as an aircrew member. On one mission he was wounded in action, but in keeping with his character, immediately returned to his assigned duties..."

Rudolph now says, "I never had any idea of the award, as to me the action I took did not seem out of the ordinary. After all, being a bomb disposal officer and sitting in a hole with an unexploded bomb, usually German, as I was with an RAF Bomb Disposal unit up in Coventry, I found these Brits had more intestinal fortitude than most. To sit in a hole and extract electric German fusing from an aerial bomb to make it safe was where 'you separated the men from the boys' rather quickly.

"I made seven trips as a waist gunner at the request of Thurman Dawson (Group ordnance officer), and I took a liking to my new found mode of travel. On the seventh trip we had two jam ups," Rudolph reports.

He jumped on the one hanging bomb, forcing it to drop, and pounded on the second until it, too, released. Both faulty bomb shackles were brought back to Dawson for examination. While working on these two bombs he was evidently tagged by shrapnel from anti-aircraft fire over Chent Belgium.

Thus, in 1992 two 306'ers received their Silver Star medals some 48 years late. As reported in the April issues of Echoes, Robert Myllykoski of Sebastian, FL, was presented with a Silver Star for his actions of 26 July 1943 when he helped the badly wounded Nelson Huston out of his ball turret, got his parachute pack on him, and then pushed him out the door of their stricken plane over Germany. Only in 1985 did other crew members learn who had saved Huston, and then Pilot Norman Armbrust and others went to work to get a Silver Star for Myllykoski. Huston died in a German hospital.

## Have You Found Your Crew Picture?

In order to publish crew pictures in the near future, we still need many, many more crew pictures.

We have copied and returned a number of pictures thus far, and we need several hundred more if we are to fulfill this "mission." The total number of combat crews was something around 500, although this would include a number of permutations as crews changed over the combat tour.

Not all of the crews we show will be headed by a pilot who brought a crew over, but will include co-pilots or pilots who never had a crew until later in their tours when they were assign a group of men who became a cohesive unit for from one to twenty missions.

Whatever you have, and particularly that you can identify, the editor needs. After the October issue of Echoes we added an additional 20 crews to our listing, and still have some in various stages of identification.

We showed 65 crew pictures as on hand in October, and the 20 we have added include as pilots: Joseph Belser, Raymond Birdwell, Raymond Braun, Wesley Brinkley, Philip Field, Robert Mox, Charles Munger, Irving Pedersen, Ralph Peters, Walter D. Peterson, Elton Rabe, Robert Ritter, Alvin Schuering, Wilmer Schultz, Alfred Switzer, Hubert Verdick, Richard Vogel, Frank Wagenfohr, George F. Walter and Winston W. Wood. Several other photos are in various stages of processing and are not included in this listing.

Let's hear it for YOUR crew!

## Obituaries

**Milton M. Adam**, 367th pilot, died 7 Nov 92 in Sweet Home, OR, after nearly ten years of ill health. He joined the 306th with his crew 7 Jun 44, and completed his tour late in September. He was a carpenter for many years in Carmel, CA, before retiring to Oregon. He leaves his wife, Dorothy, and seven sons.

**Richard S. Argo**, 367th gunner (John Stevens' crew), died recently in Cincinnati, OH. A more complete obituary will follow in the Spring issue.

**Edward W. Beaver III**, a 423rd gunner, died 13 Nov 92 in Whitesboro, NY. He arrived with the group 24 Apr 44 and was immediately assigned to the 8th AF gunnery school for training. Beaver participated in the 1992 reunion in England, although having recently undergone surgery for colon cancer. He leaves his wife, Maureen, four children, five stepchildren and nine grandchildren.

**Lloyd A. Brandon**, 368th waist gunner, died in Oct 91 in Banning, CA. He began combat in June 43 and completed his tour in November, the 110th EM to do so.

**Maj. Jesse A. Bryan**, 369th bombardier (Harold Mattson crew), died 26 Apr 92 in Lake Charles, LA. He arrived with the Group 25 Oct 44 and was a POW 10 Jan 45 at Gymnich, Germany (w. Mattson). He was a USAF retiree.

**John T. Deets**, 369th gunner, died 5 Nov 92 in Buffalo, NY, VA hospital. He made his home in Amherst, NY. Deets joined the 306th 15 Feb 43, and was the 85th EM to complete his combat tour, in September. He then was commissioned as a second lieutenant and transferred to the 381 BG as a gunnery officer. Before entering the service, Deets had won considerable attention as a baseball pitcher, and in 1940 was promoted to Indianapolis in the American Association. Last fall he was nominated to membership in the Fannin County (TX) Sports Hall of Fame.

**Henry P. Deutsch**, 369th radio operator (Allen Babin crew), died 25 Mar 90 in Aurora, IL. He was on the last plane lost in combat by the 306th, 10 Apr 45 on a mission to Oranienberg. Bailing out, he joined several crews in avoiding capture by the Germans, and returned to Allied military control.

**Merwyn C. Greisinger**, 368th armor-er, died 25 Feb 89 in Van Wert, OH.

**James O. Grimes**, 423rd radio operator for Henry Wills, died in the early '70s in East Bernstadt, KY. He arrived with the Group 31 Jan 45 and flew about twenty-five missions by the end of combat in April.

**Ludwig Gulbrantson**, a section head in the finance office at Thurleigh, died 19 Apr 91 in Palatine, IL.

**David B. Howe**, 423rd navigator (Wallace Wood crew), died in early November in Terre Haute, IN. He arrived for combat 8 Jul 44 and completed his thirty-five missions in December.

**Loren E. Hubbell**, 369th pilot, died in Jan 90 in Rolfe, IA. He flew a combat tour with the 94th BG, departing 30 Dec 43. Then in Dec 44 he was assigned to the 306th with a new crew and became a lead pilot for the twenty or more missions flown with the 306th. In Korea he flew B-25s. Returning to Rolfe, Hubbell ran a small mechanic's shop. He was unmarried.

**Arthur Isaac**, a 369th lead bombardier

(William Katz crew), died 8 Dec 92 in Greensboro, NC, when he suffered a massive heart attack while shopping with his wife, Anne. He served with the 306th from 4 Jul 43 to 21 Mar 44, earning two oak leaf clusters to his DFC. He was on Alphonse Maresh's crew 26 Jul 43 when they ditched in the North Sea off Cromer returning home from Hannover. Isaac was perhaps the greatest natural comedian the 306th ever had, and hadn't lost a beat when he attended the San Antonio reunion in 1990. For some years he was vice president for sales of Selby Furniture Hardware Co. He leaves his wife, four children and five grandchildren.

**Maj. Frank M. Kackstetter**, 423rd pilot, was killed 3 Oct 49 near Trinidad, CO, in the crash of a B-17 with ten passengers on board. Kackstetter joined the 306th with his crew 4 Apr 43, and became the 83rd officer to complete a combat tour 26 Dec 43. He was a graduate of Colorado A&M College and was unmarried.

**Albert C. Lane**, 369th munitions worker, died 17 May 89 in Aiken, MN.

**Michael J. Lawrence**, 1628th Ordnance Co., worker, died 16 Feb 92 in Chicago. He leaves his wife, Terry.

**Leon J. Opper**, 368th radio operator (Ned McKinny crew), died 22 Nov 92 in Sarasota, FL, of cancer. He arrived with the Group 23 Dec 44 and flew until the end of combat in Apr 45. Leon broke his wrist in the crash landing of McKinny's plane in Belgium 20 Jan 45 en route home from Rheine, Germany.

**William E. Pleasant**, 367th squadron navigator (James Roberts' crew), died 26 Oct 74 in Elgin, IL. He joined the Group 20 Jan 44 and completed his tour in September. He left his wife, five children and six grandchildren. He was employed by Precision Diamond Tool Co.

**Donald F. Sheridan**, originally with the 449th sub depot and later executive officer for the 367th Squadron, died 20 Jul 92 in Harlingen, TX, where he had retired after living many years in Chicago.

**John E. Smith**, 368th copilot (William Keiser crew), died 13 Oct 92 in Grand Junction, CO. He flew two missions after joining the 306th 9 Apr 45, and also flew with the Casey Jones Project.

**Kenneth L. Smith**, a 367th sheet metal worker, died 11 Mar 91 in the VA hospital, Danville, IL, where he had been a patient for nine and one-half years. He leaves his wife, Beatrice, whom he married in England, and four daughters.

**LTC Donald E. Upchurch**, who began with the 4th Station Complement Squadron, and later served with the 367th Squadron in Group Headquarters, died 10 Nov 92 in Vienna, VA, after a long bout with cancer. He was a 1971 USAF retiree, having returned to active duty in the Korean War. His last post was as a manpower specialist at the Pentagon. From 1975 to 1985 he served on the Vienna Town Council, and earned degrees from the University of San Francisco and the University of Maryland. He leaves his wife, Eunice, three daughters, eight grandchildren and one great-grandson.

## 306th Family

**Laura Brakebill**, wife of Jack Brakebill, 423rd, died 7 Aug 92 in Shelton, WA.

**Ruth McKnight**, wife of LTC Douglas McKnight, died 22 Aug 92 in Escondido, CA, after five years' illness with cancer. Her date of death was 43 days before their 50th wedding anniversary. Doug was a 423rd bombardier and POW.

# Bedford & the Corn Exchange



# The Old Base and Our Memorial



A partial look at the crowd as it gathered for the memorial service at Thurligh, on the site of the old 40th Combat Wing headquarters.



Donald R. Ross, 306th president and reunion chairman, opens the Memorial Service.



Russell A. Strong delivers the principal remarks at the Memorial Service.



A closeup of a part of the Memorial service crowd.



Incoming President Forrest Stewart prepares to take the 306th Group wreath to place it at the Memorial at Thurligh.



Children from the Thurligh school once again brought flowers to the 306th Memorial, as they do several times during each year.



A view of the memorial, with the Bedford-area veterans' groups and their colors.



Each of our eight buses was crowded with enthusiastic participants in the various reunion activities.



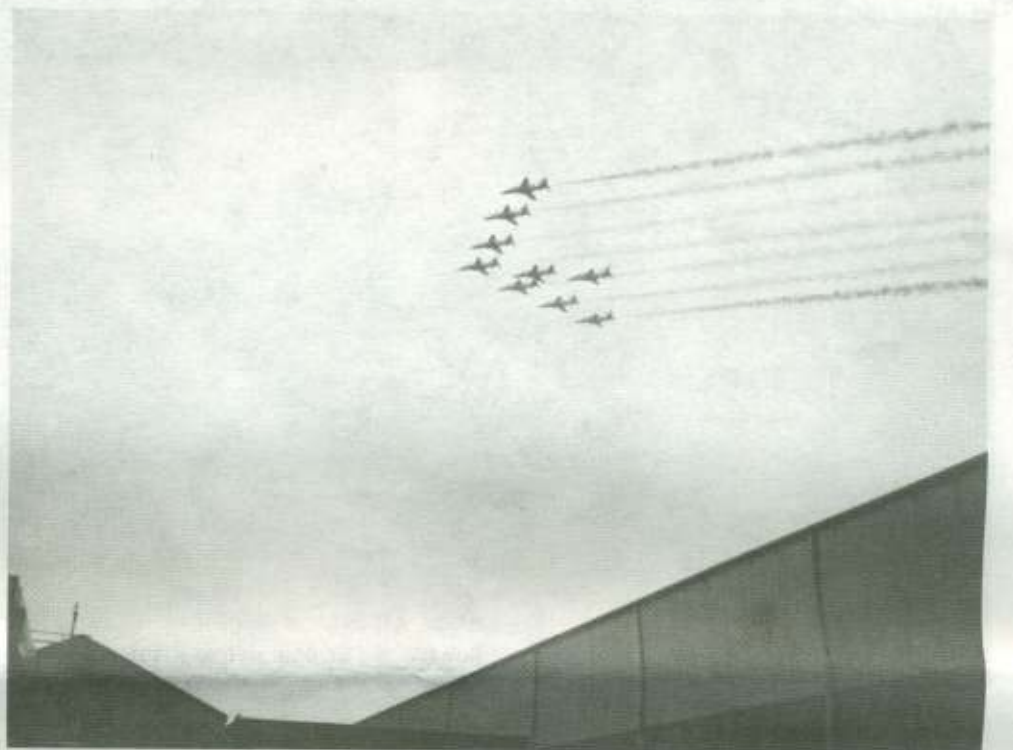
Group Captain Robert Beasley places a wreath for the RAF, honoring the men of the 306th.



The old enlisted men's mess, one of the few remaining structures from the 1940s at Thurleigh, was on the bus tour. Harold Lightbown looks in at the right.



Despite the inclement weather, the Red Arrows of the RAF performed magnificently for American visitors.



Nine-plane formation of the Red Arrows flew back and forth across the field, with vari-colored smoke streamers coming from the planes.



Six of our eight buses are shown parked outside the hangar at Thurleigh where lunch was served, and where the "Glenn" Miller orchestra played at night.



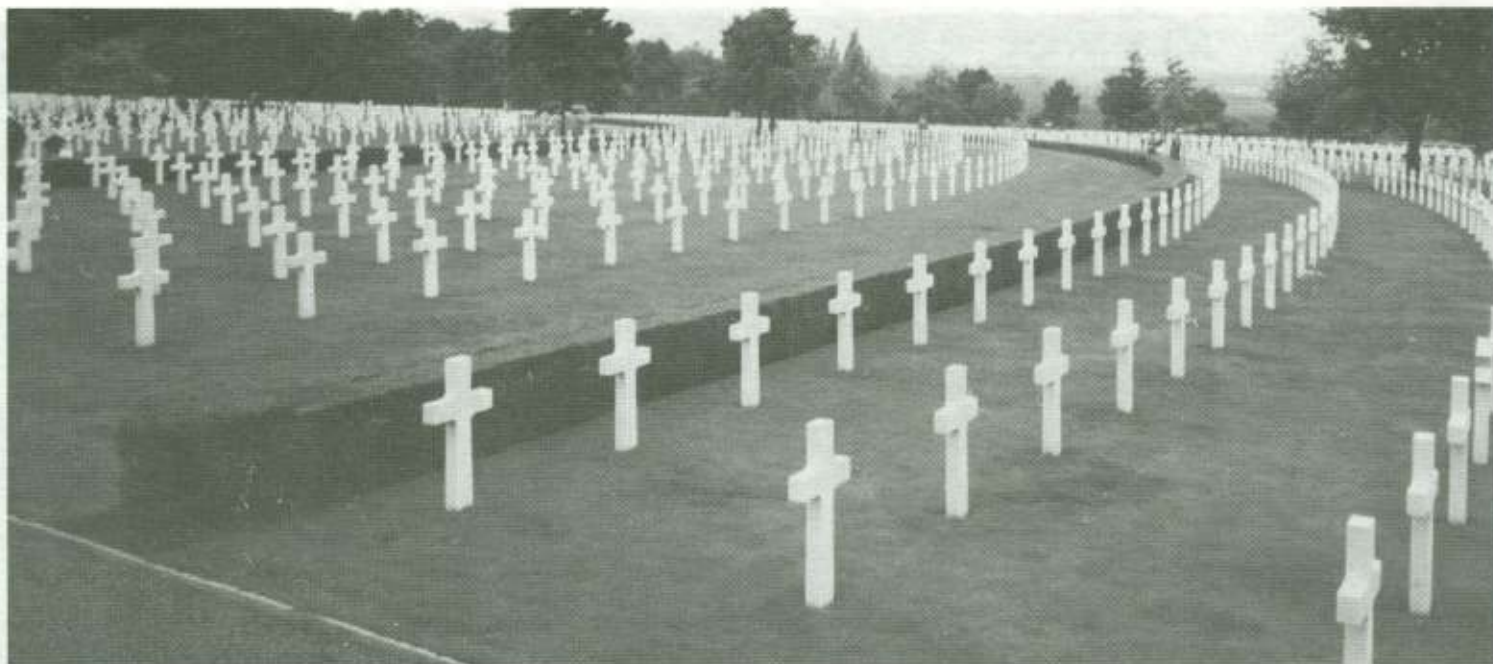
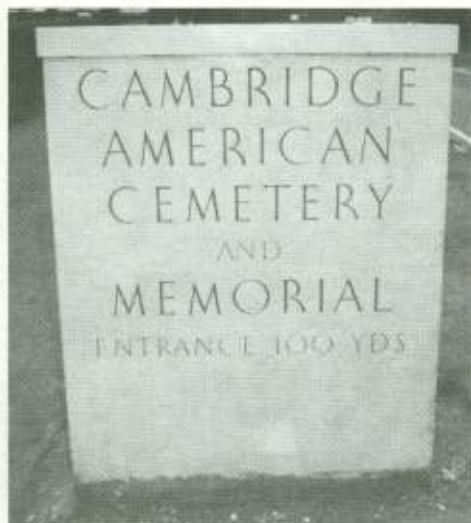
Once again, we stood in lines at Thurleigh as people moved into the hangar for lunch.



The "Sally B," only flying B-17 in England, came over from Duxford to assist in the 306th celebration.



The Miller orchestra played to more than 2000 people in our last hangar dance, actually one of two remaining of the original four Thurleigh hangars.



A look across the expanse of 3,800 crosses for the Americans buried there. Many of our friends' names also appear on the Wall of the Missing shown at the right in the lower photo, as one looks the length of the reflecting pool.



The grave marker for 1LT Edward S. Smolenski, killed in a mid-air collision over England 15 Dec 44, is marked as were all 306th graves for our ceremonies.



The Third Air Force chaplain; William Houlihan, speaker, and Donald R. Ross, presiding, at the flag pole.



A magnificent map on one wall of the chapel shows the extent of aerial combat in the European theatre.



The altar area extends behind a screen, and one is drawn to this area immediately on entering the chapel.



The rains continued throughout the ceremonies at Madingly, and finally forced the Group to get back on the buses for the short trip south of Cambridge to Duxford.



## At Duxford



## Then On to London



Our London hotel, The Cumberland, as viewed from across Oxford Street. Marble Arch is just to the left.



Bill Kolger, in rear; Forest Goodwill, Lee Kessler and Willie Williams.



George & Lillian DeVack, Ralph & Nell Bordner.



At the hotel entrance: Mrs. Rod Obermiller and Mrs. Janice Wayward, travel representatives; Warren Wilson, Betl and Dale Briscoe, John Hickey.



George Kellogg came to his first reunion, having just gotten on the mailing list.



Bob Nelson



Andy Vangelis and Tony Santoro



Carley and Charles Banas



The crowd begins to gather for the annual meeting of the 306th Association.



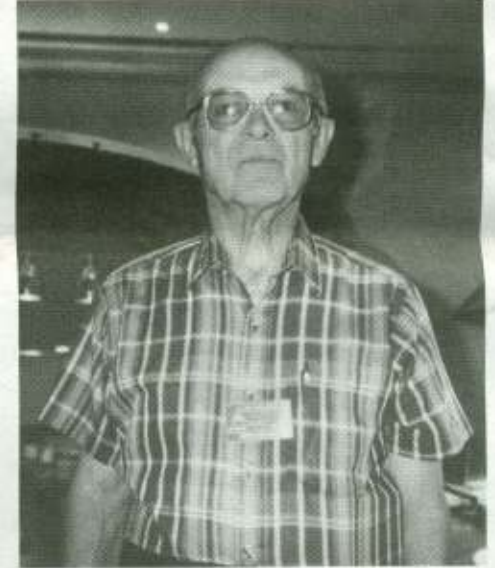
We did bring a lot of luggage with us!



Casey Jones, treasurer, and Bill Cavaness, vice president.



Ysleta and Guy Lateano, Reginald and Verna Robinson



Clay Wilson



Forrest Stewart takes the reins of the presidency from Don Ross at the annual meeting in London.



Dale Briscoe, former treasurer, addressed the annual meeting.



Following Sunday services at St. Paul's Cathedral, some of the nearly 200 from the 306th attending, stepped outside to catch the Cathedral in the midday sunlight.





Bill and Marie Colantoni



Ruth Houlihan, and the William Feesers



The Lawrence Romanos



Susan R. Moody, Ann and Forrest Stewart, June and Russell Strong



Silver Bowl given to the Town of Bedford at the end of the war by the 306th Group.



The Carl R. Thompsons



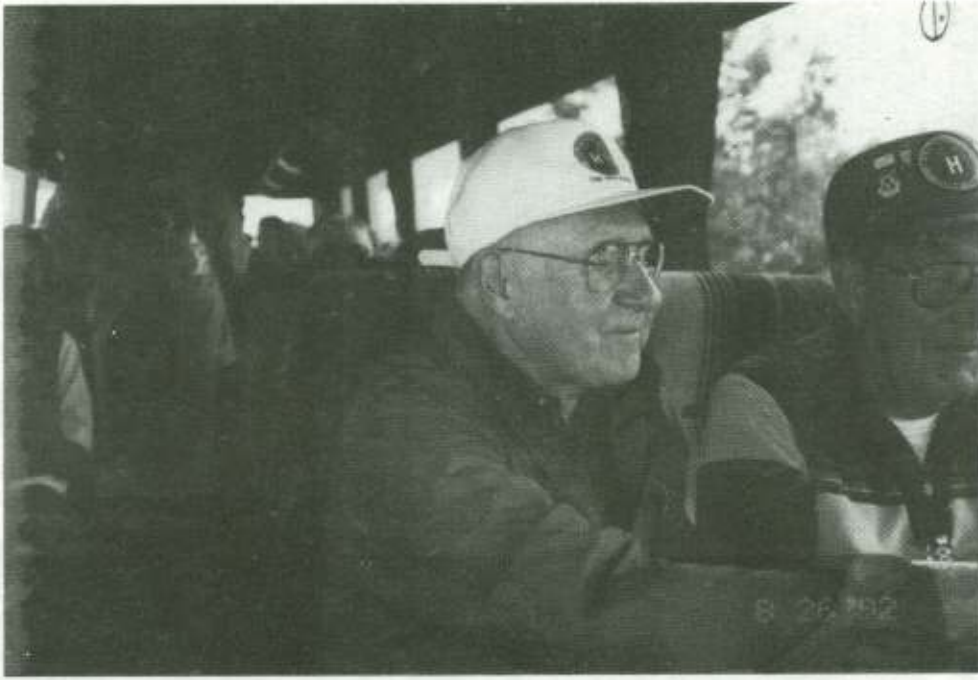
Maj. Gen. James S. Cheney

# And Some Went to France



At the conclusion of festivities in Bedford and London, two tour groups left, one going to Scotland and the other, two bus loads actually, going to France. There were nearly seventy

on the French trip, so sometimes they had to stay in different hotels. On the second morning in Caen, France, the two groups joined for a picture.



Bill Carlile and Warren Wilson



From biplanes to jets came to our show.



Durwood Offord



Toode Motley and Ralph Franklin wait at the Bedford Hospital South for information on Toode's bride of a month, who fell and broke her hip in the Swan Hotel.



The Joseph Broussards





Dale Briscoe and Warren Wilson found the bakery in a French town.



Dale Briscoe, Betl Briscoe, Russell Strong and John Hickey.



The Jack Woods seated behind a sleeper.

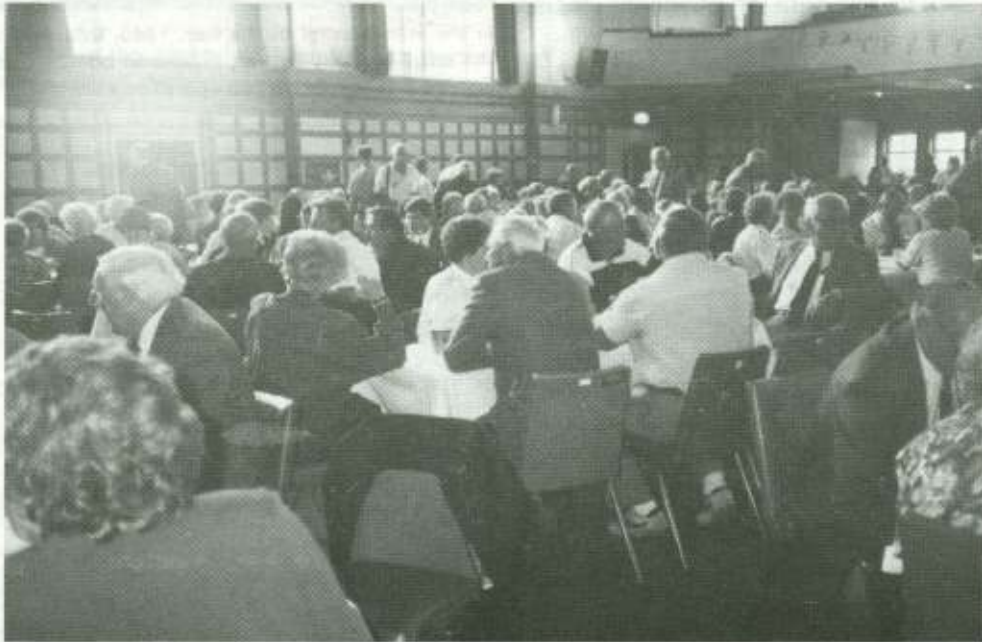


Waiting outside the Cumberland.



The old Norman Church at Thurleigh.

For the photographs appearing in this issue, we are indebted to Bill Carlile, Bill Houlihan, Tom Hulings, John Krische, Don Ross, Russ Strong and Reg Thayer. And, if the editor has omitted a name or two, he apologizes.



A convivial scene at the Corn Exchange.



Casey Jones and Harold Lightbown



An evening pub crawl in London.



Rex Barber and Lou Damaso



8 30 '92



Art Frazier and son, Randy.

## Conclusions on Pearl Harbor Responsibility

**PEARL HARBOR: Final Judgment**, by Henry C. Clausen and Bruce Lee. New York, Crown Publishers, 1992. 485 pp.

If you are a lawyer, if you are a WWII enthusiast, if you have wondered about Pearl Harbor and who was at fault, this is the book you should read.

Henry Clausen was a San Francisco lawyer who late in the war was serving in the Pentagon as a major in the judge advocate's corps.

Then, in 1944, he was plucked by the Secretary of War Henry L. Stimson, to conduct a secret top to bottom investigation as to where the blame for Pearl Harbor's devastation should be placed. He spent seven months traveling some 55,000 miles with a letter from Stinson instructing anyone to whom Clausen was talking that they were to give him the truth.

Clausen wrote an 800-page report, but he did not write a conclusion. This is his conclusion, and it is a valuable addition to the history of the war as Henry Clausen is the last major living witness, and as the book jacket says "the one person who can reveal 50 years afterward, the real truth about Pearl Harbor."

In his conclusion to this book, Clausen ranks 10 men as to their culpability, leading with Lt. Gen. Walter C. Short and Admiral Husband E. Kimmel, the two top military men in Hawaii, and at the other end of his list President Franklin D. Roosevelt.

He discusses in great detail his meetings with Short and Kimmell, and



In the late months of the war, 1945, this was a part of the 368th Squadron leadership. From the left, Reginald Thayer, squadron bombardier; Thomas Hulings, squadron commander, and George DeVack, squadron operations officer.

with many of their subordinates; he comes down rather heavily on the operations and intelligence staffs, and he presents in an extensive appendix the pertinent documents, most of them developed on that fateful day in all of our lives, 7 December 1941.

If you've often wondered about the whole affair, here is your chance to look behind the scenes in Washington and Honolulu.

**Air Show in August**  
The National Warplane Museum at Geneseo, NY, will hold its annual air show, Friday and Saturday, Aug. 21 and 22. This year's theme will be "Those Fantastic Fighters," featuring WWII era craft.

## 1994 Dates Set

Date and place for the 1944 reunion have been set — 13-18 September in Des Moines, IA, bringing us back to the center of the country once again. We will be headquartered at the Crystal Inn at the Airport, which will offer considerable convenience to those choosing to fly.

Robert N. Houser, a 368th navigator from May to September 1944, will serve as the chairman for the event. He also headed up the 8th AF Historical Society's reunion in Des Moines several years ago.

Others from this part of Iowa will serve on the committee and they are already at work planning events.



## Prop Shop Kept Planes in the Air

The Prop Shop, known to its occupants at Thurleigh as Airscrews, Ltd., wasn't a place frequented by fliers, or those not concerned with props, governors or engines.

But it was a unique business essential to the aircraft being flown by the Group. It was a foregone conclusion that the crews from the Prop Shop would visit each plane when needed, and for some planes it was often.

The prop crew was responsible for removing errant props from the engines, doing what ever needed to be done, and replacing them on the planes. Engines and props, as replacements, did not come as a unit, but were only "married" at the plane.

In the early days at Thurleigh new props came in assembled, making the three-bladed unit a heavy thing to handle, only done with hoists. Later on the new props arrived in boxes, much the size and shape of a coffin, then, the props were taken out and assembled on the base. Eddie Perin, #2 man in props, says that the pre-assembled units were often not properly balanced, so they had to be dismantled, adjusted and remounted anyway. He preferred having them come in a box.

Frank Bolf was the EM in charge of the prop works, which operated under the overview of Maj. William Sory. Bolf handled most of the prop work while Perin specialized in governors. Both had their hands full, and frequently operated around the clock to keep the planes flying.

Bolf states that there may have been an occasion once or twice in the early days when a plane did not fly, purely because there was no propellor available to put on an engine. But, after a few of the early planes had been cannabilized, spare parts were a bit easier to come by. As time went and supplies caught up with the combat unit, props were always in good supply.

### Bolt Designs A New Valve

Bolf recalls a period when there was a continuing problem with runaway props on the planes. When he set about to trace down the difficulty he found that a valve was sticking. Hot oil caused the valve to expand, while at the same time the housing was contracting from the cold temperatures. He found that by changing a sleeve valve to a ball valve, which Bolt designed and was built by a base machinist, the problem was solved.

Blades that were distorted couldn't be straightened and were discarded, but sometimes it was possible to work out holes in propellers caused by machine gun fire—ours or theirs—and the props could continue to be used. It depended on just where the hole was and how big it was.

Again, in the early period, when propellers were in short supply, they once took two propellers apart and salvaged enough good parts to rebuilt them into one good propeller. This was done on the floor of an empty room and without a balancing stand.

Bolf invented a hydraulic puller to remove the cam roller pins. This came about by borrowing an emergency brake pump, a cowl flap cylinder and selector valve, and putting them together. It made a tough job a lot easier.

### RAF Inadvertently Helps

Balancing props, an essential to good flying, was helped by using a balancing arbor that had been left behind by the RAF.

Perin's specialty was prop governors,



Members of the Prop Shop crew included, front row, left to right: Frank Bolf, Jack Davis, Bob Brenner and Eugene Koch; back row, John French, Edward Kern, Fred Hobson, Eddie Perin, unknown, and Carl Rathke.

## 'Night Run,' New Fiction Work by 368th's Denny

"Night Run," by Robert Denny. New York, Fine, Inc. 1992. 387 pp. \$21.

Bob Denny has accomplished a difficult feat. He has authored his second novel, calling heavily on his WWII experiences and those of the 306th, it has a different thrust to it. While somewhat implausible at times, **Night Run** is a good story.

The WWII combat flying is excellent in its descriptions, and one feels right back into the flak and fighters again.

Bob Denny's first book did well in sales, and better sales ought to be realized from this book.

Part of the thrust of the story is that of the "night witches," Russian women pilots who flew old '30s biplanes at night against the Germans on the Eastern front, providing a lot of nuisance and sometimes fine bombing of small targets, particularly personnel.

These women also provide a romantic element in the story, and there is a lot of that in addition to the combat flying.

The story moves through the cadet experience with two young men who were lucky to ever receive their wings, then moves quickly to combat with the 8th in England. From there it goes behind the Russian lines as one of the onetime cadets takes his stricken bomber east on that memorable trip to Gdynia 9 October 1943, when the Fort is too badly damaged to get back to Sweden or England.

His stint with the Red Air Force occupies a significant portion of the "screen," and gives a lot of background on operations in that theatre as the Germans retreat back to the west.

### Author's Background

Denny has spent much of his career since bringing a 368th crew to combat in mid-44, and himself flying on into 1945 before completing his missions as a lead pilot, in writing, both for print media and radio/TV. Included in this period came opportunities to spend some extended time with Adolf Galland, chief of Luftwaffe fighters, and Johannes Steinhoff, an FW 190 combat pilot and postwar Luftwaffe leader. Thus his writings about these two men in **Night Run** have a touch of authenticity to it in its characterizations.

But, turning to the novel is a difficult exercise in creative writing, and Denny shows how much he has accomplished in this second book which shows a better flow than **Aces**, an excellent fiction style that should work well for him as he carries on his writing ventures to new heights.

Denny hopes that you will rush out to your favorite bookseller and either buy or place an order for **Night Run**. If you don't do this you may want to suggest to your local library that these books be purchased for their fiction collection.

## Directory Debt Still Not Met

Treasurer Casey Jones reports that to date only \$1,542.36 has been received from the membership towards paying the debt incurred in the publication of 1992 Directory of the Association membership.

As our group has grown larger and printing and mailing costs have risen, the 1992 directory cost \$4,500 to print, bind and mail to each of you. Casey might say, "Send me your \$5s, your \$10s and your \$20 contributions so that we can erase this figure from our balance sheet."

and there was plenty of work to do. "I repaired so many governors," says Perin 50 years later, "I can still remember the model number, 4K11-GOJ. they were all Hamilton-Standard, made in Hartford, CT, and were shipped to us from the Spokane Army Air Depot."

Robert F. Brenner and Frederick H. Hobson were Prop Shop occupants, each of whom headed a small crew that worked together on whatever project was first in line. Other men in the Prop Shop were Jack Davis, Eugene Koch, John French, Edward Kern, Carl Rathke and Ben Balkum.

### 369th Diary Pages Missing?

If you received one of the second edition copies of the **369th Combat Diary** you may have noted that pages 25 and 26 were missing. Please drop a note to Russ Strong, and he will send you the missing page, pre-punched so that it can be inserted in its proper place in the **Diary**.

## Tracking Some Short-Term 306th Officers as to WWII Service

In the October issue of *Echoes* we ran a listing of a group of pilots, navigators, bombardiers and ground officers who served briefly with the 306th at Wendover, UT, and then were transferred out before the 306th left for combat. Following here is part of a letter from Steve Birdsall, noted Australian WWII historian, sharing his knowledge of some of those men.

It seems to me that the 306th provided quite a number of the people who flew brand-new B-17s from Hamilton to Hawaii and on down my way.

Several of the pilots on your list show up in my records: John Titus and Herbert Derr were pilots in the 43rd Bomb Group, 5th Air Force, and Joel Kleinman was a co-pilot in the 11th Bomb Group, 13th Air Force.

Of the navigators, Max Cook flew with the 11th Bomb Group.

Of the bombardiers, Walter Buchanan flew with 43rd Bomb Group, with a pilot named Bill Gowdy, who was in 369th Squadron during July 1942. John Graw was part of a crew which I believe went to 11th Bomb Group.

I know one of the bombardiers, Max Friermood, well. Max and six others on your list — Anderegg, Bradley, Buchanan, Burtis, Goede and Graw — all graduated from bombardiers' school at Victorville on June 13, 1942.

### Off to the Pacific

Interestingly, Joel Kleiman, Max Cook and Max Friermood all ended up on the same crew . . . their pilot was Lt. Edwin C. McAnelly and they were all assigned to 423rd Squadron at the end of July 1942. On August 1, 1942 they received orders assigning them to the 29th Bomb Group at Gowen Field, Boise, Idaho. I'd guess that the crew had been formed not long before those orders were cut. At that time the 29th Bomb Group was an OTU which had just come up from MacDill, and they were equipped with B-17Fs. On September 5, 1942, the McAnelly crew was ordered from Hamilton Field to Hawaii in a brand-new B17F.

Those B-17s and crews in Hawaii were a pool which was drawn on by both 5th and 13th Air Force. The McAnelly crew became one of the first — and few — replacement crews and planes received by 98th Squadron of 11th Bomb Group. Their first mission was a routine "Security Search" flown on October 5, 1942. When the 11th Group's original crews returned to Hawaii in February 1943, most of the McAnelly crew continued to fly in the South Pacific, but with 5th Bomb Group.

John E. Titus was lost on a mission on November 29, 1942 . . . It was a single-plane flight shadowing a convoy in the straits between New Guinea and New Britain. Plane and crew simply disappeared. A check of 43rd loss records shows that Randall O. Cotton was also aboard this plane.

James W. Knapp was in the 43rd Group, I think.

Herbert Derr, now deceased, was a very daring pilot, remembered with mixed emotions by those who flew with him . . . received a Silver Star for flying a shadow mission on a convoy which lasted over eleven hours . . . the citation reads "constantly under attack from Zeros" which is over-the-top, but the plane was a flying fuel tank, with bomb bay and radio room tanks, and the weather was bad . . . the mission was flown March 2, 1943, and was one of the lead-up incidents to the Battle of the Bismarck Sea."

ADDENDUM: W.W. Saunders, 368th bombardier and POW (5 Apr 43 at Antwerp, with Robert Seelos), writes to relate that Chester A. Knight, Jr., 367th bombardier, was killed in a B-17 crash in the States late in 1942.



367th Squadron: Front row: Milton M. Adam, Harold L. Prescott, Russell A. Strong N, Arthur Vann B. Back row: Robert Conger eng, Peter Ferrari ro, Jack Skiver bt, Clifford Redd wg, John Pluta wg, and Robert Prior tg.



368th Squadron: Front row: Ted Boswell B, Michael Kalish N, Charles Bayless CP, John M. Kelly P. Back row, William C. Vought bt, Ernest C. Smartt ro, George W. Wallace eng, Alfred H. Poetz wg, William C. Christian tg, and Carl E. Hudson wg.



369th Squadron: Back row: Gordon Chambers CP, Ellis Schoonover N, Robert Maxwell B, unknown, James H. Edeler P, Ralph Williams eng, Wyndom Haynes crew chief. Front: Grover Ingram wg, Arthur Evans ro, George Hoffer tg, William Bruce bt, Robert L. Scales, armorer, unknown.

## Amateur Radio Opportunity

John Brinkman is an active member of the Air Force's Flyers Club, an amateur radio group, which invites WWII personnel of all types to become members. One of its objectives is to collect vintage aircraft radio equipment for distribution (at no fee) to activities restoring WWII aircraft.

Send application requests to Col N.E. Friedman USAF (ret) Amateur Radio W6ORD, POB 19055, Encino, CA 91416-9055.

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367th Squadron: Top row: Matthew Myerson N, Ralph Wiehrdt B, E. Robert Barr CP, Harold W. Barrett P. Front row: Chauncey Price tg, Cloyd A. Cresswell wg, Alfred R. Capen wg, Chester L. Lantz bt, Hector A. Chavez ro, and Donald Bouchelle eng.



369th Squadron: Front row: Charles E. Jordan N, Harold R. Fossum P, John Horkulic B, John M. Lockard CP. Back: Kenneth E. Sutton ro, Robert G. Morton tg, Herman J. Torrano bt, James N. Knight wg, Hal F. Chase eng, and Joseph C. Schember wg.



423rd Squadron: Back row: Jerry O. Hooks bt, Jerroll Sanders B, Milton B. Edwards tg, William P. Cassidy P, Archie H. Garrett bt, Dean C. Rodman CP, Walter Bieloga wg, and Joseph S. Peto wg. Front: Joe B. Bardwell, Vernal H. Whitney, Herman Cothran crew chief, Michael P. Capaldi and Jack L. Melton.

## One Good Reason To Buy Two Copies Of 369th Diary

One 369th pilot carefully went through his copy of the **369th Combat Diary**, comparing its reports on missions he had flown with the notes he had made upon coming home each day.

Then, he decided he didn't want to do this only for his own amusement, but then ordered a second diary so that he could annotate for his son.

A nice way to hand on the unique combat experience that was a part of bombardment aviation in WWII. (Remember: It had never been done that way before, and hasn't been done that way since!)

## One More in England

Add to those who convened with us in England David and Ruth Ellis, 369th. They were spending five weeks in a Rotary house exchange at Exeter, and came over to participate along with the larger group of tourists.

### 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 A. Strong, 5323 Cheval Place, Charlotte, NC 28205

## Three Pictures Receive Names

Three of the five unknown pictures we ran on page 10 of the October issue of *Echoes* have been accounted for now.

But, we need to know the people in the middle picture of Fightin Bitin II. Capt. William Hilton, 369th pilot, is standing at the left. We have a couple of assists on the remaining names, but they don't agree.

The crew gathered around Capt. Wm. Van Norman, PIO, remains a mystery at this point.

Now, the top picture included, top row, left to right: James Vaughter B, Edward Hughel CP, Ralph Peters P, and Daniel Peterson N. The front row is: Manford John ro, Edward J. Mayer tg, Daniel Piedmont lw, Blair Steed rw, and Richard Kern bt. The picture was taken 11 Oct 43 and the crew was shot down on Black Thursday 14 Oct 43. 369th Squadron.

The second picture down, back row, left to right: Charles Munger P, Roger Barton N, Leon Feldman B, and the editor believes the last man is Henry Engel CP. Middle row: Ground armorer, John Brinkman bt, Herbert Hawkes eng, and the crew chief. Front row: John Jessup wg, Jay Braman wg, Edwin Borlik ro, and Lester Parks tg. 423rd Squadron. Picture taken 20 Oct 43.

The bottom picture, back row left to right: Irving Pedersen P, Richard Townsend CP, never w/306th, Edward Todd B, and Charles Belforte eng. Front row: unknown, Earl Duncan ro, Joseph Daniels bt, Leon Ruettgers wg and Ralph Story tg. 367th Squadron.

Now try your talents on the prints below.



## Additions to Our Roster

Aiken, Edgar L., 3668 Warren-Sharon Rd., Vienna, OH 44473 368  
 Barranco, John S., 586 Kings Place, Jackson, MS 39211-3321 368  
 Braun, Raymond B., PO Box 191, Lake Delton, WI 53940-0191 369  
 Dinger, Raymond O., 67 Overlook Ave., Eastchester, NY 10709 368  
 Feigun, James A., 1115 26th Ave. S, Fargo, ND 58103 368  
 Harrington, Claude M., 7315 Longvine Dr., Houston, TX 77072 369  
 Landrum, William S., 643 Timm Valley Rd., Atlanta, GA 30305-2712 367  
 Nance, Robert F., 28 Lindley Ave., Sumter, SC 29150 423  
 Portnoy, Hal, 4879 Bocaire Blvd., Boca Raton, FL 33487 369  
 Presti, Donald L., 1336 E. Las Tunas Dr., #A, San Gabriel, CA 91776 367  
 Staniorski, John A., 164 Flintrock Rd., Drexel Hill, PA 19026-4906 423  
 Vogel, Richard F., 807 W. Dewing St., Roswell, NM 88201 369

### 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 \_\_\_\_\_

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Send to:

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

Date \_\_\_\_\_

## Updates for Your 306th Directory

Included are address corrections, as well as corrections to other information.

Benson, Earl 367  
 7820 Wire Rd, Lot 195  
 Zephyr Hills, FL 33540-1895

Bowman, Lawrence H 369  
 200 Smith St, Apt 608  
 Sheridan, WY 82801

Brennan, Neil H 368  
 505 E Beach Blvd  
 Gulf Shores, AL 36542

Campbell, Paul M 4th  
 38577-1724

Cavedo, Kermit B 369  
 3428 Stuart Ave

Coleman, J Ray 368  
 654 N 58th St  
 Mesa, AZ 85205-6602

Cunningham Jack R 369  
 8673 Noblestown Rd  
 McDonald PA 15057-9401

Czerkas, Emil 423  
 112 Bonnie Dr  
 Auburndale, FL 33823

Davis, Zias D 367  
 77 East Brooke  
 Jackson, MS 39216

Frazer, Malcolm C 423  
 PO Box 2224

Gassler, John 368  
 404 Cinnamon Dr  
 Deland, FL 32724-6200

Giancaspro, Frank E 423  
 9 Nautilus Dr  
 Brick, NJ 08723

Greaves, Maj. Albert W 368  
 13810 E 41st St  
 Spokane, WA 99206-9332

Griffin, William F 367  
 2809 E 10th St  
 Tucson, AZ 85716-5208

Grisham, Wilbert 4th  
 4540 N Enoch Rd  
 Cedar City, UT 84720-9653

Hall, Norman D 423  
 5501 Melrose Ave  
 Lincoln, NE 68506-3439

Jacobson, Kenneth D 423  
 347 Acapulco st  
 Weslaco, TX 78596-8021

1Lt Harry Jang 367  
 14717 Guadalupe Dr  
 Rancho Murieta, CA 95683-9460

Jenack, Maj. Fay H 369  
 8424 N 37th Ave  
 Phoenix, AZ 85051

Kall, George R 369  
 15325 SW 22nd Ct Rd  
 Ocala, FL 34473-4205

Kellit, Walter H 368  
 505 S Reltze St, Apt 14  
 Concrete, WA 98237-9794

Kirby, James T 369  
 28564 Gilnock Rd  
 Easton, MD 21601

Kirkpatrick, Wallace B 369  
 PO Box 476

Leopold, Wilbert A 369  
 840 Hamlet Ln, #C1  
 Westlake, OH 44145-1672

Lynch, William H 423  
 613 Sunrise Ridge  
 Sunrise Beach, MO 65079

McKillip, MSgt William R 369  
 265 Avens Rd, NE  
 Palm Bay, FL 32907

Michel, Ernest G 449  
 3430 Antelope Dr  
 Lake Havasu, AZ 86403-3456

Moreland, Herbert S 423  
 127 Pineridge Cir  
 Fairfield Glade, TN 38557

Osburn, Col. Paul V 367

Plechowski, Theodore P 367

Pinchback, John A 367  
 110 Ocean Ridge Dr

Robusto, Robert 369  
 2801 Preston Ln  
 Abingdon, MO 21009

Sammons, LTC Colvin L 369  
 2603 Ormond Place

Savino, Joseph N 367

Schlesel Daniel 368  
 34465-3628

Skinner, Louis A 423  
 11553 S 1700 East  
 Sandy, UT 84092

Sweeney, Leo M 423  
 27 Norton Rd  
 Kittery, ME 03904-5414

Taft, C T 369  
 611 Garden Walk Dr

Tuers, Clarence B 367  
 1228 Kara Ln  
 Modesto, CA 95355-3521

Williams, Donald E 369  
 10326 S Palominas Dr

Wilson, Donald L 367  
 4265 5th Pl  
 Vero Beach, FL 32968-1961

Yorgason, Forrest W 423  
 299 E 3200 North  
 Provo, UT 84604-4520

Zahniser, Paul N 423  
 2460 Grandfather Mtn  
 Spring Hill, FL 34606

Mantzell, Ernest A 204

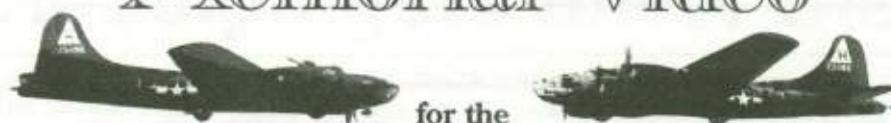
*Now 92 years old, Mantzell's name has been removed from the mailing list at the request of his guardian*

### 306th Family

Kostal, Mrs. Jerome J 367W  
 1571 W Ogden Ave, Apt 1533  
 La Grange Park, IL 60525-1727

Walck, Mrs. Richard E 367W  
 216 Warehams Point  
 Williamsburg, VA 23185-6448

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## SEATTLE Reunion Reservations September 9-11, 1993

**Mail to:** 306th Bomb Group Assoc.  
PO Box 70603, Ballard Station  
Seattle, WA 98107-0603

Reunion registration fee, per person	_____ at \$25	\$ _____
Boeing Plant Tour	_____ at \$18	\$ _____
Thursday ( ) 9 a.m. to Noon, ( ) 2 to 5 p.m.		
Friday ( ) 9 a.m. to Noon, ( ) 2 to 5 p.m.		
Museum of Flight, Friday	_____ at \$19	\$ _____
Tillicum Village Salmon Bake & Cruise	_____ at \$45	\$ _____
( ) Thursday or ( ) Friday		
Spirit of Puget Sound Dinner Cruise	_____ at \$50	\$ _____
Friday		
Sample Seattle — A Deluxe City Tour	_____ at \$18	\$ _____
Saturday, 9 a.m. to 1 p.m.		
Reunion Banquet, Saturday	_____ at \$27.85	\$ _____

You will receive tickets at registration

Name \_\_\_\_\_ Spouse/Guest Name \_\_\_\_\_

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

Phone Number \_\_\_\_\_ Squadron - Duty Assignment \_\_\_\_\_

Travel Mode — Air/Auto \_\_\_\_\_ Arrival Date \_\_\_\_\_ Arrival Time \_\_\_\_\_

Have you made hotel reservations? \_\_\_\_\_ If so, where \_\_\_\_\_

Questions/Comments/Recommendations: \_\_\_\_\_

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ORGANIZATION \_\_\_\_\_

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CARD NUMBER \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

SIGNATURE \_\_\_\_\_

Check Enclosed (One night's Room Deposit)

**PLEASE NOTE:** Reservations received after \_\_\_\_\_ are  
subject to availability. Guaranteed reservations must be cancelled by  
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**306th BOMB GROUP  
ASSOCIATION**  
9-11 September 1993

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<input type="checkbox"/> Rollaway	\$15
<input type="checkbox"/> Request upgrade, if available (Circle One: Tower or Lakeview Room)	\$15 ADDITIONAL
<input type="checkbox"/> Names of additional person(s) sharing room*	
1) _____	
2) _____	
3) _____	

\*Only one room per form please.

# 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.

### ORDER FORM

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

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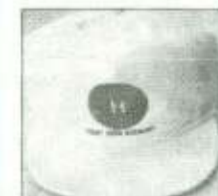
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